

OFFICIALS

Bryan Clark, Chairman
Robert Rossadillo, Vice Chairman
Jim Main, 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, February 10, 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. 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 January 27, 2026

B. Decision and Reasoned Statement(s)

1. Case No. 25-06-S & 25-26-DR, Tess Manor Subdivision.
2. Case No. 25-03-CPF, Allied Industrial Center
3. Case No. 25-31-DR, Blossom Meadows

Potential Motion:

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

3. PUBLIC HEARINGS:

A. Case No. 25-05-SUP (Special Use Permit), Kaveman Trailers Storage – Marina Lundy – Associate Planner

Applicant requests Special Use Permit in order to operate a recreational vehicle sales and storage facility. The site is 5 acres, currently zoned C-2, and is located near the intersection of North Meridian Rd and East Avalon Street and identified as parcel No. S1419333450 (SEC 13, T2E, R19).

Potential Motions:

- *Motion to recommend approval/recommend denial of 25-05-SUP with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

B. Case No. 25-03-S (Preliminary Plat) & 25-04-DR (Design Review), Lerida Subdivision – Marina Lundy – Associate Planner

Applicants request Preliminary Plat and Design Review approval to subdivide approx. 21.69 acres into 93 single family residential lots and 14 common lots. The site is located at 819 N Meridian Rd. (Parcel No. S1324142300) S24, T2N, R1W.

Potential Motions:

- *Motion to recommend approval/recommend denial of 25-03-S with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*
- *Motion to approve/deny & 25-04-DR, with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

4. BUSINESS ITEMS:

A. Case No. 25-33-DR (Design Review), Idaho Fitness Factory – Marina Lundy – Associate Planner

Applicant requests Design Review approval for a new Idaho Fitness Factory neighborhood gym. The site is 1.45 acres and is located at 1495 and 1515 N School Ave. Parcel Nos. R3193490120 & R3193490100.

Potential Motions:

- *Motion to approve/deny & 24-33-DR, with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

5. UPDATES & REPORTS:

6. ADJOURNMENT:

OFFICIALS

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

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Planning & Zoning Commission
REGULAR MEETING AGENDA

AMENDED

Tuesday, January 27, 2026, at 6:00 PM



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I. CALL TO ORDER & ROLL CALL:

(Timestamp 00:00:50)

Chairman Bryan Clark All right, good evening. We'll go ahead and kick off regularly scheduled Planning & Zoning Commission meeting for Tuesday, January 27th, 2026. First up, roll call.

Planning & Zoning Director Doug Hanson Chairman Bryan Clark.

Chairman Bryan Clark Present.

Planning & Zoning Director Doug Hanson Vice Chairman Bobby Rossadillo.

Vice Chairman Bobby Rossadillo Present.

Planning & Zoning Director Doug Hanson Commissioner Jim Main.

Commissioner Jim Main Present.

Planning & Zoning Director Doug Hanson Commissioner Chad Queen...Commissioner Cristin Sandu.

Commissioner Cristin Sandu Present.

COMMISSIONERS PRESENT

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

CITY STAFF PRESENT

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

2. APPROVING NEW PLANNING AND ZONING COMMISSION BYLAWS - ACTION ITEM

(Timestamp 00:01:17)

Chairman Bryan Clark All right, first on the agenda this evening, we have the approval for the new Planning & Zoning Commission bylaws, Mr. Doug.

Planning & Zoning Director Doug Hanson For the record, Doug Hansen, Planning and Zoning Director, 751 West 4th Street. The proposed amended bylaws are before you for your consideration, and I'm here for any questions you have.

Chairman Bryan Clark Are there any questions from the Commission?

Commissioner Cristin Sandu I have a few questions for Article 7.3 *let's seek*, there was an article where it states that the commission has to give 72 hours' notice. I'm just curious what kind of notice form is that phone call, e-mail written?

Planning & Zoning Director Doug Hanson E-mail is fine. Generally, what's easiest is just a reply all to the commission packet e-mail.

Commissioner Cristin Sandu And for article 7.3, Is this referring to the commission if they want to request additional information, or is this referring to the planner?

Planning & Zoning Director Doug Hanson So, this would be required for the commission, the Planning & Zoning department, or any developer or outside entity who would like information to be included in the packet.

Commissioner Cristin Sandu And my final question on Article 8.4, is there any limitations in the field trips to proposed sites?

Planning & Zoning Director Doug Hanson The one limit -- so the two limitations are that it would need to be disclosed on the record that you did in fact go to the site and that it could not be done in quorum. And so ultimately we'd prefer that you would do it by yourself and you wouldn't have any discussions with any fellow commissioners to avoid any *ex-parte* problems.

Commissioner Cristin Sandu And by disclosing, at what time do we have to disclose that we were at that?

Planning & Zoning Director Doug Hanson It would have to be disclosed within the public hearing. I could follow up with any additional information from our legal team. They're not here tonight, but I can find that answer for you.

Commissioner Cristin Sandu Thank you. That's all I have.

Chairman Bryan Clark Any other further questions for staff? Any other further? Okay. Sorry. Okay. With that, I'd stand for a motion.

[Brief Silence]

Chairman Bryan Clark I can't make the motion.

Vice Chairman Bobby Rossadillo All right, I'll make a motion that we approve the new Planning & Zoning Commission bylaws.

Commissioner Cristin Sandu I'll second that motion.

Chairman Bryan Clark All in favor?

All Commissioners Aye.

Chairman Bryan Clark Any opposed? Thank you kindly.

(Timestamp 00:03:56)

Motion To: Approve New Planning & Zoning Commission Bylaws

Motion By: Commissioner Bobby Rosadillo

Motion Seconded By: Commissioner Cristin Sandu

Further Discussion: None

Voting Aye: Commissioners Sandu, Rosadillo, Main, Clark

Voting Nay: None

Absent: Commissioner Queen

4-0-1

3. 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 00:04:12)

A. Regular Commission Meeting Minutes Dated January 13, 2026

B. Decision and Reasoned Statement(s)

1. Case No. 25-01-CPA, Ada County Capital Improvement Plans
2. Case No. 25-02-CPA, Area of Impact Reduction
3. Case No. 25-03-OA, Architectural and Site Design Guide

Potential Motion:

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

(Timestamp 00:04:12)

Chairman Bryan Clark All right, next on the agenda this evening is the consent agenda.

Vice Chairman Bobby Rossadillo I'll make a motion that we approve the consent agenda.

Commissioner Jim Main Second.

Chairman Bryan Clark All in favor?

All Commissioners Aye.

Chairman Bryan Clark Any opposed? That carries. Thank you kindly.

(Timestamp 00:04:18)

Motion To: Approve The Consent Agenda

Motion By: Commissioner Bobby Rosadillo

Motion Seconded By: Commissioner Jim Main

Further Discussion: None

Voting Aye: Commissioners Sandu, Rosadillo, Main, Clark

Voting Nay: None

Absent: Commissioner Queen

4-0-1

4. PRESENTATIONS:

(Timestamp 00:04:30)

A. Ada County Highway District Development Services Presentation

(Timestamp 00:04:30)

Chairman Bryan Clark All right. First up this evening, we have a presentation from Ada County Highway District, Development Services. And if you'd be so kind as to state your name and address for the record.

Mindy Wallace, Ada County Highway District Certainly. Mindy Wallace, Ada County Highway District Development Services. Business address is 5800 N Meeker in Boise, 83713. Sorry, we've moved a few times. So, I want to say thank you for having me today and I'm going to provide you with a brief overview of ACHD's traffic impact study process, and then what is included in our staff reports and how we fit into the city's review of development applications. So just a little bit more about me, I've been working at the Highway District since 2005, and I've been in Development Services that entire time. So, while I'm not an engineer, I have reviewed a lot of traffic studies and worked directly with them since that time. I have -- I'm married, my husband, and I have a 16-year-old at Mountain View High School in Meridian. So, my group's tasked with the review of current planning applications, so we work directly with Doug and his team, which is a little bit different. We have a council liaison from our long-range planning group, and they attend all of your City Council meetings, so two different planning divisions of the highway district.

So, we'll have a brief overview of how we fit into your development process, talk a little bit about traffic impact studies, what's included in a staff report, and then what improvements can be required by ACHD through the development process. For development applications, ACHD is a responding agency, so each week your staff sends us transmittals of development applications, and we review those for compliance with our policies and standards. Development Services operates under section 7200 of ACHD's policy manual, which is technical requirements for development, and then we respond to those in the form of a staff report or a staff letter. A staff report will include findings and recommendations from a traffic impact study if one is required for a specific development. They're not always required.

Traffic or traffic impact study policy is 7106, and under that policy it's really a technical document, so it includes requirements and specifications to be used in the analysis, and it also defines what a traffic study is per ITE. The process for a traffic impact study generally begins when determining whether or not a TIS is required for a specific new development. And our policy typically requires a traffic study if a new development is going to generate more than 100 new PM peak hour trips in the peak hour. And then this table is included in our policy manual as kind of guidance for when we're making that determination. Both ITD and any land use agency can ask for a traffic study, even if it's not required by ACHD. And we may not always require a full traffic study, but maybe a variation on a traffic study, depending on the location of the site and then what's proposed like there are certain areas in Kuna, where maybe we've gotten four or five traffic studies in the same area, maybe we don't need to review another one. We kind of have a good feel for what's going on in the area, and we can ask for them to look at turn lanes or just a specific intersection.

For the analysis portion, our policy requires a review of existing conditions, background conditions, and then total traffic conditions for all intersections and roadways that are included in the study area and this tells us which intersections and roadway segments will operate meeting our level of service planning thresholds and which would be exceeding them and then any mitigation. Traffic studies also include findings for with and without the new development. And then also recommended mitigation. We always try to get a consultant to provide feasible mitigation. It doesn't mean that we're always getting that. And, you know, like any place else, we have constraints such as right of way, land ownership, those types of things. So really what we're looking at in terms of feasible mitigation would be intersection improvements, the construction of signals or roundabouts, turn lanes, converting a two-way stop control to a four-way stop control intersection. Turn lanes are a big one that we're able to get a lot of the time, typically we have right of way to get that done. Roadway widening and some rare instances, pedestrian improvements, including the installation of, oh my goodness, PHBs or RRFBs for those controlled pedestrian crossings and then some traffic calming within or even off-site. So, did you guys have any questions about that at a high level?

Chairman Bryan Clark Yeah, high-ish level.

Mindy Wallace, Ada County Highway District High-ish level, okay.

Chairman Bryan Clark Getting a little into the weeds. When you're analyzing a development, what kind of defines the study area? Do you look all the way up to I-84?

Chairman Bryan Clark Do you look out into Boise? Or is it like, okay, here's a mile?

Mindy Wallace, Ada County Highway District So what we typically do or what our policy requires is that a consultant contact COMPASS, who is our MPO, and they also are the keeper of our regional travel demand model. So, a consultant will go to COMPASS and say, hey, I need you to do a model run for this development and they tell them exactly where it is, how many units are proposed, if it's residential, commercial, mixed-use and the model assigns the trips and spits them out and distributes them. So, our policy requires us to look at where the site generated traffic of the new development touches 10% of the total traffic in the peak hour. So, you know, no model is perfect, but that's what we use as a baseline. And sometimes we look at it and we're like, well, you know, maybe that doesn't make any sense or historically people travel north-south instead of east west. So, we do have some discretion when we're talking about that study area, but in general, that's how it's determined.

Chairman Bryan Clark Okay.

Commissioner Cristin Sandu Does ACHD, do they conduct a new study every time there's a new development, or do they kind of piggyback off the old study if there was an existing development already?

Mindy Wallace, Ada County Highway District So it depends on how old the old study is. So typically, if it's within two years and it's the same amount of units or less, we don't require an update. If it's old and the data that they used is old, so maybe a traffic study is two years old, but they use traffic counts that are two years old, we do typically require a revised study.

Commissioner Jim Main One question. So, when you do a traffic study, you're looking at a certain subdivision probably. So how do you take into account other subdivisions that may also impact that intersection that have been approved through the city?

Mindy Wallace, Ada County Highway District Yeah, so that's a really good question. So, if a project has already been fully entitled and approved by your city council, Doug and his team are sending that information to COMPASS and it gets included in the model. So, the model calculate has this slew of traffic that's already in the background. When you're doing a model request. If it hasn't quite been through that entitlement process yet, the consultant will ask us, well, what should be included in the background? And we'll give them a laundry list of developments that should be included in the background, and then they get those traffic studies or staff reports from us, and then they add that in. So, it should be cumulative, we hope.

Commissioner Jim Main You hope.

Mindy Wallace, Ada County Highway District It's not perfect, but it's what we have.

Commissioner Jim Main Okay, one other question then. So, you've got subdivisions that are accumulating traffic flows through an intersection. Is there any way for ACHD to move up work at that intersection? Because we see these there, it's slated in 2032 or 20-?

Mindy Wallace, Ada County Highway District Absolutely. So, I'm not entirely sure how that is processed here. And those requests go through our long-range planning group. So, if you haven't already, I'm pretty sure that your staff has received a request for a prioritization for the next version of the five-year work plan. So, I would encourage you to work with the staff here on projects you think should be included in the next five years and then those get moved up in priority. So, a lot of the prioritization is driven by the information we receive from the city.

Commissioner Jim Main Thank you.

Mindy Wallace, Ada County Highway District So the information from the traffic study is included in an ACHD staff report, and it includes, you know, the findings and recommendations of the study, the feasible mitigation, and then that gets rolled into conditions of approval. I think it's really important to know that from our perspective the traffic study is really like a technical engineering document and just because a consultant recommends something it doesn't necessarily mean that we're going to agree with it or think it's reasonable or even good mitigation. We get we run into that a lot where well it's in the traffic study well that's okay it doesn't mean that we have to agree with, it's just meeting the technical standard

So, staff reports, and I provided all of you with a staff report for a project that we approved in '24. Just so you have something to look at, and then we can go through it in a few minutes here. So, in every ACHD staff report, the layout is gonna be exactly the same, and then they're always going to include an analysis of the existing conditions that are there today trip generation of an anticipated development, and then level of service planning thresholds. They're always going to include findings and recommendations. They're going to include our policies and standards. And then a few other things, discussion of right-of-way preservation per the master street map, RNR, CIP, and five-year plan, and then traffic study recommendations and site-specific conditions of approval. So, a little bit in the staff report. So, on the first page, for us, we hope that this kind of gives you a lot of information at first glance. So, in the second paragraph, you can see how much traffic the new development is estimated to generate daily and then in the PM peak hour. And then, going through the boxes, the orange box tells us, did this development meet all of our policies and standards or does it require revisions? And so, from this one, it required some minor revisions. Do the area roadways meet our thresholds? Yes, they do. Was a traffic study required? No. Do we have planned improvements in the five-year plan and CIP? Yes. Are we improving pedestrian and cyclist facilities with this development? Yes. And then is there transit services available? No. So, hopefully this kind of gets you some information at first blush.

Vice Chairman Bobby Rossadillo I have a quick question.

Mindy Wallace, Ada County Highway District Yeah.

Vice Chairman Bobby Rossadillo If there's mitigations that, you know, the study, you know, requests or suggest and ACHD doesn't necessarily agree with them, would that be represented in the report that you guys provide?

Mindy Wallace, Ada County Highway District Absolutely.

Vice Chairman Bobby Rossadillo Okay.

Mindy Wallace, Ada County Highway District Yeah, you would have to read the finding, but yeah, it's documented in there.

Vice Chairman Bobby Rossadillo Okay.

Mindy Wallace, Ada County Highway District The first page of the report includes some of that summary information, but what I wanted to draw your attention to is the report summary. So, it identifies like kind of a little table of contents of what information is in our staff report. So, you know, you can see on page two of the report, we have like a list of what all of our planned improvements are. So, if you need a list like, oh, what's programmed in this area, it's right there. It also includes site-specific conditions of approval. That's on the third page. And then our findings are on page 6. And just like your planning staff, we have to have findings that can hold up legally. So, if we're recommending waivers or it meets our policy or, You know, maybe someone's recommending something we don't necessarily agree with, and we're documenting the reasons why. It also includes a list of all of the policies that are applicable to this development, and then our appeal guidelines. Most of the time, developers are really only interested in what do they have to do, so that's why their conditions are upfront, and then most of the meat of the report is included in the findings.

Commissioner Cristin Sandu I have a quick question.

Mindy Wallace, Ada County Highway District Sure.

Commissioner Cristin Sandu Is ACHD, are they able to recommend a postponing of project if there is already a road improvement going on and a new developer might actually strain that road a little bit more?

Mindy Wallace, Ada County Highway District We can't necessarily recommend a deferral. We do have in part of our policy that a developer may choose to phase a development consistent with our CIP or other programmed improvements. Typically, what we'll see is We'll have them do what's called a sensitivity analysis and that will set up how many trips Can that a new development can generate per day before like a roadway or an intersection? Exceeds a certain level of service and it would need to be improved So if it coincides with us doing an improvement we usually say oh we have this program We have this programmed and you can go ahead and proceed because ACHD is going to do the improvement or we'll say this says that your intersection is going to fail when you get 300 single-family building lots. So, we want you to turn in an updated analysis at that point. And if it's still going to fail at that point, then developer, you need to make the improvement to move forward.

Commissioner Cristin Sandu What if it's an active improvement if you guys are already?

Mindy Wallace, Ada County Highway District If we're already building it they would go ahead and move forward. Okay.

Commissioner Cristin Sandu Okay, at the same time?

Mindy Wallace, Ada County Highway District It just depends sometimes they may want to if it if that's the way they're getting their utilities extended because that way we -- they don't have to cut a brand new road.

Commissioner Cristin Sandu Do you guys conduct a study based on that moment like because it'll probably be an increase in cut through neighborhood?

Mindy Wallace, Ada County Highway District We do look at cut through analysis and there, you know, we're kind of talking about two different things. So if we have a project going on, there's temporary traffic control and we do have a detour route that goes through a neighborhood, you know, there we don't have a choice all the time and we may have temporary traffic calming and some other items in the neighborhood until the project's completed. But we do look for cut through traffic and depending on the type and size of development and existing stub streets, We may say, hey, you need to do an analysis of how many traps, how many trips will go through the existing neighborhood and what traffic calming you may need to make in an adjacent neighborhood.

Chairman Bryan Clark I have a question. I don't know if it's appropriate to ask now or towards the end, so you can tell me if you'd like to defer this question. Could we get a kind of basic definition of level of service and what the different levels of service translate to in, I mean, how is it measured? Is it just number of vehicles through an intersection at a given time or is it time spent at the intersection?

Mindy Wallace, Ada County Highway District It's called the volume to capacity ratio. And I actually wrote down a definition of it because I can never remember this. So, roadway level of service, it's a lot easier. We have these thresholds in our policy manual and they're by roadway classification. And it's by

how many lanes and then it's per direction in the peak hour. So, the little table in the report before you, let's see here. I feel like I'm missing a page here. I am. I hope you're not.

Chairman Bryan Clark Well, we do seem to be missing every even-numbered page in this docs.

Mindy Wallace, Ada County Highway District I'm so sorry. I wish I noticed that sooner.

Chairman Bryan Clark I think it was meant to be double-sided.

Mindy Wallace, Ada County Highway District It said it was printing single-sided. Okay. So typically, there is like a table in the staff report. I'll send it over and Doug can forward it on to you. And it has like the roadway name, the classification, and then the level of service. And then below there's like an asterisk and it'll say the level of service is 540 for a two-lane collector. So, we have a table. I'll send it over to Doug and he can get it to you. It's in our traffic study section of the policy manual. But volume to capacity ratio Okay, now this is a very *engineer-y*. BC ratio, a traffic engineering measure that compares the actual or projected traffic volume at an intersection to its capacity. It indicates the level of congestion with the ratio number. This ratio is used to define problem areas, plan for future needs, and determine planning level of service thresholds. So, the volume is the number of vehicles passing through a point in any given time and often includes a 15-minute peak interval, which is what we use, and the capacity is the maximum rate at which vehicles can pass through the same point under specific conditions. So, our volume to capacity ratio is .1. Anything over .1 per lane group is considered failing or exceeds our level of service thresholds. ITD's is .90, so theirs is a little bit less than ours.

Chairman Bryan Clark Okay. Yeah, I think what I'm hoping for at some point is some kind of cheat sheet where I can say, okay, well, if they're saying I've got, I keep seeing level of service E or whatever.

Mindy Wallace, Ada County Highway District 'E' is okay.

Chairman Bryan Clark Right. So I guess the question becomes, if I see that on the documentation, am I condemning, I hate to use this word, but condemning the locals to a 10-minute wait, a 3-minute wait, or a 2-minute wait at a given light?

Mindy Wallace, Ada County Highway District So you're talking about delay. That's a little bit, we don't report delay.

Chairman Bryan Clark Because I mean, during peak hours, I mean, that's usually our concern at the commission. And of course, that's a big concern for the public is Okay, you have added trips per day. I'm already sitting at this light or at this intersection for 5 minutes to make it onto Meridian Road. So, I mean, what does that look like in this build-out scenario? So that's kind of, I'm kind of hoping for some level of cheat sheet that we can not necessarily rely on, but at least have a gauge.

Mindy Wallace, Ada County Highway District Okay, I think that's helpful.

Chairman Bryan Clark Because we don't know what you need unless somebody can tell us, so...

Chairman Bryan Clark And that's really what it comes down to because I mean, you know, especially, you know, in front of the public, they're not going to go digging through a TIA necessarily. And really that's -- that's going to be, -- that's going to help us communicate more effectively with the public.

Mindy Wallace, Ada County Highway District What we've done in some other communities is we've done kind of, I don't want to call it like a, level, like a delay, but it's how much congestion is your community willing to live with. And we've provided some analysis of that type for some really large developments in Boise, for example, Murillo Farms development. We did that. And it was pretty significant. We also went through an exercise for a project that was in pre-application in Meridian, and it showed that it would take 32 minutes to go less than a half mile if this project were to move forward to get from Central Drive to the eastbound on-ramp. at Meridian Road. So, we do have some of those tools but I would say we haven't necessarily had to use them for projects in Kuna but it's certainly something that we can do if your staff is asking or if you're interested.

Chairman Bryan Clark Yeah, I think that's we'll have to discuss we'll have to discuss with staff and see what that would look like but yeah, I think having some kind of an idea of what the actual impact is because I'm sure you've experienced it. We've all experienced it. It's the, well, if it takes me 10 minutes to get out of my neighborhood, I'm probably not going to be in the best mood driving north on Meridian Road. So, a large part of this whole thing is just the.

Commissioner Jim Main Yes, and one of the key concerns of everybody at our public that our public hearing is traffic. So, it comes up every meeting for every public hearing.

Mindy Wallace, Ada County Highway District I understand that.

Commissioner Jim Main Right. And all we can do is say, well, ACHD says it's okay.

Vice Chairman Bobby Rossadillo Kind of piggyback off that. After some developments have gone in, there's been studies done. Does ACHD ever go back to study the actual traffic and how often? And if so, do you see, are the studies fairly accurate? Are there ever instances where maybe they missed the mark?

Mindy Wallace, Ada County Highway District So are you talking about for traffic study for new development?

Vice Chairman Bobby Rossadillo Well yeah, looking back, I guess doing like a real world study once some developments have actually been completed and the traffic is in, they're using the roadways.

Chairman Bryan Clark Verification of the model.

Mindy Wallace, Ada County Highway District Yeah. So, we do, do that through development. If we have a traffic impact study or a really large development, we'll set thresholds for when they have to submit revisions or updates to their traffic study. And what that allows them to do is to collect actual data from their development and report it. So, then we can kind of compare the original assumptions to what's happening on the ground and make that comparison, make adjustments as needed. Something that we do, our traffic safety group does, is they have these guys that go out and they collect traffic counts all over the county. If you want a traffic count, you make the request and you might have to wait a little bit because there's only two of them. They can only do so much, but we generally try to collect updated traffic counts every two years for most collector and arterials in the county. Through development, if there's not a traffic study and it's in a sensitive area, we can request that it be counted. And oftentimes we'll say, well, we're going to count it now. And then after the development goes in, we'll have it counted again. And just to see, verify the assumptions and, you know, sometimes, you know, neighbors or everyone's going to drive down my street. Well, you know, they have some other options. So, let's just try this approach and see

what actually happens. So, we're constantly counting and checking and the same with intersections. So, if we have some intersections that maybe they're always stopped, but it's an area where we've had a large increase in traffic or there's a lot of queuing, like a really long time to go through the stop signs or high accidents we go out and evaluate those for updating those to signals. And so maybe we can't fit a widened signal in the interim, but maybe it gets what we consider an interim signal, which is like a three by three. So, it'd be have a dedicated left turn lane through right and a receiving lane on each approach.

Vice Chairman Bobby Rossadillo Thank you.

Chairman Bryan Clark Sorry, we kind of derailed you there. I apologize.

Mindy Wallace, Ada County Highway District That's okay. So, I did want to talk about what we can require through development because I think this gets a little confused sometimes between the two planning divisions, what long range planning is doing and then what we can do through development. So we get fully constructed local street network and your collector street network. So, it's all the pavement, the bike facilities, the ped facilities, the curb, gutter, and the storm drain. We can get traffic calming and turn lanes. And if it goes back to that traffic study, if there's any warranted improvement, sometimes it's roadway widening. It could be a signalization of an intersection, those types of things. We can do all those things through development. For arterial roadways, we're primarily getting right-of-way preservation and pedestrian facilities because most of those are in our capital improvements plan and under that ordinance we don't because the highway district project is putting in the curb and gutter and the storm drain we can't require those through development. So, we're getting right-of-way consistent with the CIP and the master street map pavement widening and then bike and pedestrian facilities and again anything that's required with the traffic impact study that's can be feasibly constructed so.

Chairman Bryan Clark So for instance, with something like Paul Bunyan here at the intersection of Deer Flat and Meridian. So that tract is, or that development has dedicated the right-of-way as part of their mapping process. They've built out the sidewalks. They've built out their on-site drainage, all that kind of fun stuff. But they won't be required to actually construct any curb and gutter. or storming facilities on Meridian Road itself, even if it's warranted, if it's part of the CIP.

Mindy Wallace, Ada County Highway District So Meridian Road is under the jurisdiction of Idaho Transportation Department.

Chairman Bryan Clark Okay, so Deer Flat, then.

Mindy Wallace, Ada County Highway District Deer Flat, they actually did, because that intersection was programmed in our capital improvements plan, and the roadway was. We did a developer cooperative with them, and they built out their side of the road completely, and then we reimbursed them for that.

Chairman Bryan Clark Okay.

Mindy Wallace, Ada County Highway District So that's like a tool that we have through development services, and it's our way of getting some capital projects built ahead of time.

Chairman Bryan Clark And so in that case, it was not, so it's not a solid, okay, well, if it's in the CIP, you can't build it. It's, if it's in the CIP, we won't require you to build it.

Mindy Wallace, Ada County Highway District Right, but there's also certain things that we can't have for safety. So, if someone comes in and says, oh, we're going to widen 200 feet of, well, not even 200, sometimes it's like 50 feet of frontage to five lanes, it's like, no, no, we cannot do that. That's not safe. There's those there's a lot of variety.

Chairman Bryan Clark Fair. Okay.

Mindy Wallace, Ada County Highway District And then I'll stand for any questions if you have any more questions.

Chairman Bryan Clark Are there any other any further questions? All right. Thank you so much, Mindy. I really appreciate it. This is very informative. And yeah, we'll have to discuss the level of service thing. And so, like I said, if we if there's any form of cheat sheet that we could come up with, just give us an idea of, you know, when I see level of E at a collector and an arterial, what does that mean?

Mindy Wallace, Ada County Highway District Sure.

Chairman Bryan Clark Time. What does that mean in time? So, I don't know if that's feasible, if that's reasonable, but specifically, okay, during this 15-minute period between 6:00 a.m. and 8:30 a.m., these are the times that you're expected, you should be expecting to wait at this level of service is kind of what I'm...

Mindy Wallace, Ada County Highway District What you're after?

Chairman Bryan Clark Yeah.

Mindy Wallace, Ada County Highway District Okay we do have all the signal timing information so we could report like how long it takes on most signals aren't on split phase they should be on two phase so like each approach should take typically 120 seconds but they're all different, so...

Chairman Bryan Clark So, I have a really awful request or a question. Can this same level of analysis be looked at on an unsignalized intersection because we have several unsignalized along Meridian Road. And more importantly if I have a development that's coming that's proposing an unsignalized left.

Mindy Wallace, Ada County Highway District So those are typically at the mid-mile.

Chairman Bryan Clark Yeah.

Mindy Wallace, Ada County Highway District Yeah, we don't really have a good way to do that, unless we're sending somebody out just to observe.

Chairman Bryan Clark Fair enough. But yeah, those are those are the types of questions that we do field on a normal basis with the public. And I think that is obviously, I mean, that's where the rubber meets the road as far as the public is concerned.

Mindy Wallace, Ada County Highway District It is. And anything along Meridian Road is a little bit challenging for coordination with Idaho Transportation Department. Their standards are just a little bit different than ours.

Chairman Bryan Clark And so you said that they're they were at a .9 versus a one, a one. Okay. So, I guess I'm kind of curious to see how that translates. So their standard is looser or more-

Mindy Wallace, Ada County Highway District More restrictive than ours.

Chairman Bryan Clark More restrictive.

Mindy Wallace, Ada County Highway District Yeah.

Chairman Bryan Clark Okay.

Mindy Wallace, Ada County Highway District And ours is per lane group, so per approach of intersection is what we're looking at. So, each individual approach has a number, and then the overall intersection has a number.

Chairman Bryan Clark Okay. So I mean, when you say each lane group, so you're saying the left turn, if there are two left turns, that would be considered one group.

Mindy Wallace, Ada County Highway District They'd each have their own number. They each have one. So, like if there's a dedicated right turn lane, that would have its own, a through lane would have its own, a left would have its own, the receiving lane would have its own. They all have their own individual numbers. And they're typically in the appendix of a traffic study. There's all these They look like Excel spreadsheets, but they synchro spits them out and it has everything purling group and all the data is there.

Chairman Bryan Clark Okay.

Mindy Wallace, Ada County Highway District Yeah.

Chairman Bryan Clark Cool. Well, again, thank you very much.

Mindy Wallace, Ada County Highway District Yeah, thank you.

CLERK'S NOTE: Please find attached to these minutes the handout given to the Planning & Zoning Commissioners as well as the full presentation.

5. PUBLIC HEARINGS:

(Timestamp 00:35:42)

A. Case Nos. 25-03-S & 25-28-DR, Lerida Subdivision – Marina Lundy – Associate Planner

The applicant is proposing to Subdivide an approx. 21.69-acre parcel at 819 N Meridian Road (APN S1324142300) for 93 single family residential lots with 3.57 acres of open space.

Staff requests this Case to be tabled to a Date Certain of February 10, 2025, due to a noticing error.

Potential Motions:

- *Motion to table Case Nos. 25-03-S & 25-28-DR to a date certain.*

(Timestamp 00:35:42)

Chairman Bryan Clark All right. And that'll bring us to our public hearings this evening. We have two public hearings on the docket. The first one this evening is case #25-03-S and #25-28-DR for the Lerida subdivision, Marina.

Associate Planner Marina Lundy Staff requests that this case be tabled to a date certain of February 10th due to a noticing error.

Chairman Bryan Clark Can I get a motion?

Commissioner Jim Main Mr. Chairman, I move that we table case #25-03-S and #25-28-DR to a date certain of February 10th, 2025 -- *I'm sorry, 2026.*

Vice Chairman Bobby Rosadillo I'll second.

Chairman Bryan Clark All in favor?

All Commissioners Aye.

Chairman Bryan Clark Any opposed? All right.

(Timestamp 00:36:15)

Motion To: Table Case #25-03-S And #25-28-DR To A Date Certain Of February 10th, 2026

Motion By: Commissioner Jim Main

Motion Seconded By: Commissioner Bobby Rosadillo

Further Discussion: None

Voting Aye: Commissioners Sandu, Rosadillo, Main, Clark

Voting Nay: None

Absent: Commissioner Queen

4-0-1

B. Case No. 25-05-SUP, Kaveman Trailer – Marina Lundy – Associate Planner

Applicant requests special use permit approval for an RV trailer storage facility at 252 N Meridian Rd. (APN S1419333450)

Staff requests this Case to be tabled to a Date Certain of February 10, 2025, due to a noticing error.

Potential Motions:

- *Motion to table Case No, 25-05-SUP to a date certain.*

(Timestamp 00:36:41)

Chairman Bryan Clark Next up this evening, we have case #25-05 SUP for Caveman Trailer, also Marina.

Associate Planner Marina Lundy Staff requests that this case also be tabled to a date certain of February 10th, 2026, also due to a noticing error.

Chairman Bryan Clark And I'll stand for a motion.

Commissioner Jim Main Mr. Chairman, I move to table case #25-05-SUP to a date certain of February 10th, 2026.

Vice Chairman Bobby Rosadillo I'll second.

Chairman Bryan Clark All in favor?

All Commissioners Aye.

Chairman Bryan Clark Any opposed? And that's the end of our public hearings for the evening.

(Timestamp 00:36:59)

Motion To: Table Case #25-05-SUP To A Date Certain Of February 10th, 2026

Motion By: Commissioner Jim Main

Motion Seconded By: Commissioner Bobby Rosadillo

Further Discussion: None

Voting Aye: Commissioners Sandu, Rosadillo, Main, Clark

Voting Nay: None

Absent: Commissioner Queen

4-0-1

6. BUSINESS ITEMS:

(Timestamp 00:37:20)

A. Case No. 25-31-DR, Blossom Meadows Subdivision - Troy Behunin – Senior Planner

Applicant request's Design Review modification for Blossom Meadows which was approved by Commission May 13, 2025. Blossom Meadows was approved for 100 single-family lots, and 19 common lots. The site is in Section 19, Township 2 North, Range 1 East (Parcel number; S1419131300).

Potential Motions:

- *Motion to approve/deny & 25-31-DR, with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

(Timestamp 00:37:20)

Chairman Bryan Clark Which will bring us to our business items. First on our business items this evening is case #25-31-DR for Blossom Meadows subdivision, Troy.

Senior Planner Troy Behunin Good evening, Commissioners. For the record, Troy Behunin, Senior Planner, Development Services Department. So, this might look familiar to a couple of you, to some of you. So, this was actually a project that was approved by the Council earlier or later in the year of 2025. It actually came before the Commission in May of 2025 and the design review for the landscaping for the open spaces and the common lots and the landscape buffers was approved at that time. The developer has then since found a builder who is interested in it, and they wanted to make some modifications to it. We talked about it as staff and we felt that we needed to find out if ACHD was okay with the proposed changes. That letter of acceptance is actually in the packet. I believe it's page 56 or -7. But we also felt that it was important to bring it back to the body that approved the design review since there were a couple of changes that were required by the Commission. Technically speaking, if you look at page 59 of your packet, you will see the original and there's the center upper piece where things were changed. in

order to get the approval of the design review. And if you look on page 60, that is what is proposed. So, what the developers, what the builders proposing is to remove one of the roads, make another east-west road, and to change the open space. This does nothing to the preliminary plat numbers except increase the open space. The lot count remains the same. It does remove at least some street and it increases the open space. Adam Capello with Tresidio Homes is here if you have any specific questions. And Adam did make staff aware of a condition, I believe it was number 29 or 28. Yeah, just it was reflecting pedestrian pathways through certain lots and blocks. And he can identify what they're going to propose to you. With that, I'll set for any questions you have.

Chairman Bryan Clark Any questions for staff?

Commissioner Jim Main No.

Chairman Bryan Clark Yeah, Adam, if you wouldn't mind. If you wouldn't mind taking us through that condition. And if you wouldn't mind stating your name and address for the record?

Adam Capell, Tresidio Homes Happy to. Name is Adam Capell with Tresidio Homes. Address is 2973 North Eagle Road, Suite 110, Meridian, Idaho. Thank you for having me and thank you, Troy. Really, I'm just here to answer any questions. Troy did a great job outlining that. As he mentioned with the site plan, we're increasing the overall open space. We've also enhanced the amenity offering from a single tot lot to a tot lot and multiple sport courts. And we're also accelerating the amenity package. So, we've now moved it to phase one rather than phase three. The condition in question is number 28. Condition 28 references a pedestrian pathway through block 10, but there's no block 10 any longer in this. So, we would just ask that be corrected to remove reference to block 10, so greatly appreciate staff and ACHD's support on these changes and happy to answer any questions you have.

Chairman Bryan Clark So, any questions up front? Okay. Yeah, I'm not really seeing anything that we need to question necessarily or I don't have any specific questions, I think.

Vice Chairman Bobby Rosadillo No questions.

Chairman Bryan Clark Cristin?

Commissioner Cristin Sandu No questions.

Chairman Bryan Clark Okay. Thank you, Adam. I appreciate it.

Adam Capell, Tresidio Homes Thank you.

Chairman Bryan Clark All right. So just as a note, as a design review, this is not a public hearing.

Senior Planner Troy Behunin Excuse me, Bryan.

Chairman Bryan Clark Yes.

Senior Planner Troy Behunin Sorry for the interruption.

Chairman Bryan Clark No worries.

Senior Planner Troy Behunin For the record, Troy Behunin. So, if the commission is okay with it, we would just remove that --would remove that condition because they're -- I'm just drawing a blank.

Chairman Bryan Clark Well, the condition is no longer applicable, so we would remove the unapplicable condition.

Senior Planner Troy Behunin Yes.

Chairman Bryan Clark Do we have a specific number for that? Because that would be as part of the –

Senior Planner Troy Behunin Number 28.

Chairman Bryan Clark Number 28. So, we'll need to make that in the recommendation.

Senior Planner Troy Behunin Correct.

Chairman Bryan Clark Oh, no, I'm sorry, in the approval.

Senior Planner Troy Behunin In the approval.

Chairman Bryan Clark So condition 28. All right. So yeah, now as stated, this is design review, so this is just an opportunity for us to, so we are the approving body on design reviews. And so yeah, just upfront, looking at this, any commentary, thought process?

Commissioner Jim Main No, I was involved with the original approval on the design review and there were -- there were a couple issues, but we worked through that. And looking at it now, I actually think the layout with the streets is better than it was. And the improved green spaces is better too. So, I'm good with what they've brought back.

Vice Chairman Bobby Rosadillo Yeah, I agree. I think it'll make the overall neighborhood a much nicer place for residents.

Commissioner Cristin Sandu Looks better to me.

Chairman Bryan Clark All right. Yeah, if there are no other questions, I'd stand for a motion.

Commissioner Jim Main Mr. Chairman, I move to approve 25-31-DR with conditions as outlined in the staff report, as well as removing condition number 28, remove the reference to lot number 10.

Vice Chairman Bobby Rosadillo I'll second.

Chairman Bryan Clark Just a quick correction, reference to block 10.

Commissioner Jim Main I'm sorry. Okay, reference to block 10.

Vice Chairman Bobby Rosadillo All right, I'll second.

Chairman Bryan Clark All in favor?

All Commissioners Aye.

Chairman Bryan Clark Any opposed? Motion carries. Thank you kindly.

(Timestamp 00:44:26)

Motion To: Approve Case #25-31-DR With Conditions And With Modification To Conditions

Motion By: Commissioner Jim Main

Motion Seconded By: Commissioner Bobby Rosadillo

Further Discussion: None

Voting Aye: Commissioners Sandu, Rosadillo, Main, Clark

Voting Nay: None

Absent: Commissioner Queen

4-0-1

B. Case No. 24-23-DR, Madrone Village Subdivision - Troy Behunin – Senior Planner

Applicant requests Design Review for the Madrone Village subdivision approved by Council January 6, 2026, which will subdivide approx. 80 acres into 354 single-family lots, 38 common lots, 12 common driveways, 1 School Site, 1 City Park and 2 deeded access lots. The site is in Section 27, Township 2 North, Range 1 West (Parcel numbers; R7321001020 & R7321001040). A school site has been integrated into the site plan.

Potential Motions:

- *Motion to approve/deny & 24-23-DR, with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

(Timestamp 00:45:08)

Chairman Bryan Clark Next up, another design review for case #24-23-DR for Madrone Village Subdivision.

Senior Planner Troy Behunin Once again, Troy Behunin, Development Services Department, Senior Planner. So, this is going to look familiar to three of you as well. So, the Madrone Village preliminary plat was actually denied by the Planning & Zoning Commission in June or July of 2025. It then went to Council and Council then made the decision to approve the preliminary plat and the annexation request. However, the Commission did not act on the design review component of that application because if the annexation is recommended for denial, then there's no reason to act on anything else. So, we're here just as a housecleaning item, basically, to run this back through for design review and noting that also the overall development was actually approved by city council in 2025. I'll be here for any questions you might have. I know that Stephanie Hopkins with KM Engineering, representing the applicant, is also here if you have any questions.

Chairman Bryan Clark Any questions for staff?

Commissioner Jim Main I did have some questions earlier and I talked to Troy about him and the questions I had were basically the fire station that's being built now that's part of the part of the plat and the commercial and where the where access is going to be taken to get to those spaces. And I think in talking to Troy, he straightened me out on that. So, my only question was access to the commercial and the fire station. And from what I understand, the fire station will access off of Kuna Road and the commercial will be an internal access. So, it shouldn't affect traffic in any way.

Chairman Bryan Clark All right. Now, as I believe, just for our information, if I recall correctly, this is going to be a, so this particular school was currently listed as a charter.

Senior Planner Troy Behunin Yeah, that's correct. For the record, Troy Behunin. Just so that everyone remembers the charter school is going to actually have to come back through for its own design review. It's going to have to have its own traffic impact study.

Chairman Bryan Clark Okay. And now will that also impact the park lot? Because the park lot's kind of part and parcel with the school.

Senior Planner Troy Behunin That would be a good question for Stephanie to ask. I don't know what the phasing of that is, but because it's going to be one of those shared assets, part owned by the city, part owned by the charter school, a shared maintenance responsibility. I think that she might be able to answer that question better than I could because of the phasing.

Chairman Bryan Clark All right, so we'll pick on you in a moment, Stephanie. Are there any other questions for staff?

Vice Chairman Bobby Rosadillo Yeah, I have one more question, Troy. So, looking at the open space percentage, I know it said it was at 14.8% or roughly around there. If we're doing design approval or design review for the entire development, but then they come back for the school site, how much, are there going to be ways to ensure that open space, continues to stay at the 14.8? Will that be included?

Senior Planner Troy Behunin That's a great question. For the record, Troy Behunin. The preliminary plat that was approved by the recommended approval by this by this body and approved by the Council, that's going to be the ruling document, so They stated what the open space requirement or what the open space proposal was going to be. That's where it was proposed. That's where it's got to stay.

Vice Chairman Bobby Rosadillo Okay. So, their building will have to stay within certain...

Senior Planner Troy Behunin It has to stay exactly as the preliminary plat shown.

Vice Chairman Bobby Rosadillo Okay.

Chairman Bryan Clark Yeah. Thank you. Stephanie, if you wouldn't mind?

Vice Chairman Bobby Rosadillo Thank you.

Stephanie Hopkins, KM Engineering Thank you. Good evening, Chair, Members of the Commission. Stephanie Hopkins with KM Engineering. Our address is 5725 North Discovery Way in Boise. We are including the park and improvements around the school in the first phase of development. So those are part of our construction plans that are actually currently under review. So those will be improved with the first phase. And then I don't think there, I don't know if there were any other questions that were directed at me. But we are really excited about this project, appreciate your consideration on the design review. I think it'll be, it'll have a lot of amenities that'll really benefit this part of Kuna. So, thank you.

Chairman Bryan Clark Thank you, Stephanie.

Stephanie Hopkins, KM Engineering Yeah.

Chairman Bryan Clark All right. So honestly, in this area, I do like this project. I like the proposed, I know it's kind of a -- interesting thought process with the shared school site, but I think it's, and I know there are some questions to be answered on the shared usage, but overall I kind of like the concept. I'm kind of curious to see how it plays out.

Commissioner Cristin Sandu I have a question for staff. You guys mentioned that it was denied by P&Z initially. Can I ask why? What was the reason?

Senior Planner Troy Behunin For the record, that's a good question. Good question, Cristin. It was a recommendation for denial. I would refer you back to either the meeting minutes or perhaps you can ask some of the members here, but the preliminary plan has been decided. It's been approved. It's not really up for discussion.

Commissioner Cristin Sandu I was just curious.

Commissioner Jim Main I can tell you after the meeting yeah.

Vice Chairman Bobby Rosadillo I mean as far as the design goes I mean it's meets all from what I can tell I don't see anything that stands out as not meeting the city codes or...

Chairman Bryan Clark Yeah.

Vice Chairman Bobby Rosadillo So from a design standpoint, it looks solid.

Chairman Bryan Clark Any other questions or commentary, considerations?

Vice Chairman Bobby Rosadillo No.

Chairman Bryan Clark I'd stand for a motion.

Commissioner Jim Main Mr. Chairman, I move to approve 24-23-DR, with conditions as outlined in the staff report.

Vice Chairman Bobby Rosadillo I'll second.

Chairman Bryan Clark All in favor?

All Commissioners Aye.

Chairman Bryan Clark Any opposed? Thank you kindly. All right, and that's the end of our business items to the evening.

(Timestamp 00:52:49)

Motion To: Approve Case #24-23-DR With Conditions

Motion By: Commissioner Jim Main

Motion Seconded By: Commissioner Bobby Rosadillo

Further Discussion: None

Voting Aye: Commissioners Sandu, Rosadillo, Main, Clark

Voting Nay: None

Absent: Commissioner Queen

4-0-1

7. UPDATES & REPORTS:

(Timestamp 00:53:10)

Chairman Bryan Clark Are there any additional updates and reports from staff?

Planning & Zoning Director Doug Hanson For the record, Doug Hanson, Planning & Zoning Director, since it was alluded to earlier in the meeting, the structure of the Staff reports you are going to begin seeing will change slightly. We are going to elaborate a little bit more on transportation. You might not see exactly what you asked for from Mindy right away about the delays and things like that, but we're going to elaborate on the level of service planning thresholds and what those letters mean in the definitions of their actual policy manual. So hopefully that simplifies some things.

Chairman Bryan Clark Appreciate that. All right if nothing else...

8. ADJOURNMENT:

(Timestamp 00:53:44)

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

Commissioner Jim Main Second.

Chairman Bryan Clark All in favor?

All Commissioners Aye.

(Timestamp 00:53:44)

Motion To: Adjourn

Motion By: Commissioner Bobby Rosadillo

Motion Seconded By: Commissioner Jim

Further Discussion: None

Voting Aye: Commissioners Sandu, Rosadillo, Main, Clark

Voting Nay: None

Absent: Commissioner Queen

4-0-1

Planning & Zoning Commission, Chair

ATTEST:

Doug Hanson, Planning & Zoning Director

Minutes prepared by Garrett Michaelson, Deputy City Clerk



Alexis Pickering, President
 Miranda Gold, Vice-President
 Jim Hansen, Commissioner
 Kent Goldthorpe, Commissioner
 Dave McKinney, Commissioner

Date: May 7, 2024

To: Trilogy Development, via email

Staff Contact: KaraLeigh Troyer, Planner

Project Description: The applicant is requesting approval of an annexation, rezone, and preliminary plat application for the development of a subdivision containing 37 single-family lots and 1 lot for 12 fourplex units on 13.94-acres.

Trip Generation: This development is estimated to generate 695 vehicle trips per day, 62 vehicle trips per hour in the PM peak hour according to 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	
IFYWP	X
CIP	X

Livable Street Performance Measures	
Pedestrian	LTS 1
Cyclist	LTS 3

Is Transit Available?	
Yes	
No	X

connecting you to more



Project/File: Palomino Place / KPP24-0002 / 24-01-AN, 24-01-S
This is an annexation, rezone, and preliminary plat application for the development of a subdivision containing 37 single-family lots and 1 lot for 12 fourplex units on 13.94-acres.

Lead Agency: City of Kuna

Site address: N Kay Avenue

Staff Approval: May 7, 2024

Applicant: Trilogy Development, via email
9839 W Cable Car Street, Suite 101
Boise, ID 83709

Representative: Kelli Black, via email
Bailey Engineering, Inc.
1119 E State Street, Suite 210
Eagle, ID 83616

Staff Contact: KaraLeigh Troyer, Planner
Phone: 387-6391
E-mail: ktroyer@achdidaho.org

Report Summary:

- ACHD Planned Improvements – pg.2
 - 1. Conditions of Area Roadways – pg.2
 - A. Site Specific Conditions of Approval – pg.3
 - o Vicinity Map – pg.4
 - o Site Plan – pg.5
 - B. Findings – pg.6
 - C. Policies – pg.9
 - D. Standard Conditions of Approval – pg.15
 - E. Appeal Guidelines – pg.17

A. Site Specific Conditions of Approval

1. Construct Porter Street in alignment with Porter Street across from the site to the west of Kay Avenue.
2. If the City of Kuna provides a letter expressing desire to move the collector listed on the MSM, construct Porter Street as a 36-foot wide residential collector roadway with curb, gutter, and a minimum of 7-foot wide attached concrete sidewalk or an 8-foot wide planter strip with 5-foot wide detached concrete sidewalk.
3. For attached sidewalk on Porter Street, dedicate right-of-way to 2-feet behind back of sidewalk. For detached sidewalk on Porter Street, provide a permanent right-of-way easement from 2-feet behind back of curb to 2-feet behind back of sidewalk.
4. Provide a road trust deposit for the construction of half of the bridge crossing. The amount will be determined through the development review process once plans are provided by the applicant for the design of the bridge crossing.
5. Construct Kay Avenue as ½ of a 36-foot wide collector roadway with either 7-foot wide attached concrete sidewalk or 5-foot wide detached concrete sidewalk with an 8-foot wide planter strip.
6. For attached sidewalk, dedicate right-of-way to 2-feet behind back of sidewalk. For detached sidewalk, provide a permanent right-of-way easement from 2-feet behind back of curb to 2-feet behind back of sidewalk.
7. Construct Unbridled Street to intersect Kay Avenue 447-feet south of Porter Street.
8. Construct all internal local roadways as 36-foot wide local street sections with curb, gutter, and 5-foot wide attached concrete sidewalk within 50-feet of right-of-way.
9. Offset all internal local roadways at least 125-feet from any other existing or proposed local roadways.
10. Install a sign at the terminus of Porter Street that says, "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDD AND WIDENED IN THE FUTURE."
11. Construct a temporary turnaround at the terminus of Porter Street, if it exceeds 150-feet in length.
12. Close the existing driveways with curb, gutter, and a minimum 7-foot wide attached concrete sidewalk.
13. Construct two 24-foot wide curb-return type driveways on Unbridled Street located in alignment with Prancer Avenue and 317-feet east of Prancer Avenue.
14. Other than the access specifically approved with this application, direct lot access is prohibited to Kay Avenue and should be noted on the final plat.
15. 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.
16. 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.
17. Comply with all Standard Conditions of Approval.

Site Plan

NOTES

1. KUNA CITY WATER AND SEWER SERVICE SHALL BE EXTENDED TO ALL LOTS.
2. THE SUBJECT PROPERTY DOES NOT FALL WITHIN ANY FEMA FLOOD HAZARD ZONE REFERENCE FIRM PANEL 18001C04500 EFFECTIVE OCTOBER 29th, 2003.
3. ALL LOTS SHALL HAVE A PERMANENT EASEMENT FOR PUBLIC UTILITIES, STREET LIGHTS, IRRIGATION AND LOT DRAINAGE OVER THE 10 (TEN) FEET ADJACENT TO ANY PUBLIC STREET. ALL LOTS SHALL HAVE A PERMANENT EASEMENT FOR PUBLIC UTILITIES, IRRIGATION AND LOT DRAINAGE OVER THE 10 (TEN) FEET ADJACENT TO THE REAR LOT LINE. EXCEPT AS OTHERWISE SHOWN, THERE SHALL BE A 5 (FIVE) FOOT PUBLIC UTILITY, IRRIGATION AND LOT DRAINAGE EASEMENT ADJACENT TO ANY LOT LINE NOT ADJACENT TO A PUBLIC STREET.
4. MINIMUM BUILDING SETBACK LINES SHALL BE IN ACCORDANCE WITH THE APPLICABLE STANDARDS OF THE CITY OF KUNA AT THE TIME OF ISSUANCE OF THE BUILDING PERMIT.
5. THE DEVELOPER SHALL PROVIDE PRESSURIZED IRRIGATION WATER TO EACH LOT. ALL LOTS IN THIS SUBDIVISION WILL BE SUBJECT TO ASSESSMENTS OF THE NAMPA MERIDIAN IRRIGATION DISTRICT UNTIL SERVED BY THE CITY OF KUNA MUNICIPAL IRRIGATION SYSTEM.
6. STORM DRAINAGE SHALL BE RETAINED ON SITE THROUGH SURFACE DRAINAGE PONDS AND SUBSURFACE FACILITIES AS APPROVED BY ACHD.
7. LOT 1 OF BLOCK 1, LOTS 1, 2, 4 & 5 OF BLOCK 2, LOTS 1 & 7 OF BLOCK 3, LOT 7 OF BLOCK 4, ARE COMMON LOTS TO BE OWNED AND MAINTAINED BY THE SUBDIVISION HOMEOWNERS ASSOCIATION OR ITS ASSIGNS.
8. ALL EXISTING STRUCTURES WILL BE REMOVED PRIOR TO DEVELOPMENT OF THE PHASE CONTAINING THE STRUCTURE.



LEGEND

- BOUNDARY
- LOT LINES
- ROAD CENTERLINE
- RIGHT OF WAY
- LOT NUMBER
- BLOCK NUMBER
- EASEMENT
- SETBACK
- DRIVE CUTTER & SW
- STREET NAME
- HANDICAP RAMP
- SEWER LINE
- WATER LINE
- STORM DRAIN LINE
- PRESSURE IRRIGATION
- GRAVITY IRRIGATION
- FIRE HYDRANT
- CATCH BASIN
- STOP SIGN
- EXISTING WATER WELL
- FOUND ALUM. CAP
- MONUMENT
- FOUND BRASS CAP
- MONUMENT
- IN-ALL LOTS

Lot	Area	Description
Block 1 Lot 1 (CEN)	1,340	COMMON CEN
Block 2 Lot 1 (CEN)	1,700	COMMON CEN
Block 2 Lot 2 (COMMON)	7,710	STREET SURFACE
Block 2 Lot 4 (COMMON)	3,028	BADLEY LATERAL
Block 2 Lot 5 (CEN)	1,117	COMMON CEN
Block 3 Lot 1 (COMMON)	7,424	STREET SURFACE
Block 3 Lot 2 (CEN)	2,758	COMMON CEN
Block 3 Lot 7 (CEN)	1,243	COMMON CEN

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- b. **Applicant's Proposal:** The applicant is proposing to construct four internal roadways- Unbridled Street, Prancer Avenue, Equine Street, Olive Avenue- as 33-foot wide local street sections with curb, gutter, and 5-foot wide attached sidewalk.

The applicant is proposing to construct Porter Street as a 48-foot wide local street section in alignment with Porter Street to the west of Kay Avenue.

- c. **Staff Comments/Recommendations:** The applicant's proposal does not meet District policy as the City of Kuna requires the construction of 36-foot wide local streets. Therefore, the applicant should be required to construct all internal local roadways as 36-foot wide local street sections with curb, gutter, and 5-foot wide attached concrete sidewalk within 50-feet of right-of-way.

4. Roadway Offsets

- a. **Existing Conditions:** There are no internal roadways to the site.

- b. **Applicant's Proposal:** The applicant is proposing to construct Porter Street in alignment with Porter Street across from the site to the west of Kay Avenue.

The applicant is proposing to construct Unbridled Street to intersect Kay Avenue 447-feet south of Porter Street (measured centerline to centerline).

- c. **Staff Comments/Recommendations:** The applicant's proposal to construct Unbridled Street to intersect Kay Avenue meets District policy and should be approved, as proposed.

The applicant's proposal to construct Porter Street in alignment with Porter Street across from the site meets District policy and should be approved, as proposed as it is in alignment.

5. Stub Streets

- a. **Applicant Proposal:** The applicant is proposing to construct one stub street to the east, Porter Street.

- b. **Staff Comments/Recommendations:** The applicant's proposal meets District policy and should be approved, as proposed. The applicant should be required to install a sign at the terminus of Porter Street that says, "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDD AND WIDENED IN THE FUTURE."

If Porter Street exceeds 150-feet in length, the applicant should be required to construct a temporary turnaround at its terminus. The temporary turnaround should comply with District Cul-de-sac Street Policy.

6. Driveways

6.1 Kay Avenue

- a. **Existing Conditions:** There is an existing 33-foot wide unimproved driveway on Kay Avenue located 228-feet north of Porter Street and an 18-foot wide unimproved driveway on Kay Avenue located 141-feet north of Porter Street (measured centerline to centerline).

- b. **Applicant's Proposal:** The applicant is proposing to close the existing driveways with curb, gutter, and 5-foot wide attached concrete sidewalk.

- c. **Staff Comments/Recommendations:** The applicant's proposal to close the existing driveways with curb, gutter, and sidewalk meets District policy and should be approved, as proposed. The applicant should be required to close the existing driveways with either 7-foot attached concrete sidewalk or 5-foot detached sidewalk.

6.2 Unbridled Street

- a. **Existing Conditions:** Unbridled Street is not yet constructed within the site.

C. 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. Future East/West Collector- Porter Street

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

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

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

The standard street section shall be 47-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes. If a multi-use path is determined to be the required treatment, the street section shall be reduced to 37-feet. If it is determined a continuous center left-turn lane is not appropriate and a path is installed, the street section may be reduced to 26-feet.

facilities above those identified in the Livable Streets Design Guide and Master Street Map to ensure the safest facility possible based on current best practice.

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The standard street section shall be 47-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes. If a multi-use path is determined to be the required treatment, the street section shall be reduced to 37-feet. If it is determined a continuous center left-turn lane is not appropriate and a path is installed, the street section may be reduced to 26-feet.

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

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

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

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

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

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

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

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

7. Roadway Offsets

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

District policy 7206.4.3 states that access is typically prohibited within the influence area of an existing or future roundabout intersection, which is generally considered the area from the intersection to the far end of the splitter islands.

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

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

8. Stub Streets

Stub Street Policy: District policy 7206.2.4.3 states that stub streets will be required to provide circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7206.2.4, except a temporary cul-de-sac will not be required if the stub street has a length no greater than 150-feet. A sign shall be installed at the terminus of the stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE." or "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE."

In addition, stub streets must meet the following conditions:

- A stub street shall be designed to slope towards the nearest street intersection within the proposed development and drain surface water towards that intersection; unless an alternative storm drain system is approved by the District.
- The District may require appropriate covenants guaranteeing that the stub street will remain free of obstructions.

Temporary Dead End Streets Policy: District policy 7206.2.4.4 requires that the design and construction for cul-de-sac streets shall apply to temporary dead end streets. The temporary cul-de-sac shall be paved and shall be the dimensional requirements of a standard cul-de-sac. The developer shall grant a temporary turnaround easement to the District for those portions of the cul-

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

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

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

10. Tree Planters

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.

11. 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.

12. 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.

D. 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

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>



Alexis Pickering, President
 Miranda Gold, Vice-President
 Jim Hansen, Commissioner
 Kent Goldthorpe, Commissioner
 Dave McKinney, Commissioner

Date: May 7, 2024

To: Trilogy Development, via email

Staff Contact: KaraLeigh Troyer, Planner

Project Description: The applicant is requesting approval of an annexation, rezone, and preliminary plat application for the development of a subdivision containing 37 single-family lots and 1 lot for 12 fourplex units on 13.94-acres.

Trip Generation: This development is estimated to generate 695 vehicle trips per day, 62 vehicle trips per hour in the PM peak hour according to 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	
IFYWP	X
CIP	X

Livable Street Performance Measures	
Pedestrian	LTS 1
Cyclist	LTS 3

Is Transit Available?	
Yes	
No	X

connecting you to more



Project/File: **Palomino Place / KPP24-0002 / 24-01-AN, 24-01-S**
This is an annexation, rezone, and preliminary plat application for the development of a subdivision containing 37 single-family lots and 1 lot for 12 fourplex units on 13.94-acres.

Lead Agency: City of Kuna

Site address: N Kay Avenue

Staff Approval: May 7, 2024

Applicant: Trilogy Development, via email
9839 W Cable Car Street, Suite 101
Boise, ID 83709

Representative: Kelli Black, via email
Bailey Engineering, Inc.
1119 E State Street, Suite 210
Eagle, ID 83616

Staff Contact: KaraLeigh Troyer, Planner
Phone: 387-6391
E-mail: ktroyer@achdidaho.org

Report Summary:

- ACHD Planned Improvements – pg.2
 - 1. Conditions of Area Roadways – pg.2
 - A. Site Specific Conditions of Approval – pg.3
 - o Vicinity Map – pg.4
 - o Site Plan – pg.5
 - B. Findings – pg.6
 - C. Policies – pg.9
 - D. Standard Conditions of Approval – pg.15
 - E. Appeal Guidelines – pg.17

ACHD Planned Improvements

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

- Linder Road is scheduled in the IFYWP to be reconstructed with enhanced pedestrian and bike facilities from Main Street to Deer Flat Road in 2025.
- The intersection of Deer Flat Road and Kay Avenue is scheduled in the IFYWP to be reconstructed as a roundabout or signal with enhanced pedestrian/bike facilities, pedestrian crossing, and a northbound left turn lane with a design year of 2028-2029 and a construction year yet to be determined.
- The intersection of Avalon Street and Kay Avenue is scheduled in the IFYWP to be signalized with a construction year yet to be determined.
- The intersection of Porter Street and Cambrick Drive is scheduled in the IFYWP to receive a community improvement project for the installation of a pedestrian crossing with a design year of 2027 and a right-of-way and construction year of 2028.
- Deer Flat Road is listed in the CIP to be widened to 5-lanes from Linder Road to Meridian Road (SH-69) between 2031 and 2035.
- The intersection of Deer Flat Road and Meridian Road is listed in the CIP to be widened to 6-lanes on the north leg, 6-lanes on the south, 7-lanes east, and 6-lanes on the west leg, and signalized between 2031 and 2035.

2. 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
Kay Avenue	1,093-feet	Collector	81	Better than "D"
Porter Street	0-feet	Local	N/A	N/A
Olivine Avenue	50-feet	Local	N/A	N/A

* Acceptable level of service for a two-lane collector is "D" (425 VPH).

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

3. Average Daily Traffic Count (VDT)

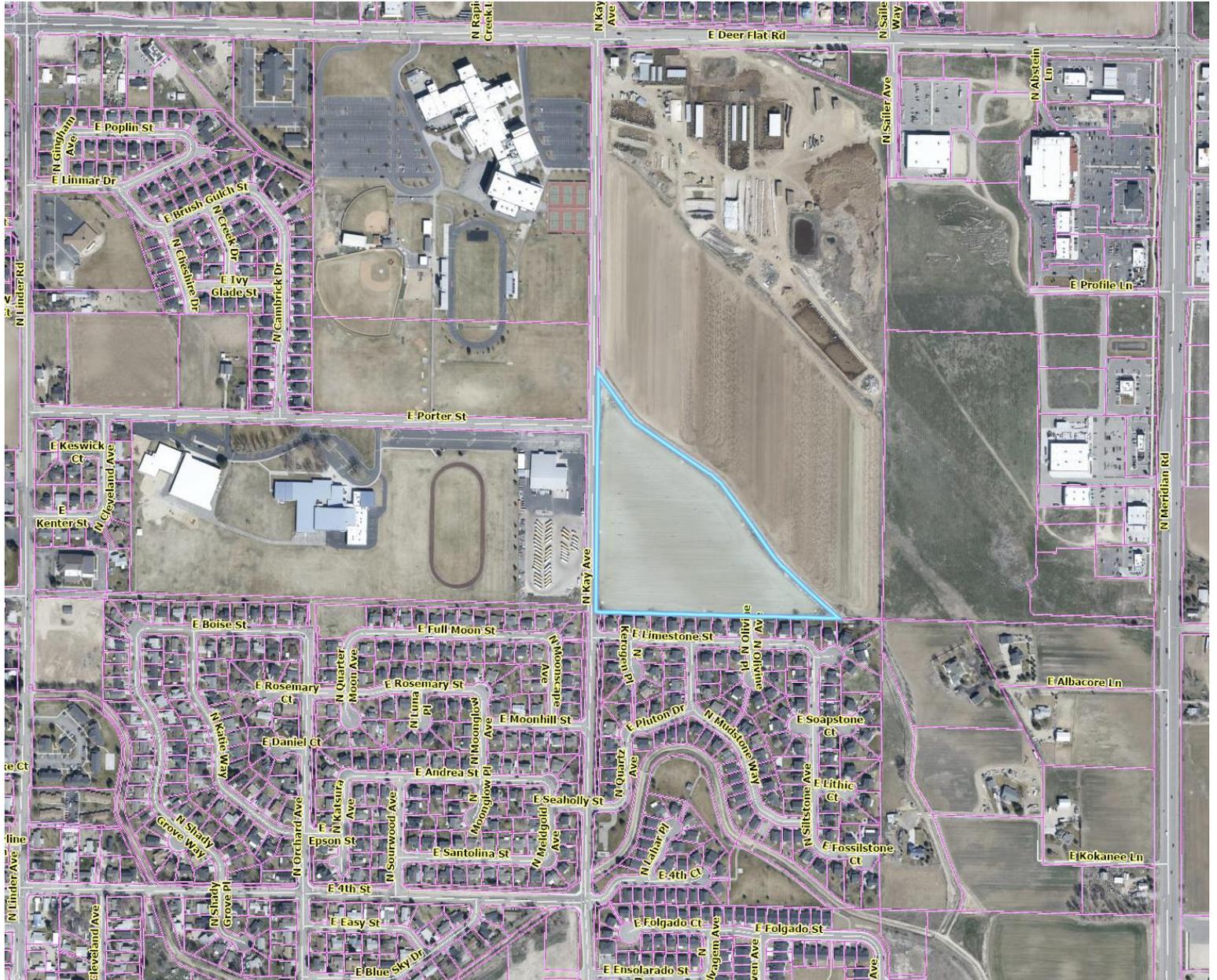
Average daily traffic counts are based on ACHD's most current traffic counts.

- The average daily traffic count for Kay Avenue south of Deer Flat Road was 4,455 on April 13, 2023.
- There are no current average daily traffic counts for Porter Street and Olivine Avenue.

A. Site Specific Conditions of Approval

1. Construct Porter Street in alignment with Porter Street across from the site to the west of Kay Avenue.
2. If the City of Kuna provides a letter expressing desire to move the collector listed on the MSM, construct Porter Street as a 36-foot wide residential collector roadway with curb, gutter, and a minimum of 7-foot wide attached concrete sidewalk or an 8-foot wide planter strip with 5-foot wide detached concrete sidewalk.
3. For attached sidewalk on Porter Street, dedicate right-of-way to 2-feet behind back of sidewalk. For detached sidewalk on Porter Street, provide a permanent right-of-way easement from 2-feet behind back of curb to 2-feet behind back of sidewalk.
4. Provide a road trust deposit for the construction of half of the bridge crossing. The amount will be determined through the development review process once plans are provided by the applicant for the design of the bridge crossing.
5. Construct Kay Avenue as ½ of a 36-foot wide collector roadway with either 7-foot wide attached concrete sidewalk or 5-foot wide detached concrete sidewalk with an 8-foot wide planter strip.
6. For attached sidewalk, dedicate right-of-way to 2-feet behind back of sidewalk. For detached sidewalk, provide a permanent right-of-way easement from 2-feet behind back of curb to 2-feet behind back of sidewalk.
7. Construct Unbridled Street to intersect Kay Avenue 447-feet south of Porter Street.
8. Construct all internal local roadways as 36-foot wide local street sections with curb, gutter, and 5-foot wide attached concrete sidewalk within 50-feet of right-of-way.
9. Offset all internal local roadways at least 125-feet from any other existing or proposed local roadways.
10. Install a sign at the terminus of Porter Street that says, "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDD AND WIDENED IN THE FUTURE."
11. Construct a temporary turnaround at the terminus of Porter Street, if it exceeds 150-feet in length.
12. Close the existing driveways with curb, gutter, and a minimum 7-foot wide attached concrete sidewalk.
13. Construct two 24-foot wide curb-return type driveways on Unbridled Street located in alignment with Prancer Avenue and 317-feet east of Prancer Avenue.
14. Other than the access specifically approved with this application, direct lot access is prohibited to Kay Avenue and should be noted on the final plat.
15. 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.
16. 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.
17. Comply with all Standard Conditions of Approval.

Vicinity Map



Site Plan



- NOTES:**
1. KUNA CITY WATER AND SEWER SERVICE SHALL BE EXTENDED TO ALL LOTS.
 2. THE SUBJECT PROPERTY DOES NOT FALL WITHIN ANY FEMA FLOOD HAZARD ZONE. REFERENCE FIRM PANEL 1600100400U EFFECTIVE OCTOBER 2nd, 2005.
 3. ALL LOT SHALL HAVE A PERMANENT EASEMENT FOR PUBLIC UTILITIES, STREET LIGHTS, IRRIGATION AND LOT DRAINAGE OVER THE 10 (TEN) FEET ADJACENT TO ANY PUBLIC STREET. ALL LOTS SHALL HAVE A PERMANENT EASEMENT FOR PUBLIC UTILITIES, IRRIGATION AND LOT DRAINAGE OVER THE 10 (TEN) FEET ADJACENT TO THE REAR LOT LINE. EXCEPT AS OTHERWISE SHOWN, THERE SHALL BE A 5 (FIVE) FOOT PUBLIC UTILITY, IRRIGATION AND LOT DRAINAGE EASEMENT ADJACENT TO ANY LOT LINE NOT ADJACENT TO A PUBLIC STREET.
 4. MINIMUM BUILDING SETBACK LINES SHALL BE IN ACCORDANCE WITH THE APPLICABLE STANDARDS OF THE CITY OF KUNA AT THE TIME OF THE BUILDING PERMIT.
 5. THE DEVELOPER SHALL PROVIDE PRESSURIZED IRRIGATION WATER TO EACH LOT. ALL LOTS IN THIS SUBDIVISION WILL BE SUBJECT TO ASSESSMENTS OF THE HAWAII MERIDIAN IRRIGATION DISTRICT UNTIL SERVED BY THE CITY OF KUNA MUNICIPAL IRRIGATION SYSTEM.
 6. STORM DRAINAGE SHALL BE RETAINED ON SITE THROUGH SURFACE DRAINAGE PONDS AND SUBSURFACE FACILITIES AS APPROVED BY ACHD.
 7. LOT 1 OF BLOCK 1, LOTS 1, 2, 4 & 5 OF BLOCK 2, LOTS 1 & 7 OF BLOCK 3, LOT 7 OF BLOCK 4, ARE COMMON LOTS TO BE OWNED AND MAINTAINED BY THE SUBDIVISION HOMEOWNERS ASSOCIATION OR ITS ASSIGNS.
 8. ALL EXISTING STRUCTURES WILL BE REMOVED PRIOR TO DEVELOPMENT OF THE PHASE CONTAINING THE STRUCTURE.

LEGEND

- BOUNDARY
- LOT LINES
- ROAD CENTERLINE
- RIGHT OF WAY
- LOT NUMBER
- BLOCK NUMBER
- EASEMENT
- SETBACK
- CURB GUTTER & SW
- STREET NAME
- HANDICAP RAMP
- SEWER LINE
- WATER LINE
- STORM DRAIN LINE
- PRESSURE IRRIGATION
- GRAVITY IRRIGATION
- FLOW ARROW
- FIRE HYDRANT
- CATCH BASIN
- STOP SIGN
- EXISTING WATER WELL
- FOUND ALLUM. CAP
- MONUMENT
- FOUND BRASS CAP
- MONUMENT
- UNPLAT LOTS



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B. Findings for Consideration

1. Future East/West Collector- Porter Street

- a. Staff Comments/Recommendations:** There is a planned collector roadway abutting the site's south property line running east/west between Meridian Road and Kay Avenue.

Staff has reviewed the existing condition of the proposed MSM collector roadway with the City of Kuna and has deemed the connection of a collector roadway between Linder Road and Meridian Road connecting Boise Street and Meadow View Road to be infeasible as it is mapped due to utility constraints along this corridor. Additionally, the location of the proposed collector would create double-fronted housing from Linder Road through the proposed development.

Through discussions with the City of Kuna, staff recommends moving the collector designation to the existing Porter Street west of the site and constructing Porter Street as a collector roadway east of Kay Avenue through the site to cross Badley Lateral and meander south to connect with Meadow View Road east of Meridian Road.

If the City of Kuna provides a letter expressing desire to move the collector listed on the MSM, the applicant should be required to construct Porter Street as a 36-foot wide residential collector roadway with curb, gutter, and a minimum of 7-foot wide attached concrete sidewalk or an 8-foot wide planter strip with 5-foot wide detached concrete sidewalk.

For attached sidewalk, the applicant should be required to dedicate right-of-way to 2-feet behind back of sidewalk. For detached sidewalk, the applicant should be required to provide a permanent right-of-way easement from 2-feet behind back of curb to 2-feet behind back of sidewalk.

To allow for the future extension of Porter Street across the Badley Lateral abutting the site's east property line, the applicant should be required to provide a road trust deposit for the construction of half of the bridge crossing. The amount will be determined through the development review process once plans are provided by the applicant for the design of the bridge crossing.

2. Kay Avenue

- a. Existing Conditions:** Kay Avenue is improved with 2-travel lanes and no curb, gutter or sidewalk abutting the site. There is 44-52 feet of right-of-way for Kay Avenue (17-21 feet from centerline).
- b. Applicant Proposal:** The applicant is proposing to construct Kay Avenue as ½ of a 50-foot wide collector roadway with curb, gutter, and 5-foot wide attached sidewalk.
- c. 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 construct Kay Avenue as ½ of a 36-foot wide collector roadway with either 7-foot wide attached concrete sidewalk or 5-foot wide detached concrete sidewalk with an 8-foot wide planter strip.

For attached sidewalk, the applicant should be required to dedicate right-of-way to 2-feet behind back of sidewalk. For detached sidewalk, the applicant should be required to provide a permanent right-of-way easement from 2-feet behind back of curb to 2-feet behind back of sidewalk.

3. Internal Local Roadways

- a. Existing Conditions:** There are currently no existing roadways internal to the site.

- b. **Applicant's Proposal:** The applicant is proposing to construct four internal roadways- Unbridled Street, Prancer Avenue, Equine Street, Olive Avenue- as 33-foot wide local street sections with curb, gutter, and 5-foot wide attached sidewalk.

The applicant is proposing to construct Porter Street as a 48-foot wide local street section in alignment with Porter Street to the west of Kay Avenue.

- c. **Staff Comments/Recommendations:** The applicant's proposal does not meet District policy as the City of Kuna requires the construction of 36-foot wide local streets. Therefore, the applicant should be required to construct all internal local roadways as 36-foot wide local street sections with curb, gutter, and 5-foot wide attached concrete sidewalk within 50-feet of right-of-way.

4. Roadway Offsets

- a. **Existing Conditions:** There are no internal roadways to the site.
- b. **Applicant's Proposal:** The applicant is proposing to construct Porter Street in alignment with Porter Street across from the site to the west of Kay Avenue.

The applicant is proposing to construct Unbridled Street to intersect Kay Avenue 447-feet south of Porter Street (measured centerline to centerline).

- c. **Staff Comments/Recommendations:** The applicant's proposal to construct Unbridled Street to intersect Kay Avenue meets District policy and should be approved, as proposed.

The applicant's proposal to construct Porter Street in alignment with Porter Street across from the site meets District policy and should be approved, as proposed as it is in alignment.

5. Stub Streets

- a. **Applicant Proposal:** The applicant is proposing to construct one stub street to the east, Porter Street.
- b. **Staff Comments/Recommendations:** The applicant's proposal meets District policy and should be approved, as proposed. The applicant should be required to install a sign at the terminus of Porter Street that says, "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDD AND WIDENED IN THE FUTURE."

If Porter Street exceeds 150-feet in length, the applicant should be required to construct a temporary turnaround at its terminus. The temporary turnaround should comply with District Cul-de-sac Street Policy.

6. Driveways

6.1 Kay Avenue

- a. **Existing Conditions:** There is an existing 33-foot wide unimproved driveway on Kay Avenue located 228-feet north of Porter Street and an 18-foot wide unimproved driveway on Kay Avenue located 141-feet north of Porter Street (measured centerline to centerline).
- b. **Applicant's Proposal:** The applicant is proposing to close the existing driveways with curb, gutter, and 5-foot wide attached concrete sidewalk.
- c. **Staff Comments/Recommendations:** The applicant's proposal to close the existing driveways with curb, gutter, and sidewalk meets District policy and should be approved, as proposed. The applicant should be required to close the existing driveways with either 7-foot attached concrete sidewalk or 5-foot detached sidewalk.

6.2 Unbridled Street

- a. **Existing Conditions:** Unbridled Street is not yet constructed within the site.

- b. **Applicant's Proposal:** The applicant is proposing to construct two 26-foot wide curb-return type driveways onto Unbridled Street located in alignment with Prancer Avenue and 317-feet east of Prancer Avenue (measured centerline to centerline).
- c. **Staff Comments/Recommendations:** The applicant's proposal to construct two curb-return type driveways on Unbridled Street meets District policy and should be approved, as proposed. The applicant should be required to restrict the driveway to a maximum width of 24-feet.

7. **Bridge for Badley Lateral Crossing**

The District will require that the applicant submit the bridge plans for the crossing of the Badley Lateral (Badley Lateral) for review and approval prior to the pre-construction meeting and final plat approval. Note: all plan submittals for bridges or pipe crossings of irrigation facilities should be submitted to ACHD for review no later than December 15th for construction in the following year prior to irrigation season.

8. **Other Access**

Kay Avenue is classified as a collector roadway. Other than the access specifically approved with this application, direct lot access is prohibited to this roadway and should be noted on the final plat.

C. 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. Future East/West Collector- Porter Street

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

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

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

The standard street section shall be 47-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes. If a multi-use path is determined to be the required treatment, the street section shall be reduced to 37-feet. If it is determined a continuous center left-turn lane is not appropriate and a path is installed, the street section may be reduced to 26-feet.

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

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

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

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

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

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

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. A new collector roadway was identified on the MSM with the street typology of Residential Collector. The new collector roadway should align with Porter Street on the east side of Porter Street and continue through the property stubbing to the east. The Residential Collector typology as depicted in the Livable Street Design Guide recommends a 2-lane roadway with bike lanes, and on street parking, a 36-foot street section within 54-feet of right-of-way.

5. Kay Avenue

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

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

facilities above those identified in the Livable Streets Design Guide and Master Street Map to ensure the safest facility possible based on current best practice.

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

The standard street section shall be 47-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes. If a multi-use path is determined to be the required treatment, the street section shall be reduced to 37-feet. If it is determined a continuous center left-turn lane is not appropriate and a path is installed, the street section may be reduced to 26-feet.

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

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

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

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

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

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

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

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

6. Internal Local Roadways

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

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

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

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

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

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

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

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

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

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

7. Roadway Offsets

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

District policy 7206.4.3 states that access is typically prohibited within the influence area of an existing or future roundabout intersection, which is generally considered the area from the intersection to the far end of the splitter islands.

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

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

8. Stub Streets

Stub Street Policy: District policy 7206.2.4.3 states that stub streets will be required to provide circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7206.2.4, except a temporary cul-de-sac will not be required if the stub street has a length no greater than 150-feet. A sign shall be installed at the terminus of the stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE." or "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE."

In addition, stub streets must meet the following conditions:

- A stub street shall be designed to slope towards the nearest street intersection within the proposed development and drain surface water towards that intersection; unless an alternative storm drain system is approved by the District.
- The District may require appropriate covenants guaranteeing that the stub street will remain free of obstructions.

Temporary Dead End Streets Policy: District policy 7206.2.4.4 requires that the design and construction for cul-de-sac streets shall apply to temporary dead end streets. The temporary cul-de-sac shall be paved and shall be the dimensional requirements of a standard cul-de-sac. The developer shall grant a temporary turnaround easement to the District for those portions of the cul-

de-sac which extend beyond the dedicated street right-of-way. In the instance where a temporary easement extends onto a buildable lot, the entire lot shall be encumbered by the easement and identified on the plat as a non-buildable lot until the street is extended.

9. Driveways

9.1 Kay Avenue

Access Policy: District Policy 7205.4.1 states that all access points associated with development applications shall be determined in accordance with the policies in this section and Section 7202. Access points shall be reviewed only for a development application that is being considered by the lead land use agency. Approved access points may be relocated and/or restricted in the future if the land use intensifies, changes, or the property redevelops.

District Policy 7206.1 states that the primary function of a collector is to intercept traffic from the local street system and carry that traffic to the nearest arterial. A secondary function is to service adjacent property. Access will be limited or controlled. Collectors may also be designated at bicycle and bus routes.

Driveway Location Policy (Stop Controlled Intersection): District policy 7206.4.4 requires driveways located on collector roadways near a STOP controlled intersection to be located outside of the area of influence; OR a minimum of 150-feet from the intersection, whichever is greater. Dimensions shall be measured from the centerline of the intersection to the centerline of the driveway.

Successive Driveways: District policy 7206.4.5 Table 1 requires driveways located on collector roadways with a speed limit of 35 MPH and daily traffic volumes greater than 100 VTD to align or offset a minimum of 285-feet from any existing or proposed driveway.

Driveway Width Policy: District policy 7206.4.6 restricts high-volume driveways (100 VTD or more) to a maximum width of 36-feet and low-volume driveways (less than 100 VTD) to a maximum width of 30-feet. Curb return type driveways with 30-foot radii will be required for high-volume driveways with 100 VTD or more. Curb return type driveways with 15-foot radii will be required for low-volume driveways with less than 100 VTD.

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7206.4.6, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway and install pavement tapers in accordance with Table 2 under District Policy 7206.4.6.

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.

9.2 Internal Local Roadways

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

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

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

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

10. 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.

11. 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.

12. 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.

D. 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), ISPCW, 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.

E. 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>



Planning & Zoning Commission

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

AGENDA ITEMS REQUESTED TO BE TABLED:

CASE NO. 25-03-S & 25-04-DR (Lerida Subdivision) IS REQUESTED TO BE TABLED TO THE FEBRUARY 10, 2026 PLANNING AND ZONING COMMISSION MEETING DUE TO A NOTICING ERROR.

CASE NO. 25-05-SUP (Kaveman Trailers) IS REQUESTED TO BE TABLED TO THE FEBRUARY 10, 2026 PLANNING AND ZONING COMMISSION MEETING DUE TO A NOTICING ERROR.

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

IN THE MATTER OF THE APPLICATION OF)	Case No.: 25-06-S (Subdivision) & 25-26-
)	DR (Design Review).
SSM2 COMPANY)	
)	
<i>Related to the development of real property</i>)	DECISION AND REASONED
<i>located near the intersection of Ardell Rd. and</i>)	STATEMENT FOR TESS MANOR
<i>S Kay Ave. (Parcel No. S1313314850.</i>)	SUBDIVISION.

**SECTION 1
INTRODUCTION AND PROCEDURAL BACKGROUND**

THESE MATTERS came before the Planning & Zoning Commission of the City of Kuna (the “Commission”) for Public Hearing on December 9, 2025, the Commission entered their recommendation on the application. Thereafter, this Decision and Reasoned Statement was prepared and presented to the Commission on February 10, 2026, for formal adoption of the Commission recommendation.

**SECTION 2
DECISION**

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

The subdivision Application (Case No. 25-06-S) is hereby *Recommended Approval*,

The Design Review Application (Case No. 25-26-DR) is hereby *Approved*.

**SECTION 3
RECORD OF EXHIBITS AND WITNESSES**

I. List of Exhibits.

- AFFIDAVIT
- APPLICATION COVERSHEET
- COMMITMENT TO POST PROPERTY
- DEED
- DESIGN REVIEW APPLICATION
- ELEVATIONS
- FLOOR PLAN
- GEOTECHNICAL REPORT
- LANDSCAPE PLAN

- LEGAL DESCRIPTION
- NARRATIVE
- NEIGHBORHOOD MEETING CERTIFICATION
- PRE PLAT KRFD REVIEW
- PRE PLAT APPLICATION COVERSHEET
- PRELIMINARY PLAT
- SUBDIVISION NAME RESERVATION
- VICINITY MAP
- IP PUBLICATION PZ 11.20.2025
- PROOF OF LEGAL NOTICE MAILER PZ 11.20.2025
- PROOF OF PROPERTY POSTING PZ 10.20.2025
- AGENCY TRANSMITTAL
- PUBLIC WORKS COMMENTS
- ACHD
- BKID
- BPBC
- CDHD
- DEQ
- ITD
- eMAIL, DAVIS 11.5.2025
- LETTER, McKNIGHT 11.25.2025
- COMMISSION MEETING MINUTES 12.9.25

II. Public Hearing Witnesses.

Witness Testimony: Those who testified at the Commission December 9, 2025, hearing are as follows, to-wit:

- a. City Staff:
Troy Behunin, Senior Planner
- b. Appearing for the Applicant:
Dave Crawfors, Centurion Engineers, 2323 S Vista Ave. Ste, 206, Boise, ID
- c. Appearing to Testify:
Vern Field, 571 E Sienna Creek Rd., Kuna, ID
Tim Jensen, Kuna School District, 711 E Porter Street, Kuna, ID
Rick Reneau, 1736 N Greenville, Kuna, ID
Kevin Schroeder, 608 E Sable Ridge, Kuna, ID
MaryAnn Michaelson, 513 E Ridgestone Dr., Kuna, ID
Jim Edick, 613 E Sable Ridge Dr., Kuna, ID
Dustin Hunt, 878 E Buck Dr., Kuna, ID
Ed McKnight, 604 E Ridgestone Dr., Kuna, ID

**SECTION 4
REASONED STATEMENT**

I. Relevant Criteria and Standards Considered

a. Relevant City Ordinance Provisions.

1. Kuna City Code Title 1, Chapter 14, Section 3
2. Title 5 Kuna City Code, Development Regulations
3. Title 5 Kuna City Code, Chapter 9 Subdivisions

Relevant Statutory Provisions.

4. Chapter 13 of Title 50, Idaho Code.
5. Chapter 65 of Title 67, Idaho Code

b. Pertinent Constitutional Provisions

II. Factual Findings

a. General Factual Findings.

1. Statement of Fact

Parcel Number(s):	S1313314850
Future Land Use Map Designation:	Medium Residential Density
Existing Land Use:	Vacant lot
Current Zoning:	R-6 (Kuna City)
Proposed Zoning:	R-6
Development Area:	7.80 acres
Adjacent Zoning Districts:	North: R-6; East: R-6; South: R-6; West: R-4 & RR.
Adjacent Street(s) Existing & Proposed:	North: E Ardell Rd.; East: Kay Ave., South: Deer Flat Rd.; West: Linder Rd..
Internal Street(s)	Extensions of Existing Internal: E Sable Ridge Dr., E Ridgestone Dr., N Ridgecreek Ave., Widening Existing Roads: N Kay Ave.
Adjacent Bike/Pedestrian Facilities:	None
Adjacent Parks:	Providing a path along the Kuna Canal.
Land Dedication Requirements:	N/A

2. Procedural Findings:

Pre-Application Meeting	Held August 7, 2025.
Agency Comments Request	September 30, 2025.
Neighborhood Meeting	Held May 14, 2025 (25 people attended)
300 FT Legal Mailer Notice	Sent November 20, 2025.
Idaho Press Newspaper Published Hearing Notice	Published November 21, 2025.
Site Posting	Posted on October 20, 2025.
Planning and Zoning Public Hearing	Held on December 9, 2025.
Planning and Zoning Commission Written Recommendation and Decision Entered	Entered on February 10, 2026

b. Relevant Contested Facts.

1. Multiple member of the public testified;

- a. Ardell Road and Kay Avenue corridors are congested and overwhelmed by current traffic flows. The development will increase these issues.

b. Commissions Factual Findings on Relevant Contested Fact.

- 1. Based on the evidence and testimony presented, the Commission determines the subject road corridors and intersection will perform at an acceptable levels of service and the proposed improvements will positively impact service levels.
- 2. A Traffic Impact Study (TIS) was prepared by the applicant and accepted by ACHD, that outlines Site Specific Conditions of Approval in order to proceed. The TIS stated that these Conditions would mitigate traffic concerns and improve the flow and congestion for the area and maintain acceptable levels of Service (LOS).
- 3. Developer has pledged to keep construction access to the site from Kay Avenue.

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

It is the rationale of the Commission that the Preliminary Plat and Design Review applications are in compliance with Idaho Code, Kuna City Code and the Comprehensive plan.

IV. Conditions of Approval.

- 1. Buffers, curb, gutter and sidewalk (attached and detached) shall be installed in accordance with *KCC 5-10-13-B-1-b*.
- 2. Developer/Owner/Applicant shall work with Ada County Highway District and the City of Kuna to complete all required traffic improvements to the surrounding roadways and intersections as detailed in the Ada County Highway District staff report.
- 3. Developer shall place a Contractors Sign at the entry of the subdivision.
- 4. Developer/Owner/Applicant shall measure all front building setbacks from back of sidewalk on all internal local roads.

5. Developer/Owner/Applicant shall ensure the proper easement widths on all lots in accordance with *KCC 5-8-1117-D-6*.
6. It is the responsibility of the Developer to ensure any anticipated buildings fit any given buildable lot in accordance with *KCC 5-8-503*.
7. Fencing within and around the site shall comply with *KCC 5-8-905* (unless specifically approved otherwise and permitted).
8. All required landscaping shall be permanently maintained in a healthy growing condition. The property Owner shall remove and replace unhealthy or dead plant material within 3 days or as the planting season permits as required to meet the standards of these requirements. Maintenance and planting in public Rights-of-Way shall be with approval from ACHD.
9. Landscaping shall not be placed within ten (10) feet of any meter pits, pressurized irrigation valves and/or ACHD underground facilities and must honor all vision triangles.
10. The Landscape Plan and Preliminary Plat as submitted will be considered binding site plans as amended and/or approved.
11. All signage within/for the project shall comply with Kuna City Code and shall be approved through the applicable sign approval process listed in *KCC 5-8-901-B*.
12. If any revisions are made, the Applicant shall provide the Planning and Zoning Staff with a revised copy of the Preliminary Plat. Any revisions of the Plat are subject to Administrative Determination to rule if the revision is substantial.
13. Developer/Owner/Applicant is hereby notified that this project is subject to Design Review inspection fees. Required inspections (post construction), are to verify building and landscaping compliance prior to requesting signature on the final plat.
14. Installation of service facilities shall comply with the requirements of the public utility or irrigation district providing the services. All utilities shall be installed underground, see *KCC 5-9-402-B-22*.
15. Compliance with *I.C. §31-3805* is required. Delivery of water shall not be impeded by any construction on site. Compliance with the requirements of the Boise Project Board of Control is required.
16. 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).
17. Connection to City Services (Sewer, Water, Pressurized Irrigation) is required. The Applicant shall conform to all corresponding City of Kuna Master Plans.
18. The Developer/Owner/Applicant shall be required to participate, as determined by the City Engineer, in the development of additional Lift Station capacity, and or a Water Booster Station as necessary.
19. The Developer/Owner/Applicant shall not submit an application for Final Plat until the City's Public Works Director issues a Will-Serve Letter stating the City's appurtenance

has capacity to service the proposed development with domestic water, and accept the wastewater discharged from the proposed development.

20. In the event a Will-Serve Letter is not issued within the time the Applicant is required to record a Final Plat, the Applicant shall have good cause and be eligible to receive, pursuant to *KCC 5-9-204*, a Time Extension to file a Final Plat up to and until a Will-Serve Letter has been issued.
21. Developer/Owner/Applicant shall work with staff in order to provide final locations of streetlights as required by Kuna City Code. Streetlights for the site shall be LED lighting and must comply with Kuna City Code and established Dark Sky practices.
22. The Developer/Owner/Applicant shall obtain written approval on letterhead or may be written/stamped on the approved plans of the construction plans from the agencies noted below. All submittals are required to include the lighting, landscaping, drainage, and development plans. All site improvements are prohibited prior to approval of the following agencies:
 - a. The City Engineer shall approve the sewer connections.
 - b. The City Engineer shall approve all civil plans. No construction, grading, filling, clearing or excavation of any kind shall be initiated until the applicant has received approval of the drainage plan.
 - c. Central District Health Department recommends the plan be designed and constructed in conformance with standards contained in, "Catalog for Best Management Practices for Idaho Cities and Counties."
 - d. The Kuna Rural Fire District shall approve fire flow requirements and/or building plans. Installation of fire protection facilities as required by Kuna Rural Fire District are required.
 - e. The Kuna Municipal Irrigation System (KMIS) and Boise Project Board of Control shall approve any modifications to the existing irrigation system.
 - f. Approval from Ada County Highway District (ACHD) shall be obtained, and Impact Fees must be paid prior to issuance of any building permit(s).
 - g. All public rights-of-way shall be dedicated and constructed to the standards of the City and Ada County Highway District. No public street construction may commence without the approval and permit from Ada County Highway District.
23. The Developer/Owner/Applicant, and any future assigns having an interest in the subject property, shall fully comply with all conditions of development as approved by the City Council, or seek amending them through Public Hearing processes.
24. Developer/Owner/Applicant/Contractors are hereby notified of Kuna's working hours. Construction of any kind shall only be conducted within hours specified in *KCC 10-6-3*. Noises and other public nuisances/distractions outside of this time frame are subject to lawful penalties.
25. Developer/Owner/Applicant is hereby notified of Kuna's weed control policies and requirements *KCC 8-1-3*. Weeds, grasses, vines or other growth which endanger property or are over twelve (12) inches in height shall be continuously cut down, weeded out, sprayed, burned, removed or destroyed throughout all seasons.
26. Applicant is conditioned to provide sidewalks entirely within the Rights-of-Way, compliant with Kuna City Code.

27. Applicant is conditioned to work with the City Engineer for proper easement widths for the project as a whole.
28. Applicant shall provide a landscape plan that reflects a Tree planting detail stating; “wire basket and the burlap shall be removed at least 1/2 way down the root ball”.
29. Applicant is conditioned to submit a Preliminary Plat plan with a Kay Avenue detail reflecting the required sidewalk changes for staffs approval and be compliant with Kuna City Code.
30. Applicant is conditioned to submit a Landscape plan with aa plant detail reflecting the required changes for staffs approval and be compliant with Kuna City Code.
31. Developer/Owner/Applicant and all successors shall comply with all Local, State and Federal Laws.

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

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

BY ACTION OF THE PLANNING & ZONING COMMISSION of the City of Kuna at its regular meeting held on the 10th day of February 2026.

Bryan Clark, Chairman

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

IN THE MATTER OF THE APPLICATION OF)	Case No.: 25-03-CPF (Combination Plat)
)	
ALLIED INDUSTRIAL CENTER)	
)	
<i>Related to the development of real property</i>)	DECISION AND REASONED
<i>located near S Curtis and E Kuna Roads</i>)	STATEMENT FOR THE ALLIED
<i>(Parcel No. S200640005.</i>)	INDUSTRIAL CENTER.

**SECTION 1
INTRODUCTION AND PROCEDURAL BACKGROUND**

THESE MATTERS came before the Planning & Zoning Commission of the City of Kuna (the “Commission”) for Public Hearing on January 13, 2026, the Commission entered their recommendation on the application. Thereafter, this Decision and Reasoned Statement was prepared and presented to the Commission on February 10, 2026, for formal adoption of the Commission recommendation.

**SECTION 2
DECISION**

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

The Combination Plat Application (Case No. 25-03-CPF) is hereby *Recommended Approval*.

**SECTION 3
RECORD OF EXHIBITS AND WITNESSES**

I. List of Exhibits.

- ACHD EMAIL 8.29.25
- AFFIDAVIT
- P&Z APPLICATION COVERSHEET
- CITY OF KUNA DSD 10.21.25 EMAIL
- COMMITMENT TO POST PROPERTY
- FINAL PLAT
- LANDSCAPING
- GEO- TECH REPORT
- LEGAL DESCRIPTION
- NARRATIVE

- NEIGHBORHOOD MEETING CERTIFICATION
- PRELIMINARY PLAT
- PRESCREEN COMMENTS RESPONSE
- SUBDIVISION NAME RESERVATION
- VICINITY MAP
- WARRANTY DEED
- IP PUBLICATION PZ 12.19.2025
- PROOF OF LEGAL NOTICE MAILER PZ 12.22.2025
- PROOF OF PROPERTY POSTING PZ 03.06.2025
- AGENCY TRANSMITTAL
- ACHD
- BKID
- CDHD
- DEQ
- ITD
- KRFD
- KSD
- APPLICANT PRESENTATION P&Z
- COMMISSION MINUTES 1.13.2026
- APPLICANT PRESENTATION P&Z COMMISSION
- COMMISSION MEETING MINUTES 1.13.2025

II. Public Hearing Witnesses.

Witness Testimony: Those who testified at the Commission January 13, 2026, hearing are as follows, to-wit:

- a. City Staff:
Troy Behunin, Senior Planner
- b. Appearing for the Applicant:
Jeff Hatch, Hatch Design Architecture, 200 W 36th St., Boise, ID 83714

**SECTION 4
REASONED STATEMENT**

I. Relevant Criteria and Standards Considered

- a. Relevant City Ordinance Provisions.
 1. Kuna City Code Title 1, Chapter 14, Section 3
 2. Title 5 Kuna City Code, Development Regulations
 3. Title 5 Kuna City Code, Chapter 9 Subdivisions

Relevant Statutory Provisions.

4. Chapter 13 of Title 50, Idaho Code.

5. Chapter 65 of Title 67, Idaho Code

b. Pertinent Constitutional Provisions

II. Factual Findings

a. General Factual Findings.

1. Statement of Fact

Parcel Number(s):	S200640005
Future Land Use Map Designation:	Industrial
Existing Land Use:	Residence & Shop Outbuilding
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 permanent private access drive to connect all parcels.
Adjacent Bike/Pedestrian Facilities:	None
Adjacent Parks:	None
Land Dedication Requirements:	N/A

2. Procedural Findings:

Pre-Application Meeting	Held on July 24, 2025.
Agency Comments Request	November 26, 2025.
Neighborhood Meeting	Held July 14, 2025 (0 people attended)
300 FT Legal Mailer Notice	Sent on December 22, 2025.
Idaho Press Newspaper Published Hearing Notice	Published on December 19, 2025.
Site Posting	Posted on December 18, 2025.
Planning and Zoning Public Hearing	Held on January 13, 2026.
Planning and Zoning Commission Written Recommendation and Decision Entered	Entered on February 10, 2026

- b. Relevant Contested Facts.
 - 1. No testimony was presented in opposition to this project, therefore no contested facts were entered into the record.
- c. Commissions Factual Findings on Relevant Contested Fact.
 - 1. None.

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

It is the rationale of the Commission that the Combination Plat application is in compliance with Idaho Code, Kuna City Code and the Comprehensive plan.

IV. Conditions of Approval.

1. The Developer/Owner/Applicant shall obtain written approval on letterhead or may be written/stamped on the approved plans of the construction plans from the agencies noted below. All submittals are required to include the lighting, landscaping, drainage, and development plans. All site improvements are prohibited prior to approval of the following agencies:
 - a. The City Engineer shall approve the sewer connections.
 - b. The City Engineer shall approve all civil plans. No construction, grading, filling, clearing or excavation of any kind shall be initiated until the applicant has received approval of the drainage plan.
 - c. Central District Health Department recommends the plan be designed and constructed in conformance with standards contained in, "Catalog for Best Management Practices for Idaho Cities and Counties."
 - d. The Kuna Rural Fire District shall approve fire flow requirements and/or building plans. Installation of fire protection facilities as required by Kuna Rural Fire District are required.
 - e. The Kuna Municipal Irrigation System (KMIS) and Boise Project Board of Control shall approve any modifications to the existing irrigation system.
 - f. Approval from Ada County Highway District (ACHD) shall be obtained, and Impact Fees must be paid prior to issuance of any building permit(s).
 - g. All public rights-of-way shall be dedicated and constructed to the standards of the City and Ada County Highway District. No public street construction may commence without the approval and permit from Ada County Highway District.
2. Installation of service facilities shall comply with the requirements of the public utility or irrigation district providing the services. All utilities shall be installed underground, see KCC 5-9-4.
3. Compliance with Idaho Code, Section §31-3805 pertaining to irrigation waters is required. Irrigation/drainage waters shall not be impeded by any construction on site. Compliance with the requirements of the Boise Project Board of Control is required.
4. When required, submit a petition to the City (as necessary, confirmed with the City engineer) consenting to the pooling of irrigation surface water rights for delivery purposes and request to annex the irrigation surface water rights appurtenant to the property over to the Kuna Municipal Pressure Irrigation System of the City (KMIS).

5. It is the responsibility of the Developer or his Engineer to coordinate and design for the stricter requirement between agencies and the City of Kuna standards for the entire development
6. The Developer/Owner/Applicant, and/or any future assigns having an interest in the subject property, shall fully comply with all Conditions of development as approved by the City Council, or seek amending them through Public Hearing processes.
7. Developer/Owner/Applicant shall follow staff, City Engineers and other agency recommended requirements as applicable.
8. Developer/Owner/Applicant shall comply with all local, state, and federal laws.

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

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

BY ACTION OF THE PLANNING & ZONING COMMISSION of the City of Kuna at its regular meeting held on the 10th day of February 2026.

Bryan Clark, Chairman

II. Public Meeting Witnesses.

Witness Testimony: Those who testified at the Commission January 27, 2026, hearing are as follows, to-wit:

- a. City Staff:
Troy Behunin, Senior Planner, Development Services Dept.
- b. Appearing for the Applicant:
Adam Capell – Tresidio Homes, 2973 N Eagle Rd. Ste. 110, Meridian, ID 83646

SECTION 4 CONDITIONS OF APPROVAL

1. The Developer/Owner/Applicant shall obtain written approval on letterhead or may be written/stamped on the approved plans of the construction plans from the agencies noted below. All submittals are required to include lighting, landscaping, drainage, and development plans. All site improvements are prohibited prior to approval of the following agencies:
 - a. The City Engineer shall approve all sewer connections.
 - b. The City Engineer shall approve all civil plans. No construction, grading, filling, clearing or excavation of any kind shall be initiated until the Applicant has received an approved drainage plan.
 - c. Central District Health Department recommends the plan be designed and constructed in conformance with standards contained in, “Catalog for Best Management Practices for Idaho Cities and Counties”.
 - d. The Kuna Rural Fire District shall approve fire flow requirements and/or building plans. Installation of fire protection facilities as required by the Fire District are required.
 - e. The Kuna Municipal Irrigation System and Boise Project Board of Control shall approve any modifications to the existing irrigation system.
 - f. Approval from Ada County Highway District (ACHD) shall be obtained and Impact Fees must be paid prior to issuance of any building permit(s).
 - g. All public Rights-Of-Way shall be dedicated and constructed to standards of the City and Ada County Highway District. No public street construction may commence without the approval and permit from Ada County Highway District.
2. The Developer/Owner/Applicant, and any future assigns having an interest in the subject property, shall fully comply with all conditions of development as approved by the Commission, or seek amending them through appropriate application processes as outlined in KCC.
3. Developer/Owner/Applicant shall follow staff, City Engineer and other agency recommended requirements, as applicable.
4. This development shall be completed per the approved site plan and landscape plan, or as otherwise determined by staff.

5. All required landscaping shall be permanently maintained in healthy growing condition. The property owner shall remove and replace unhealthy or dead plant material within three (3) days or as the planting season permits, as required to meet the standards of these requirements. Maintenance and planting within public rights-of-way shall be with approval from the public entities owning the property.
6. Landscaping shall not be placed within 10 feet of any and all meter pits, pressurized irrigation valves and/or ACHD underground facilities, and must honor all vision triangles.
7. This development is subject to Architectural and Landscape compliance Design Review inspections prior to receiving a Certificate of Occupancy. Design Review inspection fees shall be paid prior to requesting staff inspection.
8. Developer/Owner/Applicant/Contractors are hereby notified of Kuna's working hours. Construction of any kind shall only be conducted within the hours specified in KCC 10-6-3. Noises and other public nuisances/distractions outside of this time frame are subject to lawful penalties.
9. Developer/Owner/Applicant is hereby notified of Kuna's weed control policies and requirements KCC 8-1-3. Weeds, grasses, vines or other growth which endanger property or are over twelve (12) inches in height shall be continuously cut down, weeded out, sprayed, burned, removed or destroyed throughout all seasons.
10. Developer/Owner/Applicant and all successors shall comply with all Local, State and Federal Laws.
11. Developer/Owner/Applicant shall comply with Kuna City Code and Idaho State code.

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

Pursuant to KCC 5-8-912, an applicant or affected party may appeal this decision to the Kuna City Council. The applicant or affected party must file a written notice of appeal with the City Clerk stating specifically the decision(s) to be reviewed by the Council and the grounds for the appeal with the Director before 5:00 p.m. of the tenth calendar day, or the next business day following the tenth calendar day should the tenth day fall on a weekend or holiday, after decision is issued and provided in writing to the applicant.

BY ACTION OF THE CITY COMMISSION of the City of Kuna at its regular meeting held on the 10th day of February 2026.

Bryan Clark, Chairman

CASE NO. 25-05-SUP

Kaveman Trailers Storage, Special Use Permit

Planner: Marina Lundy, MLundy@kunaid.gov, (986)269-8341

ALL APPLICATION MATERIALS: 25-05-SUP
KAVEMAN TRAILERS

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



**CITY OF KUNA:
P&Z COMMISSION
STAFF REPORT**

City of Kuna P&Z Commission Staff Report

Entitlements Requested:	Subdivision	Rezone	Annexation	Special Use	Planned Unit Development	Design Review	Other
Title:	Kaveman Trailers	Application Number:		25-05-SUP			
Date:	2/10/2026	Staff Contact:		Marina Lundy			
Owner(s)/Applicant:	Chrysalis Architecture	Applicant Contact:		rw@chrysalis-architecture.com			
Representative:	Same as above	Representative Contact:		Same as above			

Staff Recommendation

Approval.

Purpose

Applicant requests Special Use Permit in order to operate a recreational vehicle sales and storage facility. The site is 5 acres, currently zoned C-2, and is located near the intersection of North Meridian Rd and East Avalon Street and identified as parcel No. S1419333450 (SEC 13, T2E, R19).

Statement of Fact	
Parcel Number(s):	S1419333450
Future Land Use Map Designation:	Commercial
Existing Land Use:	Residential Property
Current Zoning:	C-2 (Area Commercial District)
Proposed Zoning:	Same
Development Area:	5.004 acres
Adjacent Zoning Districts:	North: A (Agriculture); East: A (Agriculture); South: RUT (Rural Urban Transition); West: C-1 (Neighborhood Commercial District)
Adjacent Street(s) Existing & Proposed:	North: N/A; East: N/A; South: E Kuna Rd. (Existing); West: N Meridian Rd. (Existing)
Internal Street(s) Existing & Proposed:	None
Adjacent Bike/Pedestrian Facilities:	None
Adjacent Parks:	None
Land Dedication Requirements:	N/A

Comprehensive Plan and Future Land Use Map Analysis

The Future Land Use Map identifies the subject property as Commercial. The current zoning is C-2 (Area Commercial District).

Staff Analysis

The applicant requests a Special Use Permit in order to operate a recreational vehicle sales and storage facility. The Design Review of Kaveman Trailers, which was intended to only be a sales facility, was approved in April of 2025.

The site is currently under construction to comply with the design review approval. The applicant is not proposing changes to that already approved design. The applicant estimates that 25% of the storage facility will be for sales and 75% will be for storage.

Applicant has requested to use the existing septic system; this request was approved with the design review application. Since then, Central District Health has submitted comments stating they have no objections if the site is connected to City Sewer. The applicant is now working with Central District Health to update their paving plan in order to get approval for continued use of the existing septic system.

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

Recommended Conditions of Approval

1. Central District Health Department approval is required; Applicant shall provide the Kuna Planning and Zoning Department with copies of said inspections prior to applying for a Kuna City Business License.
2. Applicant shall acquire approval from Central District Health to continue utilizing the existing septic prior to applying for a business license. If approval from Central District Health cannot be obtained then the applicant must connect to City services.
3. Applicant shall renew the City business license as often as necessary.
4. In the event the uses or the building located on this parcel are enlarged, expanded upon or *altered in anyway*, the owner/applicant, and any future assigns having interest in the subject property, shall seek an amendment to the approvals of this Special Use Permit through the Planning and Zoning Department and public hearing process.
5. This Special Use Permit is *valid only if the Conditions of Approval are adhered to continuously*. In the event the conditions are not continuously followed, the Special Use Permit approval may be revoked.
6. The Applicant shall acquire a Kuna Business License through the Kuna City Clerk's Office once all Conditions of the Special Use Permit are met and shall maintain said license through the renewal process during the entirety the business is in operation.
7. The Special Use Permit is not transferable from one address to another.
If the applicant/owner wishes to expand or make changes in the future, this SUP will need to be evaluated to determine if modification is necessary.
8. Applicant shall follow all staff and agency recommendations.
9. Applicant shall comply with Kuna City Code.
10. Applicant shall comply with all local, state, and federal laws.

October 16, 2025

City of Kuna – Planning & Zoning Services
751 West 4th Street
Kuna, ID 83634

Re: **Project Narrative – Special Use Permit - Kaveman Trailers**

Dear Planner :

Thank you, for the opportunity to present our request for special use permit approval for the property located at 252 North Meridian Road intended to support recreational vehicle sales and storage. An existing design review application has been approved on this property for recreational vehicle / trailer sales only. The special use permit will allow for full-time storage of recreational vehicles and trailers. Storage is a compatible use to the already approved sales use. The ability to support recreational vehicle and trailer storage will provide the owner ability to offer a full-service sales, service and storage capability. Kaveman Trailers is the intended tenant and is an existing business in Kuna, who has out-grown their existing location. Once approved, Kaveman Trailers is re-locating their operation to the 5 acre subject property.

The property is a 5 acre parcel, zoned C-2 within Kuna city limits. There are (2) existing buildings on the property. The first building was a single family residence (building 1), this building is no longer being used as a single family residence, but will be used for the trailer sales and storage offices. The second building (building 2) is a detached garage / shed, this building is an open un-conditioned that will be demolished. Both buildings are wood-framed and provided with painted lap siding and asphalt shingle roofing. The garage of building 1, will be demolished leaving only the originally constructed building. After some additional investigation it appears the garage was purely constructed building addition that should be removed. The remaining portion of building 1 will be mostly improved, with a new ADA accessible restroom, new exterior ramp and stair access to the main building entrance. Additionally, the new office space will be provided with new accessible parking and sidewalks.

The property is currently in construction to comply with the design review approval for recreational vehicle / trailer sales use. The storm drainage facility installation, grading activities, base preparation for asphalt concrete pavement, and under-ground conduit installation for site lighting are underway. The sales and storage yard is un-covered, and will be provided with a new 5'-0" required landscaped perimeter along the north and east boundaries, the southern boundary is adjacent to an irrigation canal easement and will be minimally landscaped to protect against erosion. Lastly, the western boundary is Meridian Road with a 60'-0" right of way and will be improved with a new 10'-0" sidewalk and street lighting, driveway access will be restricted to a right-in and right-out turning action, per ITD requirements. The northern and eastern boundaries are provided with an existing wrought iron fence, we intend to leave this fence in-place as it was installed by the owners of 'Lock and Roll', a self-storage facility. The southern and western boundaries will be secured with matching wrought iron fence and gate.

There are 2 parking areas, the first area is un-secured and intended for customers and provides the single ADA accessible parking stall. The second parking area is secured behind fencing and is intended for employees as well as parking for the recreational vehicle sales display and storage area. The amount of sales area to storage area is undetermined, however we anticipate 25% of the secured area will be for sales and display and 75% of the secured area will be for storage, inventory and service storage. A 24'-0" wide fire lane with 28'-0" inner radius and 52'-0" outer radius turning corners is provided. All parking, storage and sales display areas will be provided with exterior "cut-off" style light fixtures.

In an effort to minimize site disturbance and functionality of the existing building services we will continue to utilize the existing septic system, this was approved with our design review application and we intend to continue to utilize this approval under the special use

application. Our observations have shown the system has been well maintained and is in good working condition. All exterior site lighting is shown in the provided cut-sheets and photo-metric plan all fixtures are a “cut-off” style design.

At this time the site and building signage will be provided under separate submittal and provided by others.

Thank you for the consideration and we look forward to the review and approval of our Special Use application. Please contact our office if you have any further questions.

Sincerely,

CHRYSALIS ARCHITECTURE + PLANNING



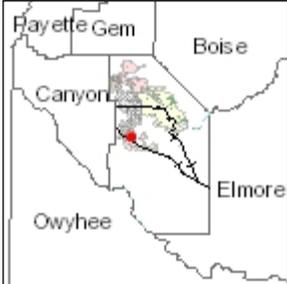
Richard Wilmot

e. rw@chrysalis-architecture.com

p. 208.596.1565

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 (2,000 - 4,000 s)
 - <all other values>
 - Interstate
 - Ramp
 - Principal Arterial
 - Collector
 - Minor Arterial
 - Local
 - Parks
 - Alley
 - Driveway
- Parks
- Townships
- Sections
- 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



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

December 10th, 2025

To: Richard Wilmot, via email
Chrysalis Architecture + Planning
1345 South 5th St
Boise, ID 83702

Subject: KUNA25-2309/25-05-SUP
252 N Meridian Rd
Kaveman Trailers

The Ada County Highway District (ACHD) has reviewed the submitted application for the application referenced above and has determined that there are no improvements required to the adjacent street(s).

The applicant shall be required to:

1. Pay a traffic impact fee, if applicable. For any questions regarding the traffic impact fee please contact ACHD's Impact Fee Administrator at impactfees@achdidaho.org.
2. If applicable, a traffic impact fee shall be assessed by ACHD and will be due prior to the issuance of a building permit by the lead agency. This is a separate review process and it is the applicant's responsibility to submit plans directly to ACHD.
3. Payment can be accepted over the phone by calling (208) 387-6170 or can be sent/ delivered to the following address:

Ada County Highway District
Attn: Development Services
5800 N. Meeker Avenue
Boise, ID 83713

- Reference the file number above when making the payment.
 - Please note:
 - Fees are subject to change if not paid prior to October 1st
 - All card payments are subject to a 3% processing fee
 - All e-check payments are subject to a \$1.50 processing fee
4. Submit a driveway approach request for any proposed driveways. Driveway approach permits can be found at:
<https://hdf.achdidaho.org/forms/DrivewayApproach>
 5. Comply with all ACHD Policies and ACHD Standard Conditions of Approval for any improvements or work in the right-of-way.
 6. Obtain a permit for any work in the right-of-way prior to the construction, repair, or installation of any roadway improvements (curb, gutter, sidewalk, pavement widening, driveways, culverts, etc.).

connecting you to more

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

Sincerely,

A handwritten signature in black ink, appearing to read "Matt Pak", enclosed within a thin, hand-drawn oval border.

Matt Pak
Planner
Development Services

cc: City of Kuna (Marina Lundy), via email
Blue Spruce Land Company LLC, 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.

RICHARD MURGOITIO
CHAIRMAN OF THE BOARD

DAN SHEIRBON
VICE CHAIRMAN OF THE BOARD

ROBERT D. CARTER
PROJECT MANAGER

THOMAS RITTHALER
ASSISTANT PROJECT MANAGER

APRYL GARDNER
SECRETARY-TREASURER

MARY SUE CHASE
ASSISTANT SECRETARY-
TREASURER

BOISE PROJECT BOARD OF CONTROL

(FORMERLY BOISE U.S. RECLAMATION PROJECT)

2465 OVERLAND ROAD
BOISE, IDAHO 83705-3155

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

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

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

04 December 2025

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

RECEIVED
DEC 08 2025
CITY OF KUNA

RE: Trenten White
252 N Meridian Rd, Kuna
Boise-Kuna Irrigation District
Teed Lateral 47+80
Sec. 19, T2N, R1E, BM.

25-05-SUP
BK-198 B

Martin Lundy, Planner:

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

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

If the original landscape is planned to be excavated more than 10 feet (20% or 11.3 degrees) within 50 feet of the above quoted federal easement, Boise Project will require that the canal/lateral to be piped/concrete lined by the landowner or developer to include all required box structures and deliveries within the project boundaries. Piped canals/laterals could get a reduced easement if agreed upon by Boise Project and the landowner/developer.

The Boise Project does not approve landscaping (other than gravel) within its easements, and the easement must remain a flat drivable surface so as not hinder our maintenance. No variances will be granted.

Fencing, gates and pathways, if required, must be constructed just off the canal easement, to ensure public safety and prevent encroachments. No variances will be granted.

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

Project facilities and/or easements that parallel, and are within and/or intended to be within road right-of-way due to any development of this property must be relocated outside of road right-of-ways.

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

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

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

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

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

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

NO DISCHARGE into any live irrigation system is permitted.

Per Idaho Statutes, Title 42, local irrigation/drainage ditches that cross this property, to serve neighboring properties, must remain unobstructed and protected by an appropriate easement by the landowner, developer and contractors. Landowner/developer must do their due diligence to contact all owners of neighboring properties on this matter.

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

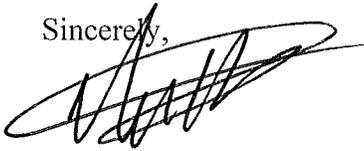
Wording on the preliminary and final recorded plat needs to state that any proposed and/or future usage of the Boise Project Board of Control facilities are subject to Idaho Statues, Title 42-1209.

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

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

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

Sincerely,



Thomas Ritthaler
Assistant Project Manager, BPBC

tbr/tr

cc: Kevin Reeves Watermaster, Div; 2 BPBC
Alicia Flavel Secretary – Treasurer, BKID
File



December 8, 2025

Marina Lundy, Planner
City of Kuna
751 W. 4th Street
Kuna, ID 83634
mlundy@kunaid.gov

Subject: City of Kuna Request for Comment - Case No. 25-05-SUP Kaveman Trailers Storage

Dear Ms. Lundy:

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

- 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 a long horizontal line extending to the right.

Troy Smith
Regional Administrator

RE: City of Kuna Request for Comment - Case No. 25-05-SUP Kaveman Trailers Storage

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

Date Tue 12/2/2025 10:24 AM

To Marina Lundy <MLundy@kunaid.gov>

Hi Marina,

ITD has reviewed the below-referenced application and does not have any comments. We are actively working with the applicant to complete previously required mitigations and have no new comments at this time.

Thank you!

Kendra Conder

District 3 | Development Services Coordinator

Idaho Transportation Department

Office: 208-334-8377

Cell: 208-972-3190



From: Marina Lundy <MLundy@kunaid.gov>

Sent: Tuesday, December 2, 2025 8:17 AM

To: Ada County Engineer <agilman@adaweb.net>; Ada County Highway District <planningreview@achdidaho.org>; Adam Ingram <adam.ingram@cableone.biz>; Angel Robins (Idaho Power) <ARobins@idahopower.com>; Boise Kuna Irrigation District <aflavel.bkirrdist@gmail.com>; Boise Project Board of Control <tritthaler@boiseproject.org>; Boise Project Board of Control 2 <gashley@boiseproject.org>; bmoore@adacounty.id.gov; Brian Graves Kuna School District <bgraves@kunaschools.org>; Camille Burt (USPS) <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>; DEQ <BRO.Admin@deq.idaho.gov>; Eric Adolfson <eadolfson@compassidaho.org>; Erika Olvera (NMID) <eolvera@nmid.org>; Idaho Power (Taylor Dunn) <tdunn@idahopower.com>; Idaho Power Easements <easements@idahopower.com>; Idaho Power Easements 2 <kfunke@idahopower.com>; Intermountain Gas <bryce.ostler@intgas.com>; D3 Development Services <D3Development.Services@itd.idaho.gov>; 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>; Sam Feist <SFeist@kunaid.gov>; Kuna Fire Office <office@kunafire.com>; lletson@adacounty.id.gov; Lumen - Ebin Barnett <ebin.barnett@lumen.com>; 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>; PWoffice <PWoffice@kunaid.gov>; Robbie Reno <rreno@kunaschools.org>; Scott Arellano (KFRD) <scott@fccnw.com>; Sparklight/Cable One (John Walburn) <john.walburn@cableone.biz>; syarrington@adacounty.id.gov; Tim Jensen (Kuna School District) <tejensen@kunaschools.org>; TLawrence Kuna Fire <tlawrence@kunafire.com>; Tim Jensen

(Kuna School District) <tejensen@kunaschools.org>; Morgan Webb <MWebb@kunaid.gov>

Subject: City of Kuna Request for Comment - Case No. 25-05-SUP Kaveman Trailers Storage

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

Good morning,

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

CASE NUMBER:	25-05-SUP KAVEMAN TRAILERS
PROJECT DESCRIPTION	The applicant requests special use permit approval for an RV trailer storage facility at 252 N Meridian Rd. (APN S1419333450)
APPLICANT	Richard Wilmot Rw@chrylsalis-architecture.com 208.596.1565
REPRESENTATIVE	Richard Wilmot Rw@chrylsalis-architecture.com 208.596.1565
SCHEDULED HEARING DATE	Tuesday, January 27, 2025 at 6:00 P.M.
STAFF CONTACT	Marina Lundy 986.269.8341 mlundy@kunaid.gov

- 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. *If your agency requires additional information, or if contact information for your agency needs updated, please notify our office.*
- *No response within **15 business days** will indicate you have no objection or comments regarding this project.*
- 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

Re: City of Kuna Request for Comment - Case No. 25-05-SUP Kaveman Trailers Storage

From Timothy Jensen <tejensen@kunaschools.org>

Date Thu 12/4/2025 4:51 PM

To Marina Lundy <MLundy@kunaid.gov>

Kuna School District has no objections to this application.

Tim Jensen Ed.S

Director of Growth & Development

MS Coordinator

Principal-Fremont MS

IMLA President

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On Tue, Dec 2, 2025 at 8:13 AM Marina Lundy <MLundy@kunaid.gov> wrote:

Good morning,

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

CASE NUMBER:	 25-05-SUP KAVEMAN TRAILERS
PROJECT DESCRIPTION	The applicant requests special use permit approval for an RV trailer storage facility at 252 N Meridian Rd. (APN S1419333450)
APPLICANT	Richard Wilmot Rw@chrylsalis-architecture.com 208.596.1565
REPRESENTATIVE	Richard Wilmot Rw@chrylsalis-architecture.com 208.596.1565
SCHEDULED HEARING DATE	Tuesday, January 27, 2025 at 6:00 P.M.
STAFF CONTACT	Marina Lundy 986.269.8341 mlundy@kunaid.gov

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. *If your agency requires additional information, or if contact information for your agency needs updated, please notify our office.*

· No response within **15 business days** will indicate you have no objection or comments regarding this project.

· The hearing is scheduled to begin at 6:00 p.m. or as soon as it may be heard. Kuna City Hall is located at 751 W. 4th Street, Kuna, ID 83634. Please contact staff with questions.



Marina Lundy

Planner

City of Kuna | Development Services

751 W. 4th Street

P.O. Box 13

Kuna, ID 83634

Phone: 986.269.8341

Email: mlundy@kunaid.gov

www.kunacity.id.gov

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CASE NO. 25-03-S & 25-04-DR

**LERIDA, SUBDIVISION AND DESIGN
REVIEW**

Planner: Marina Lundy, MLundy@kunaid.gov, (986)269-8341

**ALL APPLICATION MATERIALS: LERIDA
SUBDIVISION 25-03-S & 25-04-DR**

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



**CITY OF KUNA:
P&Z COMMISSION
STAFF MEMO**

City of Kuna Commission Staff Memo

Entitlements Requested:	Final Plat	Rezone	Annexation	Special Use	Subdivision	Design Review	Time Extension
Title:	Lerida		Application Number:		25-03-S & 25-04-DR		
Date:	2/10/2026		Staff Contact:		Marina Lundy		
Owner(s)/Applicant:	RAMA Group		Applicant Contact:		jeremy@biltmoreco.com		
Representative:	Kent Brown		Representative Contact:		kentlkb@gmail.com		

Recommendation
Approval.

Purpose
Applicants request preliminary plat and design review approval to subdivide approx. 21.69 acres into 93 single family residential lots and 14 common lots. The site is located at 819 N Meridian Rd. (Parcel No. S1324142300) S24, T2N, R1W.

Statement of Fact	
Parcel Number(s):	S1324142300
Future Land Use Map Designation:	High Density Residential
Existing Land Use:	Vacant
Current Zoning:	R-6
Proposed Zoning:	R-6
Development Area:	21.69 acres
Adjacent Zoning Districts:	North: R-6, C-1 East: C-3, C-1 South: RUT West: RUT
Adjacent Street(s) Existing & Proposed:	North: E Profile Ln. East: N Meridian Rd. South: E Albacore Ln. West: None
Internal Street(s) Existing & Proposed:	Proposed: N Sailer Ave, E Cave Falls St., N Snowfield Ave., N Thorndale Way, E Porter St., E Legacy Ridge St., E Pilsner St., E Tulega St., E Meadow View Rd.
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 High Density Residential, the existing zone is a City of Kuna Zone; R-6. The proposed zoning and land use for the subject site agrees with the Future Land Use Map (FLUM) of the City of Kuna.

This project aligns with Comprehensive Plan Goals:

Objective 3.A.2 Encourage development in priority areas

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

Transportation

Projects included in ACHD's Five Year Plan (FYP):

- The intersection of Deer Flat Road and Kay Street is scheduled in the FYP to be reconstructed as a roundabout or signalized intersection with a construction year yet to be determined.

Long range transportation plans:

- Deer Flat Road is listed in the CIP to be widened to 5-lanes from Linder Road to SH-69 (Meridian Road) between 2031 and 2035.
- Deer Flat Road is listed in the CIP to be widened to 5-lanes from SH-69 (Meridian Road) to Locust Grove Road between 2036 and 2040.
- Meridian Road is listed in the CIP to be extended from Kuna Road to King Road as a 3-lane roadway between 2036 and 2040.
- The intersection of Deer Flat Road and SH-69 (Meridian Road) is listed in the CIP to be widened to 6-lanes on the north leg, 6-lanes on the south, 7-lanes east, and 6-lanes on the west leg, and signalized between 2031 and 2035.

Level of Service:

ACHD does not set level of service thresholds for State Highways and ITD does not provide LOS planning thresholds.

Staff Analysis

The applicant requests pre-plat and design review approval for the Lerida Subdivision consisting a centrally located park with additional amenities for a swimming pool and changing room and tot playground. There is a total of 93 single family lots with 24 duplex townhome lots and 69 detached single family lots and 14 common lots.

Applicant will be required to construct Meadow View Drive from SH-69 (Meridian Road) west as ½ of a 36-foot wide collector street section with vertical curb, gutter, an 8-foot wide landscape strip and 5-foot wide detached concrete sidewalk, on the south side of the roadway and to construct the north side of Meadow View Road with 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline, a 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff.

This project is in the Danskin Lift Station sewer basin which has very limited capacity. Public Works has stated they do not have capacity to support a project of this size without a reduction in lot count or use of the remaining LID EDU credits (Approx. 86). The applicant has been working with the Ridley's to secure the remaining LID EDU credits in order to apply them to this project.

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

Recommended Conditions of Approval

1. Developer/Owner/Applicant shall work with Ada County Highway District and the City of Kuna to complete all required traffic improvements to provide public access to the site as this project will have internal private streets, as detailed in the Ada County Highway District staff report.
2. Developer/Owner/Applicant shall measure all front building setbacks from back of sidewalk on all internal local roads.
3. Applicant shall ensure the proper easement widths on all lots in accordance with KCC 5-9-308.
4. It is the responsibility of the Developer to ensure any anticipated buildings fit any given buildable lot.
5. Fencing within and around the site shall comply with KCC 5-8-1005 (unless specifically approved otherwise and permitted).
6. All required landscaping shall be permanently maintained in a healthy condition. The property Owner shall remove and replace unhealthy or dead plant material within 3 days or as the planting season permits as required to meet the standards of these requirements. Maintenance and planting in public Rights-of-Way shall be with approval from ACHD.
7. Landscaping shall not be placed within ten (10) feet of any meter pits, pressurized irrigation valves and/or ACHD underground facilities and must honor all vision triangles.
8. All signage within/for the project shall comply with Kuna City Code and shall be approved through the applicable sign approval process listed in KCC 5-8-1704 through 1706.
9. If any revisions are made, the Applicant shall provide the Planning and Zoning Staff with a revised copy of the Preliminary Plat. Any revisions of the Plat are subject to Administrative Determination to rule if the revision is substantial.
10. Develop/Owner/Applicant is hereby notified this project is subject to Design Review inspections and fees. Required inspections (post construction), are to verify building and landscaping compliance prior to requesting signature on the final plat.
11. Installation of service facilities shall comply with the requirements of the public utility or irrigation district providing the services. All utilities shall be installed underground, see KCC 5-9-402-B-22.
12. Connection to City Services (Sewer and Water) is required. The Applicant shall conform to all corresponding City of Kuna Master Plans.

13. Developer/Owner/Applicant shall work with staff in order to provide final locations of streetlights as required by Kuna City Code. Streetlights for the site shall be LED lighting and must comply with Kuna City Code and established Dark Sky practices.
14. The Developer/Owner/Applicant, and any future assigns having an interest in the subject property, shall fully comply with all conditions of development as approved by the City Council, or seek amending them through Public Hearing processes.
15. Developer/Owner/Applicant/Contractors are hereby notified of Kuna's working hours. Construction of any kind shall only be conducted within hours specified in KCC 10-6-3. Noises and other public nuisances/distractions outside of this time frame are subject to lawful penalties
16. Developer/Owner/Applicant is hereby notified of Kuna's weed control policies and requirements KCC 8-1-3. Weeds, grasses, vines or other growth which endanger property or are over 12 inches in height shall be continuously cut down, weeded out, sprayed, burned, removed or destroyed throughout all seasons.
17. Upon City Council's approval, no revisions shall be made to the Final Plat. If revisions are desired, the Applicant shall bring a copy of the changes to Planning and Zoning staff to determine if a new approval is required via the Public Hearing process.
18. Correct and verified as-built (record drawings) drawings shall be required before occupancy or Final Plat approval by City Engineer is granted.
19. Applicant is conditioned to work with the City Engineer for proper easement widths for the project as a whole.
20. Developer/Owner/Applicant and all successors shall comply with all Local, State and Federal Laws.

KENT BROWN PLANNING SERVICES

February 27, 2025

Kuna City
PO Box 13
Kuna, ID 83634

RE: Lerida Subdivision

Narrative of the preliminary plat for Lerida Subdivision

Dear Planning and Zoning Commission and Mayor and Council,

On behalf of Rama Group LLC please accept this request for preliminary plat approval of for the Lerida Subdivision This proposed preliminary plat complies with the existing city zoning of R-6.

Site Information:

The subject property is 21.46 acres and located west of Meridian Road behind the commercial uses in the area. The property is within Kuna City limits and is zoned (R-6). The proposed preliminary plat has a centrally located park with additional amenities for a swimming pool and changing room and tot playground. There is a total of 93 single family lots with 24 duplex townhomes lots and 69 detached single family lots and 14 common lots.

Conclusion

We are seeking approval of the preliminary plat to allow us to allow us to move forward with other quality neighborhood for Kuna City. .

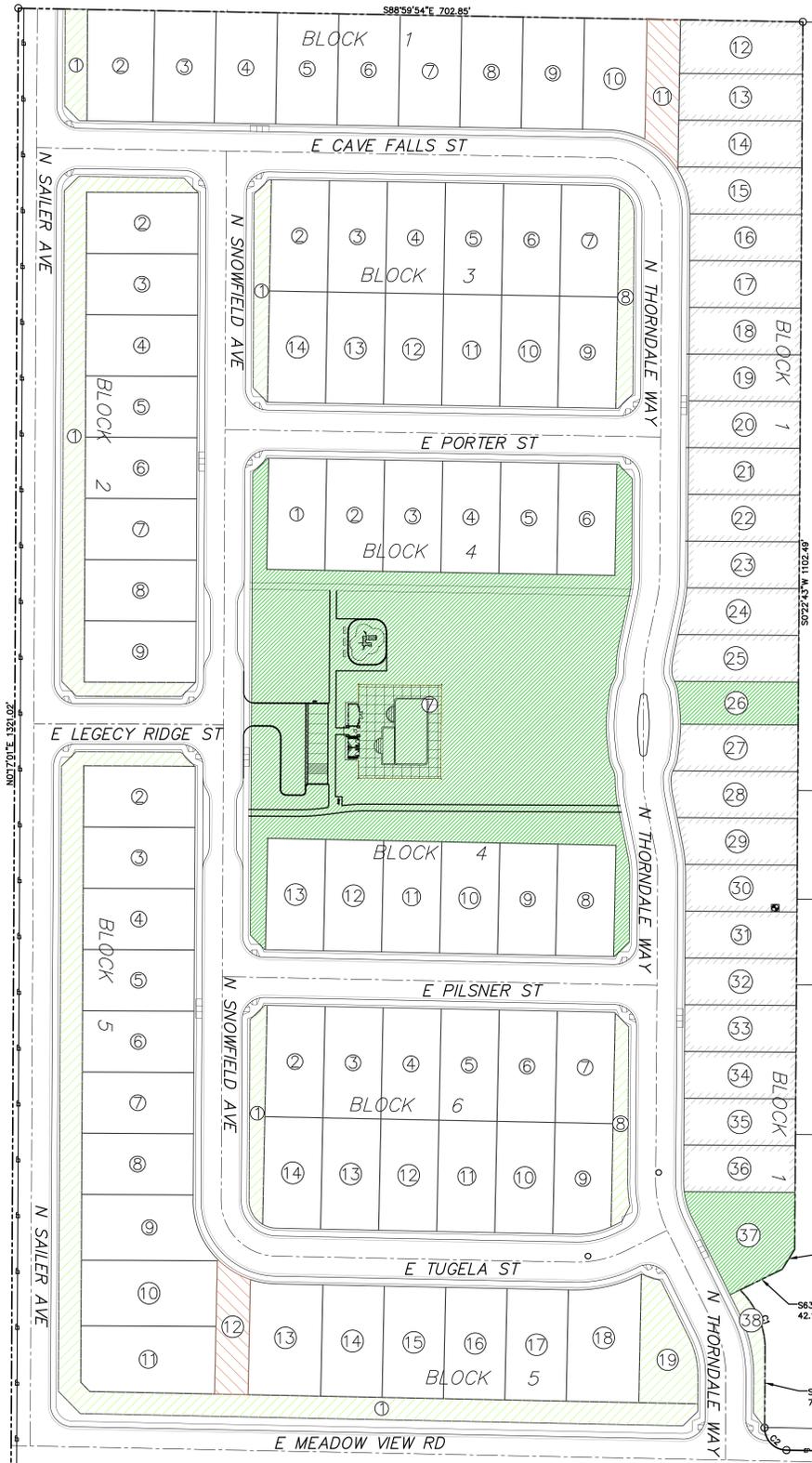
Sincerely,



Kent Brown
Planner

CURVE TABLE					
CURVE	RADIUS	LENGTH	CHORD DIST.	CHORD BRG.	DELTA
C1	74.00	59.67	58.06	S22°43'14"E	46°11'54"
C2	20.00	31.14	28.09	S44°13'48"E	89°13'02"

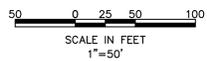
UNPLATTED



ENSIGN SUBDIVISION NO. 1
BOOK 111 PAGE 16058

ENSIGN SUBDIVISION NO. 2
BOOK 116 PAGE 17463

MINO LANDING SUBDIVISION
BOOK 76 PAGE 7929

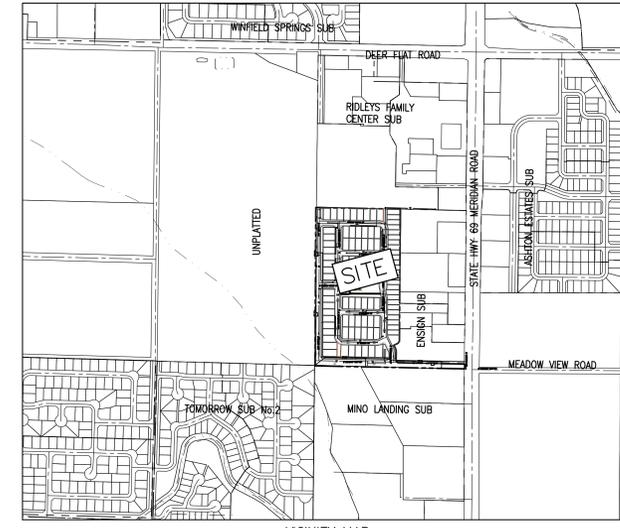


LEGEND

- BOUNDARY
- LOT LINES
- ROAD CENTERLINE
- RIGHT OF WAY
- LOT NUMBER
- BLOCK NUMBER
- EASEMENT
- SETBACK
- CURB GUTTER & SW
- STREET NAME
- HANDICAP RAMP
- SEWER LINE
- WATER LINE
- STORM DRAIN LINE
- PRESSURE IRRIGATION
- GRAVITY IRRIGATION
- FLOW ARROW
- FIRE HYDRANT
- CATCH BASIN
- STOP SIGN
- EXISTING WATER WELL
- FOUND ALUM. CAP
- MONUMENT
- FOUND BRASS CAP
- MONUMENT

- OPEN SPACE
- NO COUNT OPEN
- DUPLEX ZERO LOT LINE
- PRIVATE ROAD

PRELIMINARY PLAT FOR LERIDA SUBDIVISION
A PORTION OF THE SE 1/4 OF THE NE 1/4 OF SECTION 24
TOWNSHIP 2 NORTH RANGE 1 WEST B.M.
KUNA, ADA COUNTY, IDAHO
2025



PLAN SHEET INDEX

SHEET	DESCRIPTION
PP-1	-COVER SHEET, INDEX, VICINITY MAP, NOTES
PP-2	-PRELIMINARY PLAT, TABLES & STREET SECTIONS
PP-3	-EXISTING TOPOGRAPHY
PP-4	-ADJACENT PROPERTIES
PP-5	-ENGINEERING PLAN
PP-6	-PRELIMINARY SEWER PROFILES

- KUNA CITY WATER AND SEWER SERVICE SHALL BE EXTENDED TO ALL LOTS.
- THE SUBJECT PROPERTY DOES NOT FALL WITHIN ANY FEMA FLOOD HAZARD ZONE. REFERENCE FIRM PANEL 16001C040J EFFECTIVE OCTOBER 2nd, 2003.
- ALL LOT SHALL HAVE A PERMANENT EASEMENT FOR PUBLIC UTILITIES, STREET LIGHTS, IRRIGATION AND LOT DRAINAGE OVER THE 10 (TEN) FEET ADJACENT TO ANY PUBLIC STREET. ALL LOTS SHALL HAVE A PERMANENT EASEMENT FOR PUBLIC UTILITIES, IRRIGATION AND LOT DRAINAGE OVER THE 10 (TEN) FEET ADJACENT TO THE REAR LOT LINE. EXCEPT AS OTHERWISE SHOWN, THERE SHALL BE A 5 (FIVE) FOOT PUBLIC UTILITY, IRRIGATION AND LOT DRAINAGE EASEMENT ADJACENT TO ANY LOT LINE NOT ADJACENT TO A PUBLIC STREET.
- MINIMUM BUILDING SETBACK LINES SHALL BE IN ACCORDANCE WITH THE APPLICABLE STANDARDS OF THE CITY OF KUNA AT THE TIME OF ISSUANCE OF THE BUILDING PERMIT.
- THE DEVELOPER SHALL PROVIDE PRESSURIZED IRRIGATION WATER TO EACH LOT. ALL LOTS IN THIS SUBDIVISION WILL BE SUBJECT TO ASSESSMENTS OF THE NAMPA MERIDIAN IRRIGATION DISTRICT UNTIL SERVED BY THE CITY OF KUNA MUNICIPAL IRRIGATION SYSTEM.
- STORM DRAINAGE SHALL BE RETAINED ON SITE THROUGH SURFACE DRAINAGE PONDS AND SUBSURFACE FACILITIES AS APPROVED BY ACD.
- BLOCK 1 LOTS 1, 26, 37 & 38, BLOCK 2 LOT 1, BLOCK 3 LOTS 1 & 8, BLOCK 4 LOT 7, BLOCK 5 LOTS 1 & 19, BLOCK 6 LOTS 1 & 8 ARE COMMON LOTS TO BE OWNED AND MAINTAINED BY THE SUBDIVISION HOMEOWNERS ASSOCIATION OR ITS ASSIGNS.
- ALL EXISTING STRUCTURES WILL BE REMOVED PRIOR TO DEVELOPMENT OF THE PHASE CONTAINING THE STRUCTURE.
- BLOCK 1 LOT 11 & BLOCK 5 LOT 12 ARE COMMON DRIVE LOTS. BLOCK 1 LOT 11 IS A COMMON DRIVE FOR LOTS 12, 13 & 14 OF BLOCK 1. BLOCK 5 LOT 12 IS A COMMON DRIVE LOT FOR LOTS 10 & 11 OF BLOCK 5.

Common Lots			
Lot	Area	Perimeter	
BLOCK 1 Lot 1 OPEN	1918	233	BUFFER
BLOCK 1 Lot 11 OPEN	3570	315	COMMON DRIVEWAY
BLOCK 1 Lot 26 OPEN	4113	294	COMMON OPEN
BLOCK 1 Lot 37 OPEN	6517	325	COMMON OPEN
BLOCK 1 Lot 38 OPEN	1407	266	BUFFER
BLOCK 2 Lot 1 OPEN	11605	1341	BUFFER
BLOCK 3 Lot 8 OPEN	2672	413	BUFFER
BLOCK 3 Lot 7 OPEN	23788	2495	BUFFER
BLOCK 4 Lot 7 OPEN	84376	1938	COMMON OPEN
BLOCK 5 Lot 1 OPEN	3321	288	COMMON DRIVEWAY
BLOCK 5 Lot 12 OPEN	4618	305	BUFFER
BLOCK 6 Lot 1 OPEN	2550	405	BUFFER
BLOCK 6 Lot 8 OPEN	2444	391	BUFFER

OWNER
RAMA GROUP LLC
1548 CAYUSE CREEK
MERIDIAN, ID 83646

DEVELOPER
DISTANCE COMPANY
1548 CAYUSE CREEK
MERIDIAN, ID 83646

ENGINEER
DAVID A. BAILEY, P.E.
BAILEY ENGINEERING, INC.
1119 E. STATE ST., SUITE 210
EAGLE, ID 83616

PLANNER/CONTACT
KENT BROWN PLANNING SERVICES
3161 E SPRINGWOOD AVE
MERIDIAN, ID 83642
208-871-6842

DEVELOPMENT FEATURES

ACREAGE
TOTAL PARCEL - 21.69 ACRES
TOTAL LOTS - 107
COMMON - 14 LOTS
SF RESIDENTIAL - 69 LOTS
ZERO LOT LINE LOTS - 24 LOTS
TOTAL DWELLING UNITS - 93

DENSITY DU/ACRE - 4.29
COMMON AREA - 3.57 ACRES - 16.5%
QUALIFIED OPEN SPACE - 2.18 ACRES - 10.06%

SFR R6 LOTS - 5123 MIN, 7170 MAX, 8445 AVG
ZERO LOT LINE LOTS - 4198 MIN, 5229 MAX, 4354 AVG

ZONING
EXISTING - R-6
PROPOSED - R-6
SEWAGE DISPOSAL
KUNA CITY SEWER
WATER SUPPLY
KUNA CITY WATER
CITY
KUNA CITY
SCHOOL DISTRICT
KUNA
FIRE DISTRICT
KUNA
IRRIGATION DISTRICT
BOISE KUNA IRRIGATION DISTRICT
CITY OF KUNA WILL SUPPLY PI

Bailey Engineering, Inc.
 CIVIL ENGINEERING | PLANNING | CAD
 1119 E. STATE ST. SUITE 210
 EAGLE, ID 83616
 TEL: 208-868-9033
 WWW.BAILEYENGINEERING.COM

PROFESSIONAL ENGINEER
 LICENSE NO. 85573
 STATE OF IDAHO
 DAVID A. BAILEY

CHECKED BY:
 OWEN A. BAILEY, P.E.
 DRAWN BY:
 DEB

PRELIMINARY PLAT FOR
 LERIDA SUBDIVISION
 BILTMORE COMPANY

DATE:
 09-25-2024
 PROJECT:
 C2020-036
 SHEET
 PP-1

TOMORROW SUBDIVISION NO. 2
 BOOK 91 PAGE 10745

PRELIMINARY PLAT & TABLES FOR
LERIDA SUBDIVISION

A PORTION OF THE SE 1/4 OF THE NE 1/4 OF SECTION 24
TOWNSHIP 2 NORTH RANGE 1 WEST B.M.
KUNA, ADA COUNTY, IDAHO
2024

Curve #	Radius	Length	Chord	Bearing	Delta
C3	50.00	78.00	70.33	S44°18'35"E	89°22'37"
C4	100.00	20.57	20.53	S06°16'14"W	114°7'03"
C5	100.00	20.57	20.53	S06°16'14"W	114°7'03"
C6	100.00	20.57	20.53	S05°30'48"E	114°7'03"
C7	100.00	20.57	20.53	S05°30'48"E	114°7'03"
C8	100.00	46.42	46.00	S12°55'09"E	26°35'43"
C9	100.00	46.42	46.00	S12°55'09"E	26°35'43"
C10	100.00	47.78	47.33	S77°28'20"W	27°22'41"
C11	50.00	77.77	70.17	N44°18'30"W	89°07'20"
C12	75.00	34.74	34.43	S79°43'47"E	26°32'23"
C13	75.00	41.01	40.50	S49°47'42"E	31°19'39"
C14	75.00	41.14	40.63	S18°23'02"E	31°25'41"
C15	75.00	0.11	0.11	S00°20'15"W	0°04'55"
C16	25.00	26.82	25.64	N30°28'26"W	61°42'19"
C17	75.00	15.43	15.40	N06°16'14"E	114°7'03"
C18	125.00	24.84	24.80	N06°28'10"E	112°31'11"
C19	20.00	9.66	9.57	N14°37'04"E	27°49'59"
C20	31.00	11.52	11.45	N17°48'59"E	21°17'10"
C21	128.00	30.36	30.29	N00°22'43"E	13°35'23"
C22	31.00	11.52	11.45	N17°03'33"W	21°17'10"
C23	20.00	9.66	9.57	N13°51'38"W	27°49'59"
C24	125.00	24.84	24.80	N02°42'44"W	112°31'11"
C25	75.00	14.08	14.06	S06°46'59"W	10°45'34"
C26	20.00	10.15	10.04	S13°08'05"E	29°04'34"
C27	31.00	0.17	0.17	S27°31'04"E	0°18'37"
C28	31.00	11.33	11.27	S18°53'22"E	20°56'47"
C30	128.00	14.16	14.15	S03°14'49"E	6°20'19"
C31	128.00	16.20	16.19	S03°32'53"W	7°15'04"
C32	31.00	11.50	11.44	S17°48'06"W	21°15'24"
C33	20.00	1.56	1.56	S26°11'51"W	4°27'54"
C34	20.00	8.59	8.50	S91°39'14"E	24°36'50"
C35	75.00	14.08	14.08	S90°01'33"E	10°45'34"
C36	75.00	15.43	15.40	N05°30'48"W	114°7'03"
C37	125.00	16.92	16.91	S07°31'37"E	7°45'25"
C38	125.00	4.79	4.78	S01°38'06"E	4°01'38"
C39	125.00	23.15	23.12	N04°55'38"W	10°36'42"
C40	75.00	10.03	10.02	S03°27'09"E	7°39'44"
C41	75.00	24.78	24.67	S16°45'01"E	18°55'59"
C42	75.00	2.40	2.40	N64°42'06"E	1°50'13"
C43	75.00	33.43	33.16	N78°23'27"E	25°32'28"
C44	125.00	59.73	59.16	S77°28'20"W	27°22'41"
C45	74.00	59.87	58.06	N22°43'14"W	46°11'54"
C46	125.00	58.02	57.50	S12°55'09"E	26°35'43"
C47	75.00	34.81	34.50	S12°55'09"E	26°35'43"
C48	25.00	12.96	12.81	S73°59'31"E	29°41'36"
C49	25.00	25.93	24.78	S29°23'51"E	59°23'43"
C50	75.00	22.67	22.58	N80°10'48"W	17°19'03"
C51	75.00	34.18	33.89	N58°27'53"W	26°06'48"
C52	75.00	59.81	58.24	N22°33'44"W	45°41'30"
C53	125.00	10.34	10.34	S02°44'55"W	4°44'25"
C54	125.00	15.37	15.36	S08°38'27"W	7°02'38"



LEGEND

- BOUNDARY
- LOT LINES
- RIGHT CENTERLINE
- RIGHT OF WAY
- LOT NUMBER
- BLOCK NUMBER
- EASEMENT
- SETBACK
- CURB GUTTER & SW STREET NAME
- HANDICAP RAMP
- SEWER LINE
- WATER LINE
- STORM DRAIN LINE
- PRESSURE IRRIGATION
- GRAVITY IRRIGATION
- FLOW ARROW
- FIRE HYDRANT
- CATCH BASIN
- STOP SIGN
- EXISTING WATER WELL
- FOUND ALUM. CAP
- FOUND BRASS CAP
- MONUMENT

Lot	Area	Perimeter	Description
BLOCK 1 Lot 1 OPEN	1918	233	COMMON OPEN
BLOCK 1 Lot 11 OPEN	3570	315	COMMON DRIVEWAY
BLOCK 1 Lot 26 OPEN	4113	294	COMMON OPEN
BLOCK 1 Lot 37 OPEN	6517	325	COMMON OPEN
BLOCK 1 Lot 38 OPEN	1407	266	BUFFER
BLOCK 2 Lot 1 OPEN	11605	1341	BUFFER
BLOCK 3 Lot 1 OPEN	2872	413	BUFFER
BLOCK 3 Lot 8 OPEN	2635	407	BUFFER
BLOCK 4 Lot 7 OPEN	84378	1938	COMMON OPEN
BLOCK 5 Lot 1 OPEN	23788	2495	BUFFER
BLOCK 5 Lot 12 OPEN	3321	288	COMMON DRIVEWAY
BLOCK 5 Lot 19 OPEN	4618	355	BUFFER
BLOCK 6 Lot 1 OPEN	2550	405	BUFFER
BLOCK 6 Lot 8 OPEN	2444	397	BUFFER

Lot	Area	Perimeter	Description
BLOCK 1 Lot 1 OPEN	1918	233	BUFFER
BLOCK 1 Lot 2	5963	319	SFR R6
BLOCK 1 Lot 3	5500	310	SFR R6
BLOCK 1 Lot 4	5500	310	SFR R6
BLOCK 1 Lot 5	5500	310	SFR R6
BLOCK 1 Lot 6	5500	310	SFR R6
BLOCK 1 Lot 7	5500	310	SFR R6
BLOCK 1 Lot 8	5500	310	SFR R6
BLOCK 1 Lot 9	5500	310	SFR R6
BLOCK 1 Lot 10	5686	321	SFR R6
BLOCK 1 Lot 11 OPEN	3570	315	COMMON DRIVEWAY
BLOCK 1 Lot 12 OPEN	5229	315	Zero Lot Line
BLOCK 1 Lot 13	4634	305	Zero Lot Line
BLOCK 1 Lot 14	4654	306	Zero Lot Line
BLOCK 1 Lot 15	4372	297	Zero Lot Line
BLOCK 1 Lot 16	4200	284	Zero Lot Line
BLOCK 1 Lot 17	4200	284	Zero Lot Line
BLOCK 1 Lot 18	4200	284	Zero Lot Line
BLOCK 1 Lot 19	4200	284	Zero Lot Line
BLOCK 1 Lot 20	4200	284	Zero Lot Line
BLOCK 1 Lot 21	4200	284	Zero Lot Line
BLOCK 1 Lot 22	4200	284	Zero Lot Line
BLOCK 1 Lot 23	4201	284	Zero Lot Line
BLOCK 1 Lot 24	4368	293	Zero Lot Line
BLOCK 1 Lot 25	4692	304	Zero Lot Line
BLOCK 1 Lot 26 OPEN	4113	294	COMMON OPEN
BLOCK 1 Lot 27	4501	302	Zero Lot Line
BLOCK 1 Lot 28	4687	305	Zero Lot Line
BLOCK 1 Lot 29	4354	293	Zero Lot Line
BLOCK 1 Lot 30	4201	284	Zero Lot Line
BLOCK 1 Lot 31	4200	284	Zero Lot Line
BLOCK 1 Lot 32	4200	284	Zero Lot Line
BLOCK 1 Lot 33	4200	284	Zero Lot Line
BLOCK 1 Lot 34	4200	284	Zero Lot Line
BLOCK 1 Lot 35	4200	284	Zero Lot Line
BLOCK 1 Lot 36	4198	283	Zero Lot Line

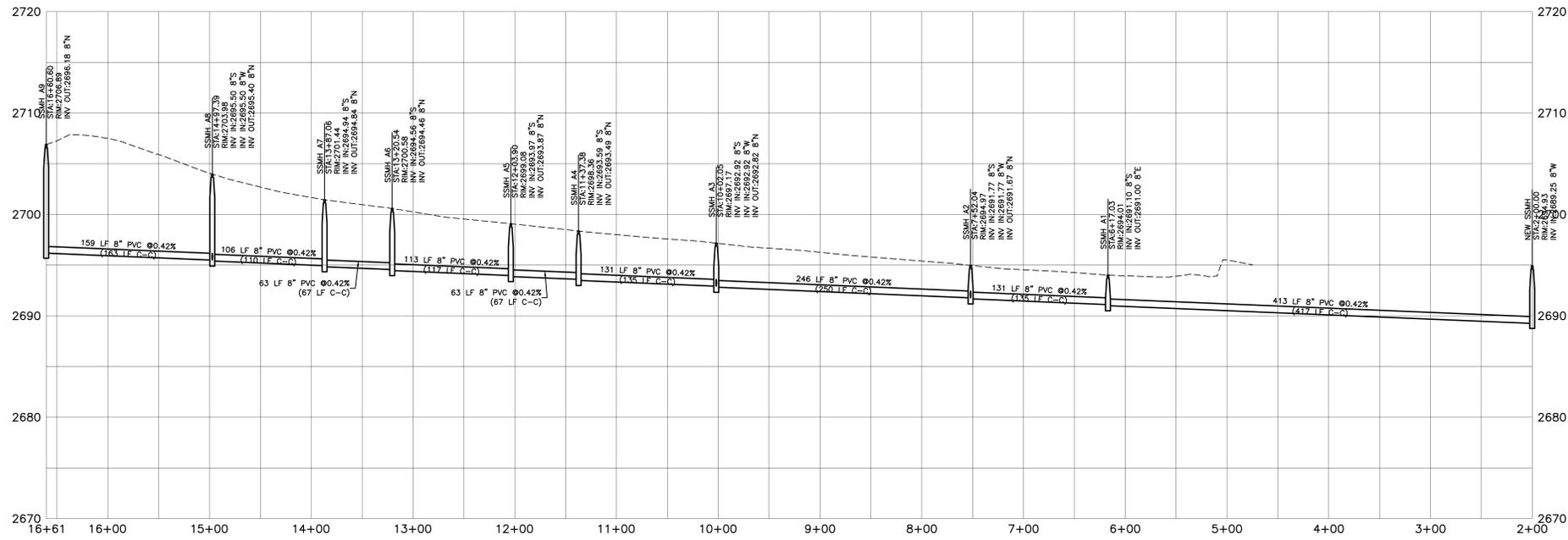
Lot	Area	Perimeter	Description
BLOCK 1 Lot 37 OPEN	6517	325	COMMON OPEN
BLOCK 1 Lot 38 OPEN	1407	266	BUFFER
BLOCK 2 Lot 1 OPEN	11605	1341	BUFFER
BLOCK 2 Lot 2	5500	310	SFR R6
BLOCK 2 Lot 3	5500	310	SFR R6
BLOCK 2 Lot 4	5500	310	SFR R6
BLOCK 2 Lot 5	5500	310	SFR R6
BLOCK 2 Lot 6	5500	310	SFR R6
BLOCK 2 Lot 7	5500	310	SFR R6
BLOCK 2 Lot 8	5500	310	SFR R6
BLOCK 2 Lot 9	5500	310	SFR R6
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BLOCK 2 Lot 12	5500	310	SFR R6
BLOCK 2 Lot 13	5500	310	SFR R6
BLOCK 2 Lot 14	5500	310	SFR R6
BLOCK 2 Lot 15	5500	310	SFR R6
BLOCK 2 Lot 16	5500	310	SFR R6
BLOCK 2 Lot 17	5500	310	SFR R6
BLOCK 2 Lot 18	5500	310	SFR R6
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BLOCK 2 Lot 20	5500	310	SFR R6
BLOCK 2 Lot 21	5500	310	SFR R6
BLOCK 2 Lot 22	5500	310	SFR R6
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BLOCK 2 Lot 24	5500	310	SFR R6
BLOCK 2 Lot 25	5500	310	SFR R6
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BLOCK 2 Lot 27	5500	310	SFR R6
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BLOCK 2 Lot 29	5500	310	SFR R6
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BLOCK 2 Lot 32	5500	310	SFR R6
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BLOCK 2 Lot 98	5500	310	SFR R6
BLOCK 2 Lot 99	5500	310	SFR R6
BLOCK 2 Lot 100	5500	310	SFR R6

Lot	Area	Perimeter	Description
BLOCK 4 Lot 2	5200	304	SFR R6
BLOCK 4 Lot 3	5200	304	SFR R6
BLOCK 4 Lot 4	5200	304	SFR R6
BLOCK 4 Lot 5	5200	304	SFR R6
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BLOCK 4 Lot 22	5200	304	SFR R6
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BLOCK 4 Lot 24	5200	304	SFR R6
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BLOCK 4 Lot 26	5200	304	SFR R6
BLOCK 4 Lot 27	5200	304	SFR R6
BLOCK 4 Lot 28	5200	304	SFR R6
BLOCK 4 Lot 29	5200	304	SFR R6
BLOCK 4 Lot 30	5200	304	SFR R6
BLOCK 4 Lot 31	5200	304	SFR R6
BLOCK 4 Lot 32	5200	304	SFR R6
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BLOCK 4 Lot 34	5200	304	SFR R6
BLOCK 4 Lot 35	5200	304	SFR R6
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BLOCK 4 Lot 37	5200	304	SFR R6
BLOCK 4 Lot 38	5200	304	SFR R6

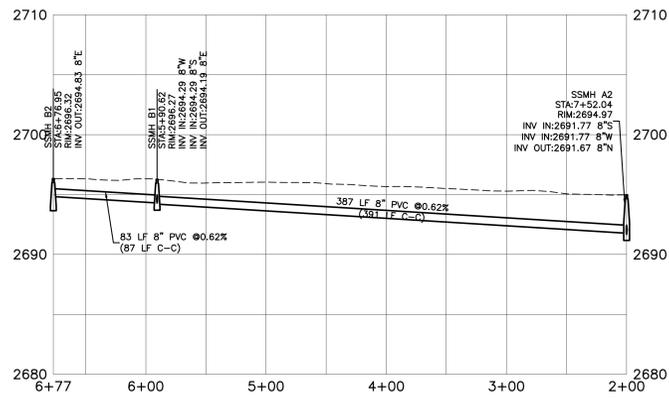


CHECKED BY:
 DAVID A. BAILEY, P.E.
 DRAWN BY:
 JES

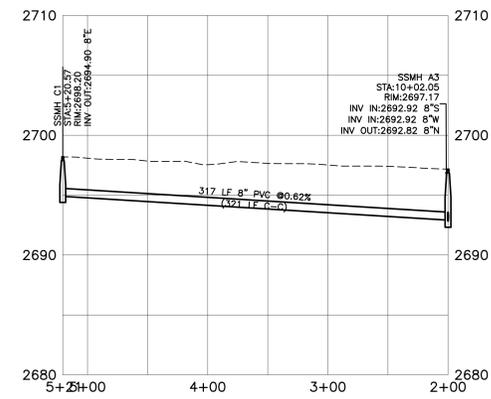
SEWER LINE A PROFILE



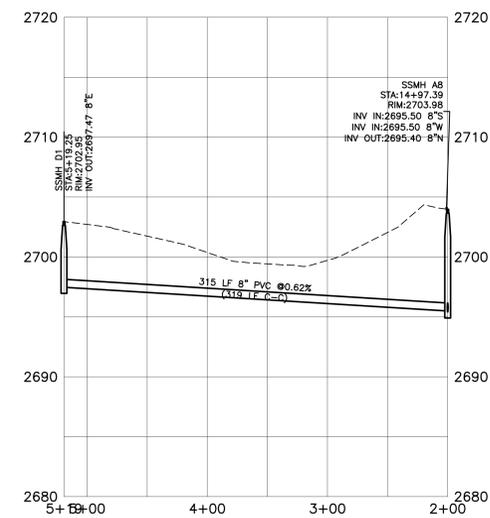
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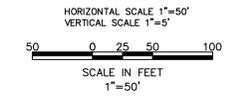
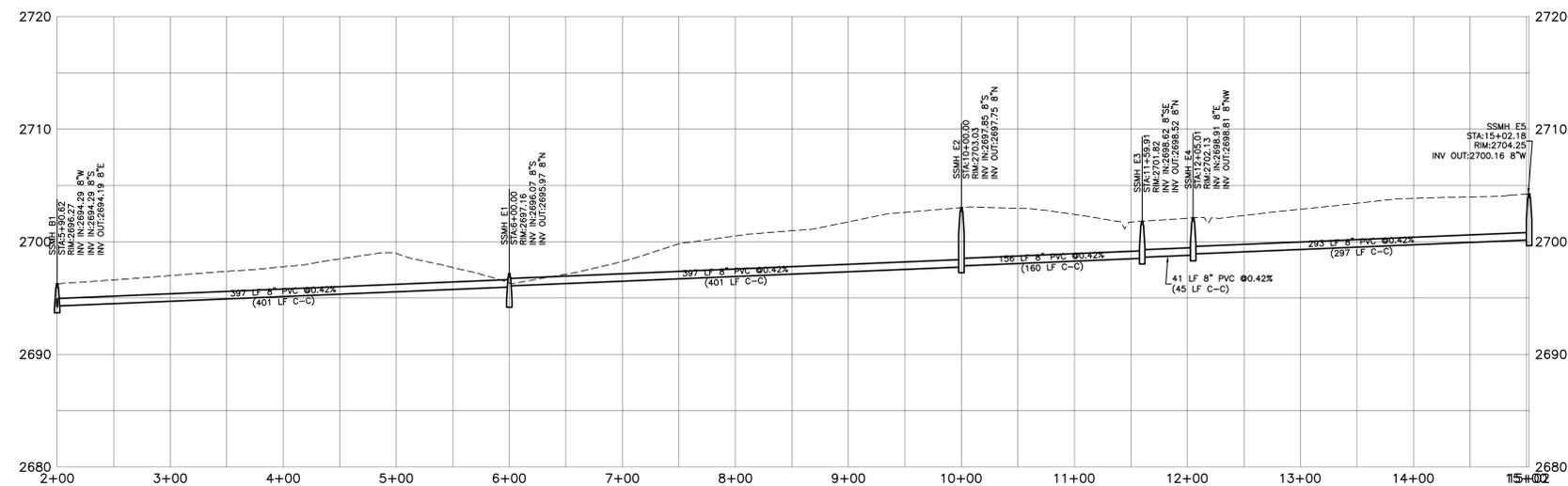
SEWER LINE C PROFILE

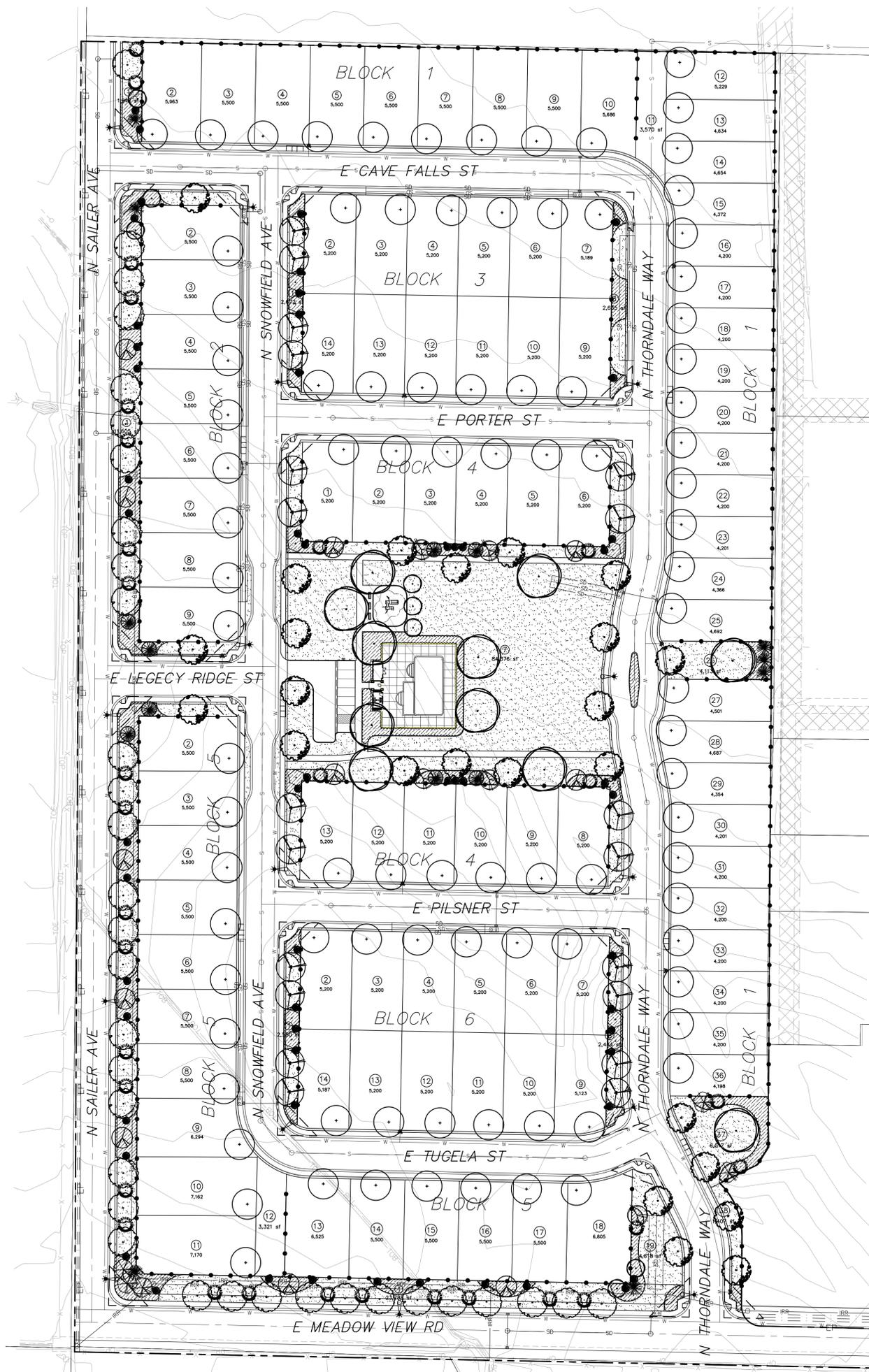


SEWER LINE D PROFILE



SEWER LINE E PROFILE





OWNERS
 RAMA GROUP LLC
 1548 CAYUSE CREEK
 MERIDIAN, ID 83646

CIVIL ENGINEER
 BAILEY ENGINEERING, INC.
 DAVID A. BAILEY, P.E.
 1119 E. STATE ST.
 EAGLE, ID 83616

DEVELOPER
 BILTMORE COMPANY
 1548 CAYUSE CREEK
 MERIDIAN, ID 83646

PLANNER
 KENT BROWN PLANNING SERVICES
 3161 E. SPRINGWOOD AVE.
 MERIDIAN, ID 83646
 208-871-6842



JENSENBELTS ASSOCIATES
 Site Planning / Landscape Architecture
 1600 Tyrrel Lane, Ste 100 Boise, ID 83708
 Ph: (208) 543-7175 www.jensensbelts.com

NOVEMBER 21, 2024

NORTH

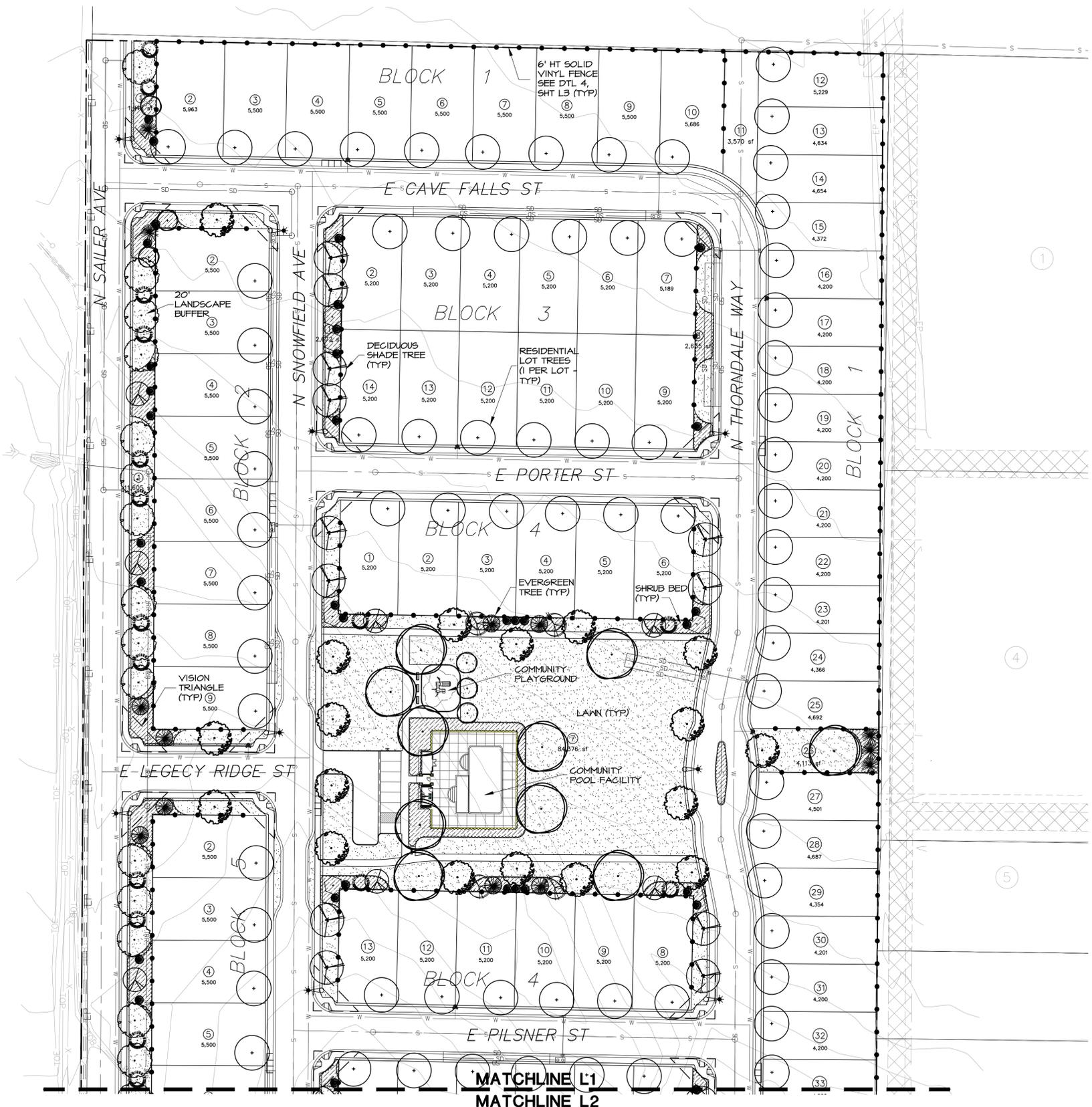
0' 60' 120' 180'

SCALE 1" = 60'

LERIDA SUBDIVISION

PRELIMINARY PLAT LANDSCAPE PLAN

KUNA, ID



PLANT PALETTE

(REFERENCE SHT L3)

SYM COMMON NAME

- EVERGREEN TREES**
- AUSTRIAN PINE
 - BLACK HILLS SPRUCE
 - FAT ALBERT BLUE SPRUCE
 - MOONGLOW JUNIPER
 - NORWAY SPRUCE
 - VANDERKOLFS PINE

- SHADE TREES (CLASS III)**
- BLOODGOOD LONDON PLANETREE
 - SWAMP OAK

- SHADE/STREET TREES (CLASS II)**
- CRIMSON SPIRE OAK
 - CHANTICLEER PEAR
 - SKYLINE HONEYLOCUST
 - GREENSPIRE LINDEN
 - TULIP TREE
 - GREEN VASE ZELKOVA

- ORNAMENTAL TREES (CLASS I)**
- FLAME AMUR MAPLE
 - CANADA RED CHOKECHERRY
 - CRUZAN CRUSADER HAWTHORN
 - HOTWINGS MAPLE
 - ROYAL RAINDROPS CRABAPPLE
 - SPRING SNOW CRABAPPLE

- SHRUBS/ORNAMENTAL GRASSES/PERENNIALS**
- ARIZONA SUN GAILLARDIA
 - BLACK EYED SUSAN
 - BLUE GRAMMA GRASS
 - BLUE MIST SPIREA
 - BLUE OAT GRASS
 - BLUE RUG JUNIPER
 - PURPLE CONEFLOWER
 - RED FLOWER CARPET ROSE
 - DARTS GOLD NINEBARK
 - STELLA DE ORO DAYLILLY
 - FINE LINE BUCKTHORN
 - GRASSY SUMAC
 - RED HOT POKER
 - HUSKER RED PENSTEMON
 - IVORY HALO DOGWOOD
 - KARL FOERSTER REED GRASS
 - LITTLE DEVIL NINEBARK
 - HIDCOTE BLUE ENGLISH LAVENDER
 - IVORY TOWER YUCCA
 - MAIDEN GRASS
 - BRACKLIGHTS RED YUCCA
 - SUMMERWINE NINEBARK
 - TIGER EYE SUMAC

- LAWN SOD
- 6' VINYL FENCE ADJACENT TO COMMON AREAS AND ALONG PERIMETER PROPERTY LINES (TYP). SEE DTL 4, SHT L3.

NOTES

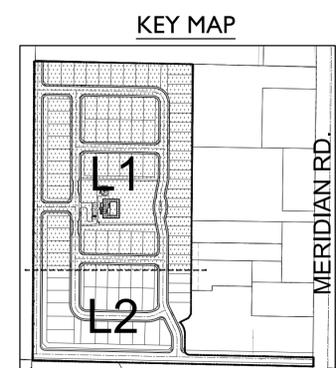
1. REFER TO SHEET L3 FOR PLANT PALETTE, DEVELOPMENT DATA, LANDSCAPE CALCULATIONS, LANDSCAPE DETAILS.

JENSENBELTS ASSOCIATES
 Site Planning / Landscape Architecture
 1508 Tyrrel Lane, Ste 150 Boise, ID 83708
 Ph. (208) 348-7176 www.jensenbelts.com

NORTH

0' 50' 100' 150'

SCALE 1" = 50'



CHECKED BY: KCS
 DRAWN BY: JUN

REVISED	NO.	DATE	DESCRIPTION

PRELIMINARY PLAT LANDSCAPE PLAN
 LERIDA SUBDIVISION
 BILTMORE COMPANY



CHECKED BY:
KCS
 DRAWN BY:
JUN

REVISED	NO.	DATE	DESCRIPTION

PRELIMINARY PLAT LANDSCAPE PLAN
 LERIDA SUBDIVISION
 BILTMORE COMPANY

DATE:
11-21-24
 PROJECT:
JBA-2419
 SHEET
L2

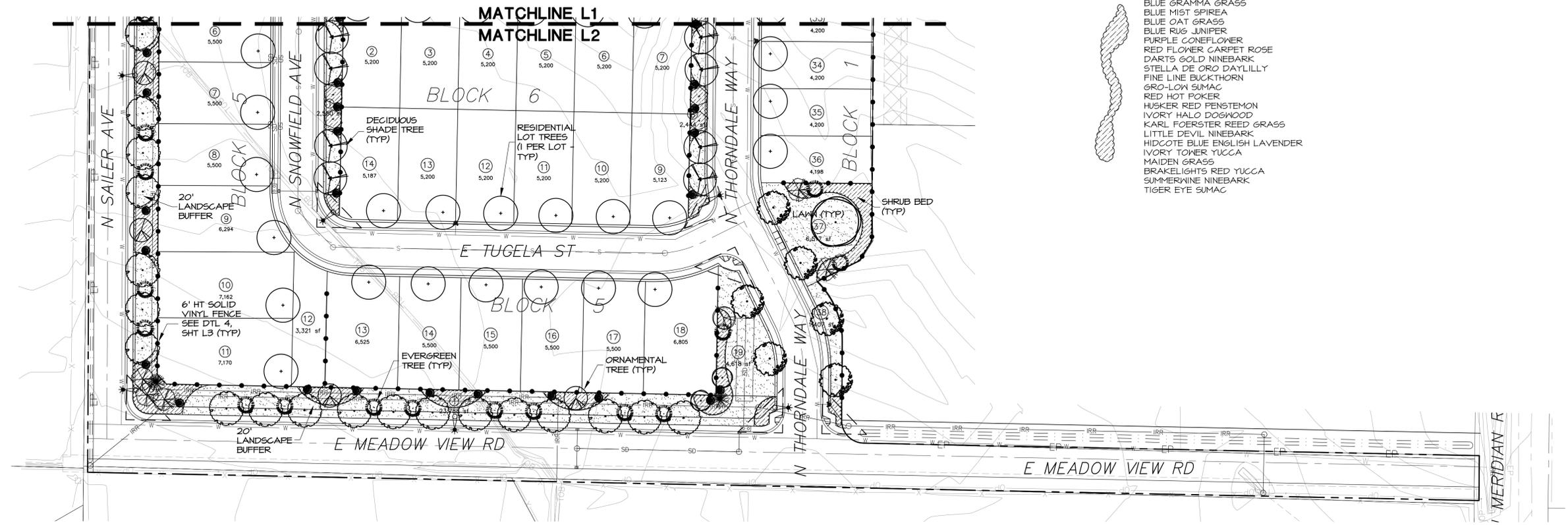
PLANT PALETTE

(REFERENCE SHT L3)

SYM	COMMON NAME	SYM
EVERGREEN TREES		
	AUSTRIAN PINE	
	BLACK HILLS SPRUCE	
	FAT ALBERT BLUE SPRUCE	
	MOONSLON JUNIPER	
	NORWAY SPRUCE	
	VANDERWOLFS PINE	
SHADE TREES (CLASS III)		
	BLOODGOOD LONDON PLANETREE	
	SWAMP OAK	
SHADE/STREET TREES (CLASS II)		
	CRIMSON SPIRE OAK	
	CHANTICLEER PEAR	
	SKYLINE HONEYLOCUST	
	GREENSPIRE LINDEN	
	TULIP TREE	
	GREEN VASE ZELKOVA	
ORNAMENTAL TREES (CLASS I)		
	FLAME AMUR MAPLE	
	CANADA RED CHOKECHERRY	
	CRUZAN CRUSADER HAWTHORN	
	HOTWINGS MAPLE	
	ROYAL RAINDROPS CRABAPPLE	
	SPRING SNOW CRABAPPLE	
SHRUBS/ORNAMENTAL GRASSES/PERENNIALS		
	ARIZONA SUN GAILLARDIA	
	BLACK EYED SUSAN	
	BLUE GRAMMA GRASS	
	BLUE MIST SPIREA	
	BLUE OAT GRASS	
	BLUE RUG JUNIPER	
	PURPLE CONEFLOWER	
	RED FLOWER CARPET ROSE	
	DARTS GOLD NINEBARK	
	STELLA DE ORO DAYLILLY	
	FINE LINE BUCKTHORN	
	GRO-LOW SUMAC	
	RED HOT POKER	
	HUSKER RED PENSTEMON	
	IVORY HALO DOGWOOD	
	KARL FOERSTER REED GRASS	
	LITTLE DEVIL NINEBARK	
	HIDCOTE BLUE ENGLISH LAVENDER	
	IVORY TONER YUCCA	
	MAIDEN GRASS	
	BRAKELIGHTS RED YUCCA	
	SUMMERWINE NINEBARK	
	TIGER EYE SUMAC	

NOTES

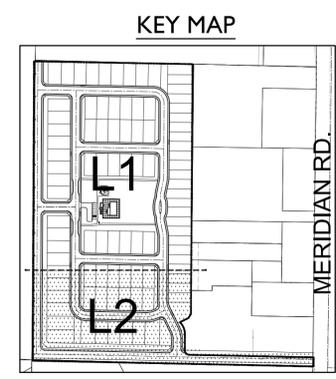
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JENSENBELTS ASSOCIATES
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 Ph. (208) 348-7176 www.jensenbelts.com

NORTH

SCALE 1" = 50'





**Your Safety • Your Mobility
Your Economic Opportunity**

IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 8028 • Boise, ID 83707-2028
(208) 334-8300 • itd.idaho.gov

October 27, 2025

Jeremy Amar
Biltmore Company

RE: Lerida Subdivision - ITD Development Staff Report

Dear Jeremy,

The Idaho Transportation Department (ITD) has completed our review of the Lerida Subdivision Traffic Impact Study. The proposed development will be located near the northwest corner of Meadow View Road and SH-69 in Kuna, Idaho.

Development Summary

- The development will include 93 residential units with an anticipated buildout of 2030.

ITD Staff Requirements

- At SH-69 & Meadow View Road, submit an ITD encroachment permit when the connection will need to be made to SH-69.

Right-of-Way (ROW) Dedications

- The developer will be required to enter into a Transportation Mitigation Agreement with ITD for future improvements at SH-69 & Meadow View Road. Funding amounts are based on ITD's Corridor Study and cost estimates for said improvements.
 - Based on the estimated project costs and anticipated site traffic contribution of 3%, the total contribution amount will be \$167,730.54.
 - A permit for the above-mentioned SH-69 connection shall not be approved prior to the execution of a Transportation Mitigation Agreement.

Expiration of Staff Report

- This staff report shall expire one 1 year from the date of issuance. Upon expiration, it shall be the burden of the developer to demonstrate that their project is on schedule to meet the original timelines submitted for full build-out and that no substantial changes to the site plan, or traffic data have occurred. If so demonstrated, staff should automatically renew the staff report with the original conditions. Upon expiration, if a developer cannot demonstrate these requirements staff should perform a new review and may require additional or updated analysis as needed. Additionally, if a staff report expires and ITD projects or other long-range planning efforts become newly applicable, staff should complete a new staff report and may require additional or updated analysis as needed.

Permit Requirements

- Once Civil Plans have been drafted for any work occurring in ITD's Right-of-Way, submit an access permit application via our online permitting tool [here](#).
 - ITD staff will receive the application, and all submitted supportive documents, which should include:
 - Civil Plans
 - Parcel Deed
 - Cross-Access or Access Easement, if applicable
 - Traffic Control Plan designed by a certified Traffic Control Supervisor
 - Access and Utility Permits
 - If required, both access and utility permits will need to be reviewed and approved prior to any work in ITD's ROW.



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Your Economic Opportunity**

IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 8028 • Boise, ID 83707-2028

(208) 334-8300 • itd.idaho.gov

Notices

- This report does not supersede or nullify any local land use requirements or legal property restrictions. Legal property restrictions include but are not limited to easements, access agreements, deed restrictions, plat restrictions, liens or other encumbrances. Removing, modifying, or establishing legal property restrictions is the responsibility of the developer.
- This report does not constitute permit approval, or denial issued pursuant to IDAPA 29.03.42.
- Any allowance for access/encroachment on a state highway granted in this report is subject to changes in requirements/restrictions, and removal in the future for reasons of safety, capacity, and other ITD planning efforts.

ITD Staff Recommendations are intended to assure that the proposed development will not place an undue burden on the existing State Highway system within the vicinity impacted by the proposed development. Maintaining safety and mobility for Idaho's motorists is of utmost importance to ITD. We appreciate your improvements to livability in Kuna, Idaho, as we want all residents to travel safely and efficiently on the highway system.

If you have any questions, feel free to contact me at Brian.Duran@itd.idaho.gov or Kendra Conder, Development Services Coordinator, at (208) 334-8377 or email Kendra.Conder@itd.idaho.gov.

Sincerely,

A handwritten signature in black ink that reads "Brian D. Duran".

Brian Duran
Development Services Manager
Idaho Transportation Department | District 3

CC: Marina Lundy, City of Kuna



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

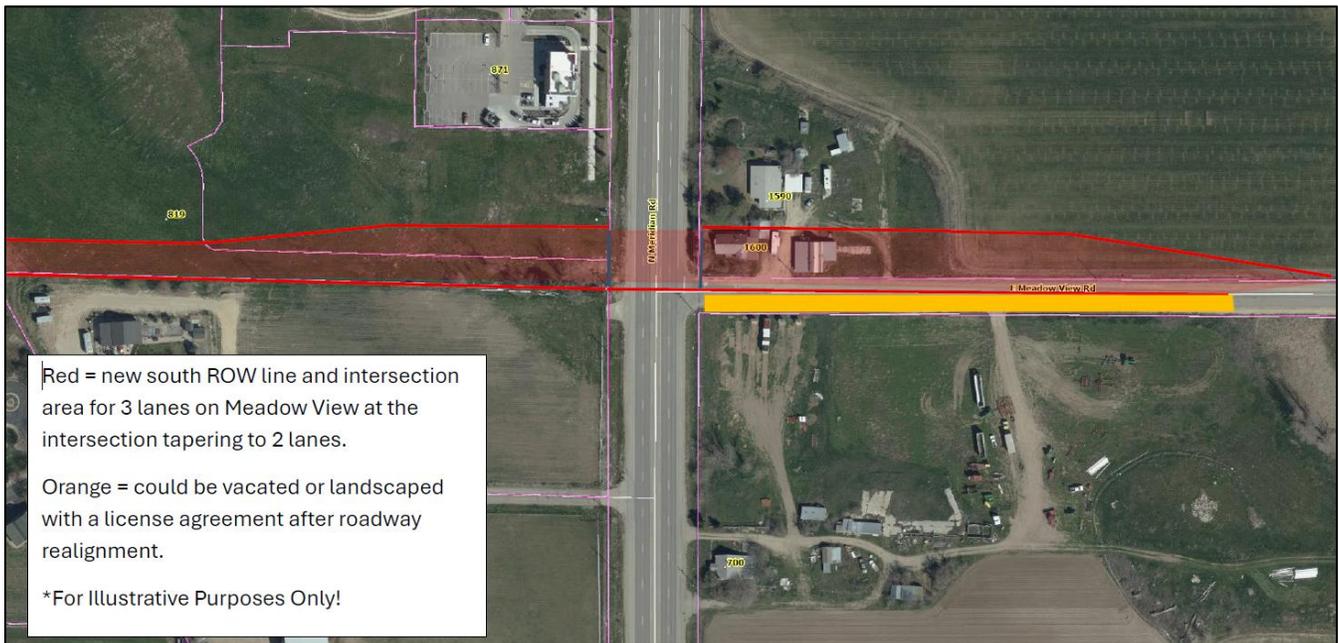
October 15th, 2025

To: RAMA Group
1548 W Cayuse Creek Way
Meridian, ID 83646

Subject: KPP25-0008/25-03-S/25-04-DR
819 N Meridian Rd
Lerida Addendum

Prior to the submittal of the development application for Lerida Subdivision (25-03-S/25-04-DR), ITD had indicated that they desired the Meadow View Road, west of SH-69/Meridian Road, to be centered at the half mile section line, in alignment with Meadow View Road on the east side of SH-69 (Meridian Road) across from the site.

After issuing ACHD's staff report for Lerida Subdivision in July of 2025, the City of Kuna, ITD and ACHD met to discuss the alignment of Meadow View Road at its intersection with SH-69/Meridian Road. As a result of that meeting it was determined that it was preferable to shift Meadow View Road north on both sides (east and west) of the intersection. This decision was made due to an existing 5.2 acre lot located directly south of Lerida Subdivision site, located at 1324 Albacore Lane, which is developed with a single family home and outbuildings, and is unlikely to redevelop in the future. Shifting Meadow View Road north will allow the roadway to be fully constructed with the intersection in alignment, see blow. When the parcel located north of the site, parcel number S1324142230, owned by Lesley Properties LLC develops additional right-of-way dedication will be recommended to accommodate the 3 travel lanes at the Meridian Road.



connecting you to more

Based on these findings, Site Specific Condition 3-5 of ACHD's staff report for Lerida Subdivision is amended to require the following:

3. Construct Meadow View Drive from SH-69 (Meridian Road) west as ½ of a 36-foot wide collector street section with vertical curb, gutter, an 8-foot wide landscape strip and 5-foot wide detached concrete sidewalk, on the south side of the roadway.

If a multi-use pathway is desired, the street section may be reduced to a 26-foot wide collector street section with vertical curb, gutter, an 8-foot wide landscape strip and 10-foot wide multi-use pathway.

4. Construct the north side of Meadow View Road with 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline, a 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff.
5. Dedicate right-of-way to extend to 2-feet behind back of sidewalk on the north side and to 2-feet behind back of borrow ditch on the north side of Meadow View Road.

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

Sincerely,



Matt Pak
Planner
Development Services

cc: City of Kuna – Marina Lundy, via email
Kent Brown Planning Services – Kent Brown, via email



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

Date: July 16th, 2025

To: RAMA Group

Staff Contact: Matt Pak, Planner

Project Description: Lerida

Trip Generation: This development is estimated to generate 824 vehicle trips per day, 79 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	X
Requires Revisions to meet ACHD Policies	

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	N/A
No	
Area roads will meet ACHD's LOS Planning Thresholds in the future with planned improvements?	
Yes	N/A
No	

ACHD Planned Improvements	
FYP	X
CIP	X

Livable Street Performance Measures	
Pedestrian	LTS 1
Cyclist	LTS 1

Is Transit Available?	
Yes	X
No	

connecting you to more



Project/File: **Lerida / KPP25-0008 / 25-03-S / 25-04-DR**
 This is a preliminary plat and design review application to allow for the development of a 107-lot subdivision consisting of 93 single family residential lots (69 single family detached housing units and 24 single family attached housing units) and 14 common lots on 21.76 acres.

Lead Agency: City of Kuna

Site address: 819 N Meridian Rd

Staff Approval: July 16th, 2025

Applicant: RAMA Group
 1548 W Cayuse Creek Way
 Meridian, ID 83646

Representative: Kent Brown Planning Services
 3161 E Springwood Dr
 Meridian, ID 83642

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

Report Summary:

ACHD Planned Improvements2
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 C. Site Plan6
 D. Findings for Consideration7
 E. Policy.....10
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 G. Conclusions of Law.....17
 Request for Appeal of Staff Decision17

ACHD Planned Improvements

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

- The intersection of Deer Flat Road and Kay Street is scheduled in the FYP to be reconstructed as a roundabout or signalized intersection with a construction year yet to be determined.
- The intersection of Avalon Street and Kay Street is scheduled in the FYP to be signalized in 2026.
- Deer Flat Road is listed in the CIP to be widened to 5-lanes from Linder Road to SH-69 (Meridian Road) between 2031 and 2035.
- Deer Flat Road is listed in the CIP to be widened to 5-lanes from SH-69 (Meridian Road) to Locust Grove Road between 2036 and 2040.
- Meridian Road is listed in the CIP to be extended from Kuna Road to King Road as a 3-lane roadway between 2036 and 2040.
- The intersection of Deer Flat Road and SH-69 (Meridian Road) is listed in the CIP to be widened to 6-lanes on the north leg, 6-lanes on the south, 7-lanes east, and 6-lanes on the west leg, and signalized between 2031 and 2035.

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
** SH-69 (Meridian Road)	40-feet	Principal Arterial	796	N/A

** ACHD does not set level of service thresholds for State Highways.

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 SH-69 (Meridian Road) south of Deer Flat Road was 17,805 on July 10th, 2024.

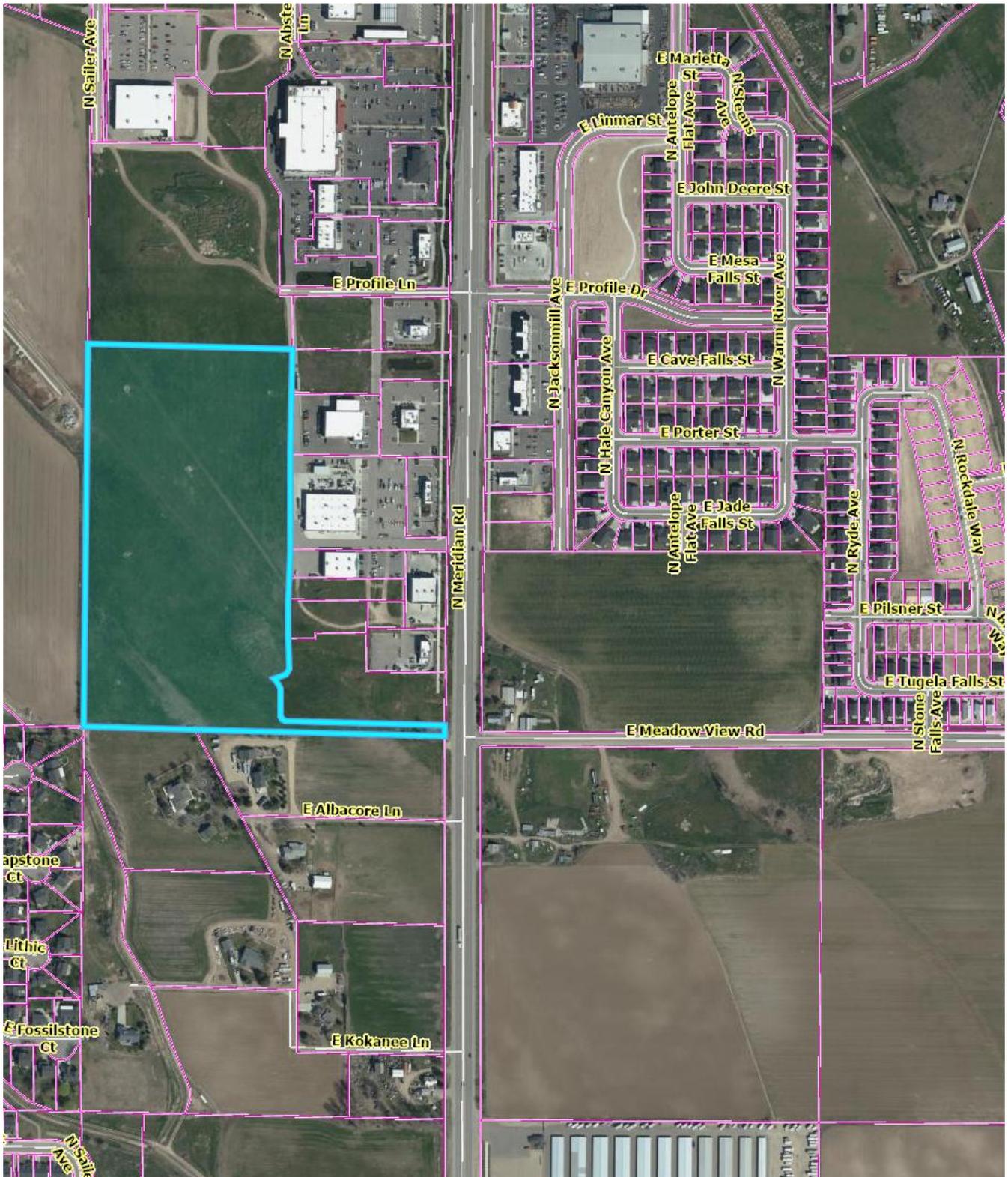
A. Site Specific Conditions of Approval

1. Coordinate the design, alignment, and construction of the new public street, Meadow View Road with ITD. Additionally, plan approval and permits will need to be obtained from ITD prior to construction.
2. Design Meadow View Road, Thorndale Way, Snowfield Avenue and Sailer Avenue to reduce the length of the roadways or to include the use of passive design elements and submit a revised preliminary plat showing the redesigned roadways for review and approval prior to plan approval and ACHD's signature on the first final plat. Speed humps/bumps and valley gutters will not be accepted as traffic calming
3. Construct Meadow View Drive from SH-69 (Meridian Road) west as ½ of a 36-foot wide collector street section with on-street bike lanes, vertical curb, gutter, an 8-foot wide landscape strip and 5-foot wide detached concrete sidewalk, on the north side of the roadway.

If a multi-use pathway is desired, the street section may be reduced to a 26-foot wide collector street section with vertical curb, gutter, an 8-foot wide landscape strip and 10-foot wide multi-use pathway.
4. Construct the south side of Meadow View Road with 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline, a 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff.
5. Dedicate right-of-way to extend to 2-feet behind back of sidewalk on the north side and to 2-feet behind back of borrow ditch on the south side of Meadow View Road.
6. Construct the east side of Sailer Avenue as ½ of a 40-foot wide commercial street section with vertical curb, gutter and 5-foot wide attached or detached concrete sidewalk on the east side of the roadway.
7. Construct the west side of Sailer Avenue with 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline, a 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff.
8. Dedicate right-of-way to extend to 2-feet behind back of sidewalk on the east side and to 2-feet behind back of borrow ditch on the west side of Sailer Avenue.
9. Construct the internal local streets as 36-foot wide local street sections with rolled curb, gutter and 5-foot wide attached concrete sidewalk.
10. Dedicate right-of-way to 2-feet behind back of sidewalk on the remaining seven internal local streets.
11. Construct Sailer Avenue and Thorndale Way to intersect Meadow View Road a minimum of 330-feet from any other roadways.
12. Construct the remaining internal local streets to align or offset a minimum of 125-feet from any other roadways.
13. Stub Meadow View Road to the west, located 2,603-feet south of Deer Flat Road.
14. Install a sign at the terminus of the Meadow View Road stating that, "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE".
15. Stub Sailer Avenue to the north, located 1,296-feet west of SH-69 (Meridian Road).

16. Install a sign at the terminus of Sailer Avenue stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE".
17. 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.
18. 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.
19. Comply with all Standard Conditions of Approval.

B. Vicinity Map



D. Findings for Consideration

1. SH-69 (Meridian Road)

SH-69 (Meridian Road) is under the jurisdiction of the Idaho Transportation Department (ITD). The applicant(s), the City of Kuna and ITD should work together to determine if additional right-of-way or improvements are necessary on SH-69 (Meridian Road).

The applicant proposed to construct a new public street, Meadow View Road, to intersect SH-69/Meridian Road. The applicant should be required to coordinate the design, alignment, and construction of Meadow View Road with ITD. Additionally, plan approval and permits will need to be obtained from ITD prior to construction.

ITD has indicated that they would like Meadow View Road to be centered at the half mile section line, in alignment with Meadow View Road on the east side of SH-69 (Meridian Road) across from the site. Although ACHD does not have jurisdiction over SH-69 (Meridian Road), staff recommends that the applicant align the proposed Meadow View Road with the existing Meadow View Road, at the half mile section line. However, additional right-of-way will need to be dedicated from the adjacent parcel to the south of the site (parcel no. R5741600100) to accommodate this alignment.

Staff recommends the applicant work with the property owners of the adjacent parcel to the south to dedicate additional right-of-way to accommodate the alignment of Meadow View Road. If the applicant is unable to acquire the additional right-of-way from the adjacent parcel to the south, then the applicant should be required to coordinate with the City of Kuna and ITD on the location of the proposed Meadow View Road and SH-69 (Meridian Road) intersection.

As Meadow View Road travels west, the roadway should shift north, prior to intersecting the proposed Thorndale Avenue. Once past Thorndale Avenue, Meadow View Road should be located as proposed, to allow for its future extension to Kay Avenue.

2. Meadow View Road

a. Existing Conditions: There are no existing public streets within the site.

b. Applicant Proposal: The applicant is proposing to construct Meadow View Road west from SH-69 (Meridian Road) for approximately 570-feet as ½ of a 36-foot wide local street section with rolled curb, gutter and 5-foot wide attached concrete sidewalk on the south side of the roadway, plus 12-feet of additional pavement widening beyond the centerline.

As the roadway continues west it is proposed to transition to a 36-foot wide local street section with rolled curb, gutter and 5-foot wide attached concrete sidewalk on both sides of the roadway.

c. Staff Comments/Recommendations: ACHD's Master Street Map (MSM) identifies Meadow View Road, as a future commercial collector roadway to be constructed from SH-69 (Meridian Road) west through the site. Therefore, the applicant's proposal to construct Meadow View Road as a local street does not meet District policy and should not be approved, as proposed.

The applicant should be required to construct Meadow View Drive from SH-69 (Meridian Road) west as ½ of a 36-foot wide collector street section with on-street bike lanes, vertical curb, gutter, an 8-foot wide landscape strip and 5-foot wide detached concrete sidewalk, on the north side of the roadway. If a multi-use pathway is desired, the street section may be reduced to a 26-foot wide collector street section with vertical curb, gutter, an 8-foot wide landscape strip and 10-foot wide multi-use pathway.

The south side of Meadow View Road should be constructed with 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be

constructed on the south side of the roadway. Dedicate right-of-way to extend to 2-feet behind back of sidewalk on the north side and to 2-feet behind back of borrow ditch on the south side.

If the applicant chooses to transition the half street to construct full collector street section (transition at approximately 570-feet west of SH-69/Meridian Road) then the roadway should be constructed as a full 36-foot wide collector street section with vertical curb, gutter, 8-foot wide planter strip, and 5-foot wide detached concrete sidewalk on the north side of the roadway. If a multi-use pathway is desired, the street section may be reduced to a 26-foot wide collector street section with vertical curb, gutter, an 8-foot wide landscape strip and 10-foot wide multi-use pathway on the north side of the roadway. A pedestrian facility will be constructed on the south side of the roadway when the adjacent parcels redevelop.

3. Internal Local Streets

- a. **Existing Conditions:** There are no existing public streets constructed within the site.
- b. **Applicant's Proposal:** The applicant is proposing to construct Sailer Avenue as ½ of a 36-foot wide local street section with rolled curb, gutter and 5-foot wide attached sidewalk on the east side of the roadway, plus 12-feet of additional pavement widening beyond the centerline.

The applicant is proposing to construct the remaining seven internal local streets as 36-foot wide local street sections with rolled curb, gutter and 5-foot wide attached concrete sidewalk.

- c. **Staff Comments/Recommendations:** The applicant's proposal to construct Sailer Avenue as ½ of 36-foot wide local street section should not be approved, as proposed. The applicant should be required to construct Sailer Avenue as ½ of a 40-foot wide commercial street section with vertical curb, gutter and 5-foot wide attached or detached concrete sidewalk on the east side of the roadway. The applicant should be required to construct the west side of Sailer Avenue with 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side. Dedicate right-of-way to extend to 2-feet behind back of sidewalk on the east side and to 2-feet behind back of borrow ditch on the west side.

The applicant's proposal for the remaining seven internal local streets meets District policy and should be approved, as proposed. 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.

4. Roadway Offsets

- a. **Existing Conditions:** There are no existing public streets constructed within the site.
- b. **Applicant's Proposal:** The applicant is proposing to construct Sailer Avenue and Thorndale Way, local streets, to intersect Meadow View Road, a local street, a minimum of 330-feet from any other roadways (measured centerline-to-centerline).

The applicant is proposing to construct the remaining internal local streets to align or offset a minimum of 125-feet from any other roadways (measured centerline-to-centerline).

Staff Comments/Recommendations: As noted in Finding 3.c., Meadow View Road should be required to be constructed as a collector roadway. Therefore, all roadways that are proposed to intersect Meadow View Road should be required to meet District Collector Offset policies. The applicant's proposals for Sailer Avenue, Thorndale Way and the remaining internal local streets meet District policy and should be approved, as proposed.

5. Stub Streets

- a. **Existing Conditions:** There are no stub streets to or from the site.
- b. **Applicant Proposal:** The applicant is proposing to stub Meadow View Road, a collector roadway, to the west, located 2,603-feet south of Deer Flat Road.

The applicant is proposing to stub Sailer Avenue, a local commercial street, to the north, located 1,296-feet west of SH-69 (Meridian Road).

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

The applicant should be required to install a sign at the terminus of the Meadow View Road stating that, "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE".

The applicant should be required to install a sign at the terminus of Sailer Avenue stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE".

6. Traffic Calming

- a. **Applicant's Proposal:** The applicant is proposing to construct Meadow View Road, Thorndale Way, Snowfield Avenue and Sailer Avenue to be greater than 750-feet in length.
- b. **Staff Comments/Recommendations:** The applicant should be required to design the above listed roadways to reduce the length of the roadways or to include the use of passive design elements and submit a revised preliminary plat showing the redesigned roadways for review and approval prior to plan approval and ACHD's signature on the first final plat.

Speed humps/bumps and valley gutters will not be accepted as traffic calming.

7. Other Access

Meadow View Road is classified as a collector roadway. Other than the access specifically approved with this application, direct lot access is prohibited to this roadway and should be noted on the final plat.

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. Meadow View Road

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

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

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

The standard street section shall be 47-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes. If a multi-use path is determined to be the required treatment, the street section shall be reduced to 37-feet. If it is determined a continuous center left-turn lane is not appropriate and a path is installed, the street section may be reduced to 26-feet.

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

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

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

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

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

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

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

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. A new collector roadway was identified on the MSM with the street typology of Residential/Commercial Collector. The new collector roadway should align with Meadow View Road on the east side of SH-69 (Meridian Road) and continue through the property stubbing

to the west. This segment of Meadow View Road is designated in the MSM as a Residential/Commercial Collector with 2-lanes and on-street bike lanes, a 36-foot street section within 66-feet of right-of-way.

5. Internal Local Streets

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

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

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

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

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

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

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

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

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

Cul-de-sac Streets Policy: District policy 7207.5.8 requires cul-de-sacs to be constructed to provide a minimum turning radius of 50-feet; in rural areas or for temporary cul-de-sacs the emergency service providers may require a greater radius. Landscape and parking islands may be constructed in turnarounds if a minimum 29-foot street section is constructed around the island.

The pavement width shall be sufficient to allow the turning around of a standard AASHTO SU design vehicle without backing. The developer shall provide written approval from the appropriate fire department for this design element.

The District will consider alternatives to the standard cul-de-sac turnaround on a case-by-case basis. This will be based on turning area, drainage, maintenance considerations and the written approval of the agency providing emergency fire service for the area where the development is located.

6. Sailer Avenue

Commercial Roadway Policy: District Policy 7208.2.1 states that the developer is responsible for improving all commercial 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 7208.5 states that right-of-way widths for new commercial streets shall typically be 50 and 70-foot 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 36-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and 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 46-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and a center turn lane and bike lanes.

Continuation of Streets Policy: District Policy 7208.2.4 states that an existing street, or a street in an approved preliminary plat, which ends at a boundary of a proposed development shall be extended in that development. The extension shall include provisions for continuation of storm drainage facilities. Benefits of connectivity include but are not limited to the following:

- Reduces vehicle miles traveled.
- Increases access for emergency services.
- Reduces need for additional access points to the arterial street system.
- Promotes the efficient delivery of services including trash, mail and deliveries, water and sewer.
- Promotes orderly development.

Sidewalk Policy: District Policy 7208.5.6 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all commercial 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.

Half Street Policy: District Policy 7208.2.2 required improvements shall consist of pavement widening to one-half the required width, including curb, gutter and concrete sidewalk (minimum 5-foot), plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A

3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side.

Cul-de-sac Streets Policy: District policy 7208.5.7 states that the minimum radius permitted for a turnaround is 55-feet to back-of-curb.

Landscape Medians Policy: District policy 7208.5.15 states that landscape medians are permissible where adequate pavement width is provided on each side of the median to accommodate the travel lanes and where the following is provided:

- The median is platted as right-of-way owned by ACHD.
- The width of an island near an intersection is 12-feet maximum for a minimum distance of 150-feet. Beyond the 150-feet, the island may increase to a maximum width of 30-feet.
- At an intersection that is signalized or is to be signalized in the future, the median width shall be reduced to accommodate the necessary turn lane storage and tapers.
- The Developer or Homeowners Association shall apply for a license agreement if landscaping is to be placed within these medians.
- The license agreement shall contain the District's requirements of the developer including, but not limited to, a "hold harmless" clause; requirements for maintenance by the developer; liability insurance requirements; and restrictions.
- Vertical curbs are required around the perimeter of any raised median. Gutters shall slope away from the curb to prevent ponding.

7. Roadway Offsets

Local Street Intersection Spacing on Principal Arterials: District policy 7205.4.3 states that new local streets should not typically intersect arterials. Local streets should typically intersect collectors. If it is necessary, as determined by ACHD, for a local street to intersect an arterial, the minimum allowable offset shall be 1,320-feet as measured from all other existing roadways as identified in Table 1b (7205.4.7).

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

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

District policy 7205.4.2 states that the optimum spacing for new signalized collector roadways intersecting principal arterials is one half-mile.

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

District policy 7206.4.3 states that access is typically prohibited within the influence area of an existing or future roundabout intersection, which is generally considered the area from the intersection to the far end of the splitter islands.

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

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

District policy 7208.4.2, requires commercial roadways intersecting other local streets (residential, industrial or commercial) to provide a minimum offset of 125-feet from any other roadway or intersection (measured centerline to centerline).

District policy 7209.4.2, requires industrial roadways intersecting other local streets (residential, industrial or commercial) to provide a minimum offset of 125-feet from any other roadway or intersection (measured centerline to centerline).

8. Stub Streets

Stub Street Policy: District policy 7206.2.4.3 & 7208.2.4.3 states that stub streets will be required to provide circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7206.2.4 & 7208.2.4, except a temporary cul-de-sac will not be required if the stub street has a length no greater than 150-feet. A sign shall be installed at the terminus of the stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE." or "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE."

In addition, stub streets must meet the following conditions:

- A stub street shall be designed to slope towards the nearest street intersection within the proposed development and drain surface water towards that intersection; unless an alternative storm drain system is approved by the District.
- The District may require appropriate covenants guaranteeing that the stub street will remain free of obstructions.

Temporary Dead End Streets Policy: District policy 7206.2.4.4 & 7208.2.4.4 requires that the design and construction for cul-de-sac streets shall apply to temporary dead end streets. The temporary cul-de-sac shall be paved and shall be the dimensional requirements of a standard cul-de-sac. The developer shall grant a temporary turnaround easement to the District for those portions of the cul-de-sac which extend beyond the dedicated street right-of-way. In the instance where a temporary easement extends onto a buildable lot, the entire lot shall be encumbered by the easement and identified on the plat as a non-buildable lot until the street is extended.

9. Traffic Calming

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

Speed Control and Traffic Calming Policy (Commercial): District policy 7208.3.7 states that the design of commercial street systems should discourage excessive speeds by using passive design elements. If the design or layout of a development is anticipated to necessitate future traffic calming implementation by the District, then the District will require changes to the layout and/or the addition of passive design elements such as horizontal curves, bulb-outs, chokers, etc. The District will also consider texture changes to the roadway surface (i.e. stamped concrete) as a passive design element. These alternative methods may require a maintenance and/or license agreement.

Speed Control and Traffic Calming Policy (Collectors): District policy 7206.3.8 states that collector streets should be designed to discourage speeds above 35 MPH and in a residential area, collector streets should be designed to discourage speeds above 30 MPH. The design of collector street systems should discourage excessive speeds by using passive design elements. If the design or layout of a development is anticipated to necessitate future traffic calming implementation

by the District, then the District will require changes to the layout and/or the addition of passive design elements such as horizontal curves, bulb-outs, chokers, etc. The District will also consider texture changes to the roadway surface (i.e. stamped concrete) as a passive design element. These alternative methods may require a maintenance and/or license agreement.

10. 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.

11. 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.

12. 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. 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.

G. 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>



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

Date: July 16th, 2025

To: RAMA Group

Staff Contact: Matt Pak, Planner

Project Description: Lerida

Trip Generation: This development is estimated to generate 824 vehicle trips per day, 79 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	X
Requires Revisions to meet ACHD Policies	

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	N/A
No	
Area roads will meet ACHD's LOS Planning Thresholds in the future with planned improvements?	
Yes	N/A
No	

ACHD Planned Improvements	
FYP	X
CIP	X

Livable Street Performance Measures	
Pedestrian	LTS 1
Cyclist	LTS 1

Is Transit Available?	
Yes	X
No	

connecting you to more



Project/File: **Lerida / KPP25-0008 / 25-03-S / 25-04-DR**
 This is a preliminary plat and design review application to allow for the development of a 107-lot subdivision consisting of 93 single family residential lots (69 single family detached housing units and 24 single family attached housing units) and 14 common lots on 21.76 acres.

Lead Agency: City of Kuna

Site address: 819 N Meridian Rd

Staff Approval: July 16th, 2025

Applicant: RAMA Group
 1548 W Cayuse Creek Way
 Meridian, ID 83646

Representative: Kent Brown Planning Services
 3161 E Springwood Dr
 Meridian, ID 83642

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

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ACHD Planned Improvements

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

- The intersection of Deer Flat Road and Kay Street is scheduled in the FYP to be reconstructed as a roundabout or signalized intersection with a construction year yet to be determined.
- The intersection of Avalon Street and Kay Street is scheduled in the FYP to be signalized in 2026.
- Deer Flat Road is listed in the CIP to be widened to 5-lanes from Linder Road to SH-69 (Meridian Road) between 2031 and 2035.
- Deer Flat Road is listed in the CIP to be widened to 5-lanes from SH-69 (Meridian Road) to Locust Grove Road between 2036 and 2040.
- Meridian Road is listed in the CIP to be extended from Kuna Road to King Road as a 3-lane roadway between 2036 and 2040.
- The intersection of Deer Flat Road and SH-69 (Meridian Road) is listed in the CIP to be widened to 6-lanes on the north leg, 6-lanes on the south, 7-lanes east, and 6-lanes on the west leg, and signalized between 2031 and 2035.

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
** SH-69 (Meridian Road)	40-feet	Principal Arterial	796	N/A

** ACHD does not set level of service thresholds for State Highways.

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 SH-69 (Meridian Road) south of Deer Flat Road was 17,805 on July 10th, 2024.

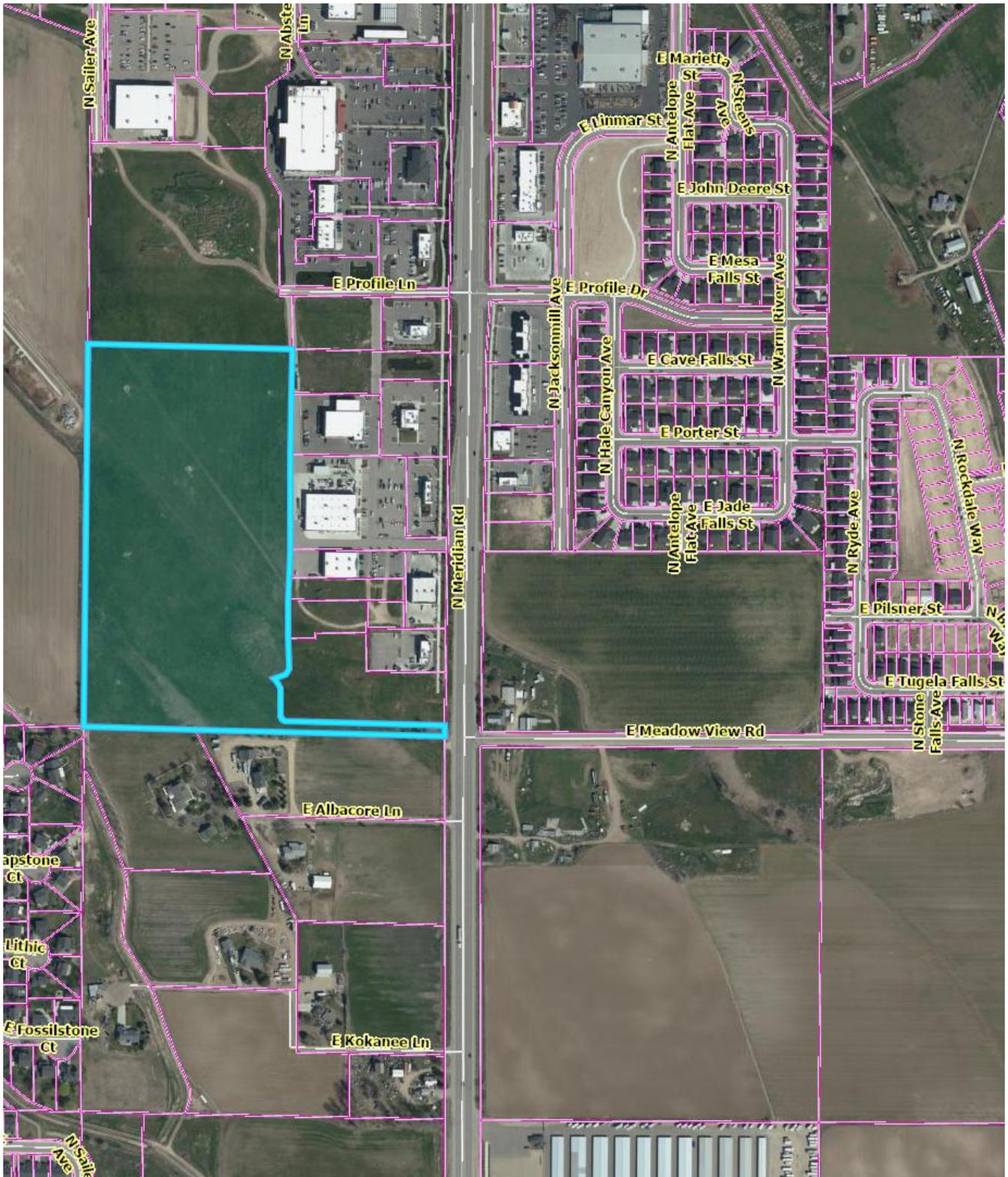
A. Site Specific Conditions of Approval

1. Coordinate the design, alignment, and construction of the new public street, Meadow View Road with ITD. Additionally, plan approval and permits will need to be obtained from ITD prior to construction.
2. Design Meadow View Road, Thorndale Way, Snowfield Avenue and Sailer Avenue to reduce the length of the roadways or to include the use of passive design elements and submit a revised preliminary plat showing the redesigned roadways for review and approval prior to plan approval and ACHD's signature on the first final plat. Speed humps/bumps and valley gutters will not be accepted as traffic calming
3. Construct Meadow View Drive from SH-69 (Meridian Road) west as ½ of a 36-foot wide collector street section with on-street bike lanes, vertical curb, gutter, an 8-foot wide landscape strip and 5-foot wide detached concrete sidewalk, on the north side of the roadway.

If a multi-use pathway is desired, the street section may be reduced to a 26-foot wide collector street section with vertical curb, gutter, an 8-foot wide landscape strip and 10-foot wide multi-use pathway.
4. Construct the south side of Meadow View Road with 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline, a 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff.
5. Dedicate right-of-way to extend to 2-feet behind back of sidewalk on the north side and to 2-feet behind back of borrow ditch on the south side of Meadow View Road.
6. Construct the east side of Sailer Avenue as ½ of a 40-foot wide commercial street section with vertical curb, gutter and 5-foot wide attached or detached concrete sidewalk on the east side of the roadway.
7. Construct the west side of Sailer Avenue with 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline, a 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff.
8. Dedicate right-of-way to extend to 2-feet behind back of sidewalk on the east side and to 2-feet behind back of borrow ditch on the west side of Sailer Avenue.
9. Construct the internal local streets as 36-foot wide local street sections with rolled curb, gutter and 5-foot wide attached concrete sidewalk.
10. Dedicate right-of-way to 2-feet behind back of sidewalk on the remaining seven internal local streets.
11. Construct Sailer Avenue and Thorndale Way to intersect Meadow View Road a minimum of 330-feet from any other roadways.
12. Construct the remaining internal local streets to align or offset a minimum of 125-feet from any other roadways.
13. Stub Meadow View Road to the west, located 2,603-feet south of Deer Flat Road.
14. Install a sign at the terminus of the Meadow View Road stating that, "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE".
15. Stub Sailer Avenue to the north, located 1,296-feet west of SH-69 (Meridian Road).

16. Install a sign at the terminus of Sailer Avenue stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE".
17. 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.
18. 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.
19. Comply with all Standard Conditions of Approval.

B. Vicinity Map



D. Findings for Consideration

1. SH-69 (Meridian Road)

SH-69 (Meridian Road) is under the jurisdiction of the Idaho Transportation Department (ITD). The applicant(s), the City of Kuna and ITD should work together to determine if additional right-of-way or improvements are necessary on SH-69 (Meridian Road).

The applicant proposed to construct a new public street, Meadow View Road, to intersect SH-69/Meridian Road. The applicant should be required to coordinate the design, alignment, and construction of Meadow View Road with ITD. Additionally, plan approval and permits will need to be obtained from ITD prior to construction.

ITD has indicated that they would like Meadow View Road to be centered at the half mile section line, in alignment with Meadow View Road on the east side of SH-69 (Meridian Road) across from the site. Although ACHD does not have jurisdiction over SH-69 (Meridian Road), staff recommends that the applicant align the proposed Meadow View Road with the existing Meadow View Road, at the half mile section line. However, additional right-of-way will need to be dedicated from the adjacent parcel to the south of the site (parcel no. R5741600100) to accommodate this alignment.

Staff recommends the applicant work with the property owners of the adjacent parcel to the south to dedicate additional right-of-way to accommodate the alignment of Meadow View Road. If the applicant is unable to acquire the additional right-of-way from the adjacent parcel to the south, then the applicant should be required to coordinate with the City of Kuna and ITD on the location of the proposed Meadow View Road and SH-69 (Meridian Road) intersection.

As Meadow View Road travels west, the roadway should shift north, prior to intersecting the proposed Thorndale Avenue. Once past Thorndale Avenue, Meadow View Road should be located as proposed, to allow for its future extension to Kay Avenue.

2. Meadow View Road

a. Existing Conditions: There are no existing public streets within the site.

b. Applicant Proposal: The applicant is proposing to construct Meadow View Road west from SH-69 (Meridian Road) for approximately 570-feet as ½ of a 36-foot wide local street section with rolled curb, gutter and 5-foot wide attached concrete sidewalk on the south side of the roadway, plus 12-feet of additional pavement widening beyond the centerline.

As the roadway continues west it is proposed to transition to a 36-foot wide local street section with rolled curb, gutter and 5-foot wide attached concrete sidewalk on both sides of the roadway.

c. Staff Comments/Recommendations: ACHD's Master Street Map (MSM) identifies Meadow View Road, as a future commercial collector roadway to be constructed from SH-69 (Meridian Road) west through the site. Therefore, the applicant's proposal to construct Meadow View Road as a local street does not meet District policy and should not be approved, as proposed.

The applicant should be required to construct Meadow View Drive from SH-69 (Meridian Road) west as ½ of a 36-foot wide collector street section with on-street bike lanes, vertical curb, gutter, an 8-foot wide landscape strip and 5-foot wide detached concrete sidewalk, on the north side of the roadway. If a multi-use pathway is desired, the street section may be reduced to a 26-foot wide collector street section with vertical curb, gutter, an 8-foot wide landscape strip and 10-foot wide multi-use pathway.

The south side of Meadow View Road should be constructed with 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be

constructed on the south side of the roadway. Dedicate right-of-way to extend to 2-feet behind back of sidewalk on the north side and to 2-feet behind back of borrow ditch on the south side.

If the applicant chooses to transition the half street to construct full collector street section (transition at approximately 570-feet west of SH-69/Meridian Road) then the roadway should be constructed as a full 36-foot wide collector street section with vertical curb, gutter, 8-foot wide planter strip, and 5-foot wide detached concrete sidewalk on the north side of the roadway. If a multi-use pathway is desired, the street section may be reduced to a 26-foot wide collector street section with vertical curb, gutter, an 8-foot wide landscape strip and 10-foot wide multi-use pathway on the north side of the roadway. A pedestrian facility will be constructed on the south side of the roadway when the adjacent parcels redevelop.

3. Internal Local Streets

- a. **Existing Conditions:** There are no existing public streets constructed within the site.
- b. **Applicant's Proposal:** The applicant is proposing to construct Sailer Avenue as ½ of a 36-foot wide local street section with rolled curb, gutter and 5-foot wide attached sidewalk on the east side of the roadway, plus 12-feet of additional pavement widening beyond the centerline.

The applicant is proposing to construct the remaining seven internal local streets as 36-foot wide local street sections with rolled curb, gutter and 5-foot wide attached concrete sidewalk.

- c. **Staff Comments/Recommendations:** The applicant's proposal to construct Sailer Avenue as ½ of 36-foot wide local street section should not be approved, as proposed. The applicant should be required to construct Sailer Avenue as ½ of a 40-foot wide commercial street section with vertical curb, gutter and 5-foot wide attached or detached concrete sidewalk on the east side of the roadway. The applicant should be required to construct the west side of Sailer Avenue with 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side. Dedicate right-of-way to extend to 2-feet behind back of sidewalk on the east side and to 2-feet behind back of borrow ditch on the west side.

The applicant's proposal for the remaining seven internal local streets meets District policy and should be approved, as proposed. 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.

4. Roadway Offsets

- a. **Existing Conditions:** There are no existing public streets constructed within the site.
- b. **Applicant's Proposal:** The applicant is proposing to construct Sailer Avenue and Thorndale Way, local streets, to intersect Meadow View Road, a local street, a minimum of 330-feet from any other roadways (measured centerline-to-centerline).

The applicant is proposing to construct the remaining internal local streets to align or offset a minimum of 125-feet from any other roadways (measured centerline-to-centerline).

Staff Comments/Recommendations: As noted in Finding 3.c., Meadow View Road should be required to be constructed as a collector roadway. Therefore, all roadways that are proposed to intersect Meadow View Road should be required to meet District Collector Offset policies. The applicant's proposals for Sailer Avenue, Thorndale Way and the remaining internal local streets meet District policy and should be approved, as proposed.

5. Stub Streets

- a. **Existing Conditions:** There are no stub streets to or from the site.
- b. **Applicant Proposal:** The applicant is proposing to stub Meadow View Road, a collector roadway, to the west, located 2,603-feet south of Deer Flat Road.

The applicant is proposing to stub Sailer Avenue, a local commercial street, to the north, located 1,296-feet west of SH-69 (Meridian Road).

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

The applicant should be required to install a sign at the terminus of the Meadow View Road stating that, "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE".

The applicant should be required to install a sign at the terminus of Sailer Avenue stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE".

6. Traffic Calming

- a. **Applicant's Proposal:** The applicant is proposing to construct Meadow View Road, Thorndale Way, Snowfield Avenue and Sailer Avenue to be greater than 750-feet in length.
- b. **Staff Comments/Recommendations:** The applicant should be required to design the above listed roadways to reduce the length of the roadways or to include the use of passive design elements and submit a revised preliminary plat showing the redesigned roadways for review and approval prior to plan approval and ACHD's signature on the first final plat.

Speed humps/bumps and valley gutters will not be accepted as traffic calming.

7. Other Access

Meadow View Road is classified as a collector roadway. Other than the access specifically approved with this application, direct lot access is prohibited to this roadway and should be noted on the final plat.

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. Meadow View Road

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

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

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

The standard street section shall be 47-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes. If a multi-use path is determined to be the required treatment, the street section shall be reduced to 37-feet. If it is determined a continuous center left-turn lane is not appropriate and a path is installed, the street section may be reduced to 26-feet.

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

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

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

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

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

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

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

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. A new collector roadway was identified on the MSM with the street typology of Residential/Commercial Collector. The new collector roadway should align with Meadow View Road on the east side of SH-69 (Meridian Road) and continue through the property stubbing

to the west. This segment of Meadow View Road is designated in the MSM as a Residential/Commercial Collector with 2-lanes and on-street bike lanes, a 36-foot street section within 66-feet of right-of-way.

5. Internal Local Streets

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

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

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

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

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

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

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

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

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

Cul-de-sac Streets Policy: District policy 7207.5.8 requires cul-de-sacs to be constructed to provide a minimum turning radius of 50-feet; in rural areas or for temporary cul-de-sacs the emergency service providers may require a greater radius. Landscape and parking islands may be constructed in turnarounds if a minimum 29-foot street section is constructed around the island.

The pavement width shall be sufficient to allow the turning around of a standard AASHTO SU design vehicle without backing. The developer shall provide written approval from the appropriate fire department for this design element.

The District will consider alternatives to the standard cul-de-sac turnaround on a case-by-case basis. This will be based on turning area, drainage, maintenance considerations and the written approval of the agency providing emergency fire service for the area where the development is located.

6. Sailer Avenue

Commercial Roadway Policy: District Policy 7208.2.1 states that the developer is responsible for improving all commercial 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 7208.5 states that right-of-way widths for new commercial streets shall typically be 50 and 70-foot 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 36-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and 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 46-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and a center turn lane and bike lanes.

Continuation of Streets Policy: District Policy 7208.2.4 states that an existing street, or a street in an approved preliminary plat, which ends at a boundary of a proposed development shall be extended in that development. The extension shall include provisions for continuation of storm drainage facilities. Benefits of connectivity include but are not limited to the following:

- Reduces vehicle miles traveled.
- Increases access for emergency services.
- Reduces need for additional access points to the arterial street system.
- Promotes the efficient delivery of services including trash, mail and deliveries, water and sewer.
- Promotes orderly development.

Sidewalk Policy: District Policy 7208.5.6 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all commercial 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.

Half Street Policy: District Policy 7208.2.2 required improvements shall consist of pavement widening to one-half the required width, including curb, gutter and concrete sidewalk (minimum 5-foot), plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A

3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side.

Cul-de-sac Streets Policy: District policy 7208.5.7 states that the minimum radius permitted for a turnaround is 55-feet to back-of-curb.

Landscape Medians Policy: District policy 7208.5.15 states that landscape medians are permissible where adequate pavement width is provided on each side of the median to accommodate the travel lanes and where the following is provided:

- The median is platted as right-of-way owned by ACHD.
- The width of an island near an intersection is 12-feet maximum for a minimum distance of 150-feet. Beyond the 150-feet, the island may increase to a maximum width of 30-feet.
- At an intersection that is signalized or is to be signalized in the future, the median width shall be reduced to accommodate the necessary turn lane storage and tapers.
- The Developer or Homeowners Association shall apply for a license agreement if landscaping is to be placed within these medians.
- The license agreement shall contain the District's requirements of the developer including, but not limited to, a "hold harmless" clause; requirements for maintenance by the developer; liability insurance requirements; and restrictions.
- Vertical curbs are required around the perimeter of any raised median. Gutters shall slope away from the curb to prevent ponding.

7. Roadway Offsets

Local Street Intersection Spacing on Principal Arterials: District policy 7205.4.3 states that new local streets should not typically intersect arterials. Local streets should typically intersect collectors. If it is necessary, as determined by ACHD, for a local street to intersect an arterial, the minimum allowable offset shall be 1,320-feet as measured from all other existing roadways as identified in Table 1b (7205.4.7).

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

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

District policy 7205.4.2 states that the optimum spacing for new signalized collector roadways intersecting principal arterials is one half-mile.

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

District policy 7206.4.3 states that access is typically prohibited within the influence area of an existing or future roundabout intersection, which is generally considered the area from the intersection to the far end of the splitter islands.

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

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

District policy 7208.4.2, requires commercial roadways intersecting other local streets (residential, industrial or commercial) to provide a minimum offset of 125-feet from any other roadway or intersection (measured centerline to centerline).

District policy 7209.4.2, requires industrial roadways intersecting other local streets (residential, industrial or commercial) to provide a minimum offset of 125-feet from any other roadway or intersection (measured centerline to centerline).

8. Stub Streets

Stub Street Policy: District policy 7206.2.4.3 & 7208.2.4.3 states that stub streets will be required to provide circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7206.2.4 & 7208.2.4, except a temporary cul-de-sac will not be required if the stub street has a length no greater than 150-feet. A sign shall be installed at the terminus of the stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE." or "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE."

In addition, stub streets must meet the following conditions:

- A stub street shall be designed to slope towards the nearest street intersection within the proposed development and drain surface water towards that intersection; unless an alternative storm drain system is approved by the District.
- The District may require appropriate covenants guaranteeing that the stub street will remain free of obstructions.

Temporary Dead End Streets Policy: District policy 7206.2.4.4 & 7208.2.4.4 requires that the design and construction for cul-de-sac streets shall apply to temporary dead end streets. The temporary cul-de-sac shall be paved and shall be the dimensional requirements of a standard cul-de-sac. The developer shall grant a temporary turnaround easement to the District for those portions of the cul-de-sac which extend beyond the dedicated street right-of-way. In the instance where a temporary easement extends onto a buildable lot, the entire lot shall be encumbered by the easement and identified on the plat as a non-buildable lot until the street is extended.

9. Traffic Calming

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

Speed Control and Traffic Calming Policy (Commercial): District policy 7208.3.7 states that the design of commercial street systems should discourage excessive speeds by using passive design elements. If the design or layout of a development is anticipated to necessitate future traffic calming implementation by the District, then the District will require changes to the layout and/or the addition of passive design elements such as horizontal curves, bulb-outs, chokers, etc. The District will also consider texture changes to the roadway surface (i.e. stamped concrete) as a passive design element. These alternative methods may require a maintenance and/or license agreement.

Speed Control and Traffic Calming Policy (Collectors): District policy 7206.3.8 states that collector streets should be designed to discourage speeds above 35 MPH and in a residential area, collector streets should be designed to discourage speeds above 30 MPH. The design of collector street systems should discourage excessive speeds by using passive design elements. If the design or layout of a development is anticipated to necessitate future traffic calming implementation

by the District, then the District will require changes to the layout and/or the addition of passive design elements such as horizontal curves, bulb-outs, chokers, etc. The District will also consider texture changes to the roadway surface (i.e. stamped concrete) as a passive design element. These alternative methods may require a maintenance and/or license agreement.

10. 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.

11. 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.

12. 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. 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.

G. 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: City of Kuna Request for Comment Case No. 25-03-S & 25-4-DR

From Stacey DuPuis <sdupuis@adacounty.id.gov>

Date Tue 6/17/2025 4:17 PM

To Marina Lundy <MLundy@kunaid.gov>

Hi Marina,
Ada County has no comments on this application.
Thanks,
Stacey



Stacey DuPuis
Community & Regional Planner
Ada County Development Services
200 W. Front St., Boise, ID 83702
(208) 287-7944 office
(208) 287-7909 fax

From: Marina Lundy <MLundy@kunaid.gov>

Sent: Tuesday, June 17, 2025 4:13 PM

To: Ada County Engineer <agilman@adaweb.net>; Ada County Highway District <planningreview@achdidaho.org>; Adam Ingram <adam.ingram@cableone.biz>; Angel Robins (Idaho Power) <ARobins@idahopower.com>; Boise Kuna Irrigation District <aflavel.bkirrdist@gmail.com>; Boise Project Board of Control <tritthaler@boiseproject.org>; Boise Project Board of Control 2 <gashley@boiseproject.org>; Brent Moore <bmoore@adacounty.id.gov>; Brian Graves Kuna School District <bgraves@kunaschools.org>; Camille Burt (USPS) <camille.r.burt@usps.gov>; Central District Health Department <lbadigian@cdhd.idaho.gov>; Mike Fratusco <mfratusco@adacounty.id.gov>; COMPASS <gisshared@compassidaho.org>; David Reinhardt <reinhardt.david@westada.org>; DEQ <BRO.Admin@deq.idaho.gov>; Eric Adolfson <eadolfson@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>; Jonathon Gillen <gillen.jonathon@westada.org>; Justin Walker <jwalker@kellerassociates.com>; Krystal Hinkle <khinkle@kunafire.com>; Leon Letson <lletson@adacounty.id.gov>; Marc Boyer (Kuna Postmaster) <marc.c.boyer@usps.gov>; Megan Leatherman <mleatherman@adaweb.net>; Meridian Fire (Brandon Medica) <bmedica@meridiantcity.org>; Meridian Fire (Steve Taublee) <staulbee@meridiantcity.org>; Nampa Meridian Irrigation District <nmid@nmid.org>; New York Irrigation <terri@nyid.org>; Niki Benyakhlef ITD <Niki.Benyakhlef@itd.idaho.gov>; Paris Dickerson <PDickerson@idahopower.com>; PWoffice <PWoffice@kunaid.gov>; Scott Arellano (KRFD) <scott@fccnw.com>; Sparklight/Cable One (John Walburn) <john.walburn@cableone.biz>; Stacey DuPuis <sdupuis@adacounty.id.gov>; Taryn Villanueva <TVillanueva@kunaid.gov>; Tim Jensen (Kuna School District) <tejensen@kunaschools.org>; TJ Lawrence <tlawrence@kunafire.com>; Bobby Withrow <bwithrow@kunaid.gov>; Idaho Power (Taylor Dunn) <tdunn@idahopower.com>; Sam Feist <SFeist@kunaid.gov>; Lumen - Ebin Barnett <ebin.barnett@lumen.com>; Robbie Reno <rreno@kunaschools.org>

Subject: [EXTERNAL] City of Kuna Request for Comment Case No. 25-03-S & 25-4-DR

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

Good morning,

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

CASE NUMBER:	<input type="checkbox"/> LERIDA SUBDIVISION 25-03-S & 25-04-DR 
PROJECT DESCRIPTION	The applicant is proposing to Subdivide an approx. 21.69-acre parcel at 819 N Meridian Road (APN S1324142300) for 93 single family residential lots with 3.57 acres of open space.
APPLICANT	RAMA Group jeremy@biltmoreco.com
REPRESENTATIVE	Kent Brown kentlkb@gmail.com
SCHEDULED HEARING DATE	Tuesday, August 26, 2025 at 6:00 P.M.
STAFF CONTACT	Marina Lundy 986.269.8341 mlundy@kunaid.gov
<ul style="list-style-type: none"> · We have enclosed information to assist you with your consideration and response; we would appreciate any information as to how this action would affect the service(s) your agency provides. <i>If your agency requires additional information, or if contact information for your agency needs updated, please notify our office.</i> · <i>No response within 15 business days will indicate you have no objection or comments regarding this project.</i> · The hearing is scheduled to begin at 6:00 p.m. or as soon as it may be heard. Kuna City Hall is located at 751 W. 4th Street, Kuna, ID 83634. Please contact staff with questions. 	



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

Marina Lundy

Planner

City of Kuna | Development Services

Phone: 986.269.8341

Email: mlundy@kunaid.gov

www.kunacity.id.gov

RECEIVED

AUG 11 2025

CITY OF KUNA

Boise-Kuna Irrigation District

129 N. School Avenue
Kuna, ID 83634-2201

David Reynolds, Director
Richard Durrant, Director
Daniel Sheirbon, Director

Telephone (208) 922-5608
Fax (208) 922-5659

August 5, 2025

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

BKID Account: BK 381 A2
RE: Lerida Subdivision 25-03-S, 25-04-DR
Parcel: S1324142300
819 N. Meridian, Road, Kuna, Idaho 83634

Dear Marina Lundy, Planner:

Boise-Kuna Irrigation District would like to reiterate the Boise Project Board of Control letter referring to Idaho Statutes, Title 42, local irrigation/drainage ditches that cross this property, to serve neighboring properties, must remain unobstructed and protected by an appropriate easement by the landowner, developer, contractors.

We would like to see the irrigation deliveries and drainage ditches to adjoining properties identified on a map. Our purpose is to ensure our patrons have use of their water as they have historically and that no harm is being incurred from the newly proposed development.

We would also like to make sure that all the easements are abided by in the letter from Boise Project dated June 30, 2025.

If you have any questions, please feel to contact our office at 208-922-5608.

Sincerely,



David Reynolds
Chairman

RICHARD MURGOITIO
CHAIRMAN OF THE BOARD

DAN SHEIRBON
VICE CHAIRMAN OF THE BOARD

ROBERT D. CARTER
PROJECT MANAGER

THOMAS RITTHALER
ASSISTANT PROJECT MANAGER

APRYL GARDNER
SECRETARY-TREASURER

MARY SUE CHASE
ASSISTANT SECRETARY-
TREASURER

BOISE PROJECT BOARD OF CONTROL

(FORMERLY BOISE U.S. RECLAMATION PROJECT)

2465 OVERLAND ROAD
BOISE, IDAHO 83705-3155

RECEIVED
JUL 02 2025
CITY OF KUNA

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

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

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

30 June 2025

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

RE: Lerida Subdivision
819 N Meridian Rd. Kuna 83634
Boise-Kuna Irrigation District
Badley Lateral 13+00
Sec. 24, T2N, R1W, BM.

25-03-S, 25-04-DR

BK-381 A2

Marina Lundy, Planner:

There are no Boise Project or Boise-Kuna Irrigation District facilities located on the above-mentioned property, however it does in fact possess a valid water right.

Per Idaho Statutes, Title 42, local irrigation/drainage ditches and pressurized irrigation lines that cross this property, in order to serve neighboring properties, must remain unobstructed and protected by an appropriate easement by the landowner, developer and contractors.

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

Sincerely,



Thomas Ritthaler
Assistant Project Manager, BPBC

tbr/tr

cc: Kevin Reeves
Alicia Flavel
File

Watermaster, Div.; 2 BPBC
Secretary – Treasurer, BKID



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-S & 25-04-DR

Development Name/Section Lerida CDH File # _____

- 1. We have No Objections to this Proposal.
- 2. We recommend Denial of this Proposal.
- 3. Specific knowledge as to the exact type of use must be provided before we can comment on this Proposal.
- 4. Before we can comment concerning individual sewage disposal, we will require more data concerning the depth of:
 - high seasonal ground water
 - 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 Boarf Date: 6/18/25

Communities in Motion (CIM) Development Review Checklist

Development Name: Lerida Subdivision
CIM Vision Category: Existing Neighborhood
Consistent with CIM Vision? YES
New Households: 93 **New Jobs:** 0



Safety
 How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.

State Highway 69 (Kuna-Meridian Road)

Pedestrian level of stress

Bicycle level of stress



Economic Vitality
 To what extent does the project enable people, government, and businesses to prosper?

Economic Activity Center Access

Impact on Existing Surrounding Farmland

Net Fiscal Impact



Convenience
 What services are available within 0.5 miles (green) or 1 mile (yellow) of the project?

Nearest bus stop

Nearest public school

Nearest public park



Quality of Life
 Checked boxes indicate that additional information is attached.

Active Transportation

Automobile Transportation

Public Transportation

Roadway Projects



Improves performance



Does not improve or reduce performance



Reduces performance

Comments:

Idaho Transportation Department (ITD) is studying State Highway 69 (Kuna-Meridian Road) to develop a vision to expand between Orchard Avenue and Overland Road. This vision includes multiuse pathways along the highway that will improve pedestrian and bicycle facilities.

<https://itdprojects.idaho.gov/pages/id69corridor>

The internal street layout of the Lerida Subdivision aligns well with ITD's proposed spacing and sets up future development successfully.

Who we are: The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization for Ada and Canyon Counties. This review evaluates whether land developments are consistent with *Communities in Motion*, the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document. Past checklists are available [online](#). See the [Development Review User Guide](#) for more information on the red, yellow, and green checklist thresholds.



Complete Network Appendix

Checkmarks (✓) below indicate suggested changes to a site plan, based on the [COMPASS Complete Network Policy \(No. 2022-01\)](#). Both the Complete Network Policy and site-specific suggestions are intended to better align land use with identified transportation uses in the corridor. Please see the Complete Network [map](#) for primary and secondary uses for roadways (minor arterial and above) in Ada and Canyon Counties.

Corridor Name:	State Highway 69 (Kuna-Meridian Road)
Primary Use:	Freight
Secondary Use:	N/A

Fiscal Impact Analysis

Below are the expected revenues and costs to local governments from this project. The purpose of this analysis is to help the public, stakeholders, and the decision-makers better manage growth.

Capital and operating expenditures are determined based on service and infrastructure needs, including persons per household, student generation rates, lot sizes, street frontages, vehicle trip and trip adjustment factors, average trip lengths, construction values, income, discretionary spending, and employment densities.

Net Fiscal Impact by Agency



City



County



Highway District



School District

Breakeven point across all agencies: 1 Year

Disclaimer: *This tool only looks out 20 years and does not include replacement costs for infrastructure, public utilities, or unfunded transportation needs in the project area. More information about the COMPASS Fiscal Impact Tool is available at:*

<https://compassidaho.org/fiscal-impact-tool/>

Long-Term Funded and Unfunded Capital Projects

**CIM Priority
Corridor:**

State Highway 69 (Kuna-Meridian Road) (Columbia Road to Victory Road)

Widening State Highway 69 (Kuna-Meridian Road) from Columbia Road to Victory Road to 6 travel lanes with a center median barrier and detached pedestrian facilities. It is a funded project.

More information on transportation needs and projects based on forecasted future growth is available at: <https://cim2050.compassidaho.org/projects-and-priorities/project-priorities/>



June 23, 2025

Marina Lundy, Planner
City of Kuna
751 W. 4th Street
Kuna, ID 83634
mlundy@kunaid.gov

Subject: City of Kuna Request for Comment Case No. 25-03-S & 25-4-DR

Dear Ms. Lundy:

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

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

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

1. AIR QUALITY

- Please review IDAPA 58.01.01 for all rules on Air Quality, especially those regarding fugitive dust (58.01.01.651), and trade waste burning (58.01.01.600-617).
- For new development projects, all property owners, developers, and their contractor(s) must ensure that reasonable controls to prevent fugitive dust from becoming airborne are utilized during all phases of construction activities per IDAPA 58.01.01.651.
- DEQ recommends the city/county require the development and submittal of a dust prevention and control plan for all construction projects prior to final plat approval. Dust prevention and control plans incorporate appropriate best management practices to control fugitive dust that may be generated at sites.
- Citizen complaints received by DEQ regarding fugitive dust from development and construction activities approved by cities or counties will be referred to the city/county to address under their ordinances.
- Per IDAPA 58.01.01.600-617, the open burning of any construction waste is prohibited. The property owner, developer, and their contractor(s) are responsible for ensuring no prohibited open burning occurs during construction.
- For questions, contact David Luft, Air Quality Manager, at (208) 373-0550.

2. WASTEWATER AND RECYCLED WATER

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

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

3. DRINKING WATER

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

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

4. SURFACE WATER

- Please contact DEQ to determine whether this project will require an Idaho Pollutant Discharge Elimination System (IPDES) Permit. A Multi-Sector General Permit from DEQ may be required for facilities that have an allowable discharge of storm water or authorized non-storm water associated with the primary industrial activity and co-located industrial activity. For questions, contact James Craft, IPDES Compliance Supervisor, at (208) 373-0144.
- If this project is near a source of surface water, DEQ requests that projects incorporate the best construction management practices (BMPs) to assist in the protection of Idaho's water resources. Additionally, please contact DEQ to identify BMP alternatives and to determine whether this project is in an area with Total Maximum Daily Load stormwater permit conditions.
- The Idaho Stream Channel Protection Act requires a permit for most stream channel alterations. Please contact the Idaho Department of Water Resources (IDWR), Western Regional Office, at 2735 Airport Way, Boise, or call (208) 334-2190 for more information. Information is also available on the IDWR website at: <https://idwr.idaho.gov/streams/stream-channel-alteration-permits.html>
- The Federal Clean Water Act requires a permit for filling or dredging in waters of the United States. Please contact the US Army Corps of Engineers, Boise Field Office, at 10095 Emerald Street, Boise, or call 208-345-2155 for more information regarding permits.

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

5. SOLID WASTE, HAZARDOUS WASTE AND GROUND WATER CONTAMINATION

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

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

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

6. ADDITIONAL NOTES

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

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

Sincerely,

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



Kuna School District

Empowering students to lead productive lives.

Date: 1/21/26

RE: Lerida Subdivision

Dear Commissioners and City Council Members,

Kuna School District has reviewed the application for Gallica Heights and provides the following comments for your consideration.

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

The developer has not yet established a partnership with the Kuna School District for this project. We will submit a letter of support if a partnership agreement is reached in the future.

Feel free to reach out to me for more information or questions.

Regards,
Tim Jensen
Director of Growth and Development

Kim Bekkedahl Superintendent	Jason Reddy Asst. Superintendent	Brian Graves Assistant Superintendent	Tim Jensen Growth & Development Director
Allison Westfall Communications Director	Jonathan Gillen Finance Director	Kelly Schamber Special Education Director	Kevin Gifford Curriculum, Instruction & Assessment Director



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

Michael L. Borzick
GIS Manager &
Plan Review Manager

PRELIMINARY PLAT MEMORANDUM

To: Marina Lundy - Planning and Zoning
From: Michael Borzick - GIS Manager & Plan Review Manager
Date: 8 August 2025
RE: Public Works Comments

The Lerida Subdivision, located southwest of Ridleys and west of Tractor Supply. This review is based on land use as allowed or permitted in "R-6" zones. This application encompasses 21.76 acres. This application contains a total of 93 single-family residential lots, and 14 common lots. These comments apply to the application as they affect public works infrastructure. The applicant provided a preliminary plat and supporting documents as part of the application. Review of civil design drawings is accomplished separately, when received.

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

1) Inspection Fees

- a) An inspection fee will apply to inspect the final construction of water, sewer, and irrigation facilities associated with this development.
- b) The developer shall retain a qualified responsible, Idaho registered professional engineer to provide sufficient inspection to certify to DEQ that the project was completed in accordance with approved plans and specifications and to provide accurate as-built drawings to the City.
- c) The developer's engineer and the City's inspector are permitted to coordinate inspections. The current inspection fee is \$1.70 per lineal foot of sewer, water, and pressure irrigation pipe. *Payment is due and payable prior to the pre-construction meeting.*
- d) The Kuna Rural Fire District's current hydrant flow testing and plat base fee are \$300.00 and \$75.00 respectively for a total of \$375.00. *Payment is due and payable prior to the pre-construction meeting.*

2) General

- a) The Lerida Subdivision residential subdivision consists of 21.76 acres within the cities designated commercial zoning area.
- b) Equivalent Dwelling Units (EDUs) are rated at approximately 3.18 people per household. The resultant projected population for this subdivision is approximately 296. This makes the realized density approximately 13 people per acre.
- c) The preliminary plat shows three (3) access points to the subdivision – two (2) off of N Sailer Ave, and one (1) off of Meadow View Rd.

- d) Areas for outside activities are incorporated into the project. Connection to the City of Kuna pathways presents a long-term goal that should be considered.
- e) A plan approval letter will be required if this project affects any local irrigation districts.
- f) Elevations shall be actual NAVD 88 datum elevations. A localized elevation system is not acceptable.
- g) All positional information shall be from the most recent state plane coordinate system.
- h) Provide engineering certification on all final engineering drawings.
- i) The City of Kuna requires streetlights in all subdivisions. Streetlights are required along arterial roads bordering the subdivision, at the entrance of the subdivision, at intersections, and at every 250' interval. Streetlights should coincide with Fire Hydrants whenever possible.
- j) Kuna Rural Fire District (KRFD) requires fire hydrants at 500' intervals.

3) Right-of-Way

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

4) Sanitary Sewer Connection

- a) The developer may be requested to participate in sewer gravity main upgrades.
- b) The applicant's property is not connected to City services and is subject to connection fees for the ultimate connected sewer load. City code 5-16-3-B.2 states public sewer utilities shall be extended to each parcel when sewer is available within three hundred (300) feet of the parcels.
- c) There will be a gravity sewer pipe constructed in N Sailer Ave by a developer building the Kuna Apartments. The sewage flows to Danskin Lift Station, which currently has very limited capacity.
- d) All sewer infrastructure must meet or exceed City of Kuna requirements.
- e) Sewer flow models will be required to verify pipe sizes.
- f) Sewer connection fees apply to each home or dwelling. 1 home = 1 sewer connection. 1 duplex = 2 sewer connections. 4-plex = 4 sewer connections.**
- g) All existing sewage treatment facilities (septic tank and drain field) must be decommissioned in accordance with Idaho Department of Environmental Quality requirements. Documentation shall be provided to the City of Kuna.
- h) This application shall conform to the sewer masterplan as applicable. The sewer master plan specifies minimum pipe sizes and supports the "to and through" utility policy.

5) Potable Water Connection

- a) The applicant's property is not connected to City services and is subject to connection fees for the ultimate connected water demand. City Code 6-4-2-X requires PUDs and master planned communities to have a master utility plan that addresses potable water issues. City code 5-16-3-B.2 states public water utilities shall be extended to each parcel when water is available within three hundred (300) feet of the parcels.
- b) There will be a water main in N. Sailer Ave (8-in.), and within the Wild Meadows Rd (12-in.) that will need to be connected to.
- c) All water infrastructure must meet or exceed City of Kuna requirements.
- d) Water flow models will be required to verify adequate water supply and fire suppression.
- e) **Water connection fees apply to each home or dwelling. 1 home = 1 water connection. 1 duplex = 2 water connections. 4-plex = 4 sewer connections.**
- f) All existing wells shall be abandoned in accordance with Idaho Department of Water Resources (IDWR) requirements. Documentation shall be provided to the City of Kuna.
- g) This application shall conform to the water master plan as applicable.
- h) Fire hydrants are required in a layout acceptable to the KRFD.

6) Pressurized Irrigation

- a) The applicant's property is not connected to the City's pressurized irrigation system. Relying on drinking water for irrigation purposes is contrary to City Code 6-4-2-1.
- b) All pressurized irrigation infrastructure shall meet or exceed City of Kuna standards.
- c) This project requires connection to the City's Pressurized Irrigation system.
- d) There will be a 6-in. PI mainline north of the site and an existing line in the southwest corner of the site; both will be required to be tied into with proper valving.
- e) Annexation into the municipal irrigation district and pooling of water rights is a requirement of the final plat approval.
- f) Existing irrigation ditches (supply & drain) must be relocated as needed and as approved by the irrigation ditch company/users.
- g) Pressurized irrigation flow models will be required to verify adequate pressurized irrigation supply.
- h) All residential, common lots, and open areas with irrigation are required to connect to the pressurized irrigation system and to pay the associated connection fee.
- i) This application shall be conditioned to conform to the Pressure Irrigation Master Plan where applicable.

7) Grading and Storm Drainage

- a) Provide a grading and drainage plan which supports and maintains all upstream drainage rights and all downstream irrigation delivery rights as they presently exist for this property.
- b) The City of Kuna relies on the ACHD Stormwater Policy Manual to establish the requirements for design of private storm water disposal systems.
- c) Runoff from public right-of-way is regulated by ACHD. On site storm water retention shall be reviewed in conjunction with the City's Civil Engineering Construction Improvements Review. Provide a storm water disposal & treatment plan which accounts for increased on-site storm water runoff volumes. Provided detailed drawings of drainage & treatment facilities with supporting calculation for review and approval.

- d) Sidewalks, curb and gutter, street widening and any related storm drainage facilities, consistent with city code and policies, shall be provided in connection with property development.
- e) Verify that existing and proposed elevations match property boundaries such that a slope burden is not imposed on adjacent properties. Slopes shall not be steeper than 3:1 on lots adjacent to a street or common lot and no steeper than 4:1 for lots with common rear lot lines.

8) As-Built Drawings

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

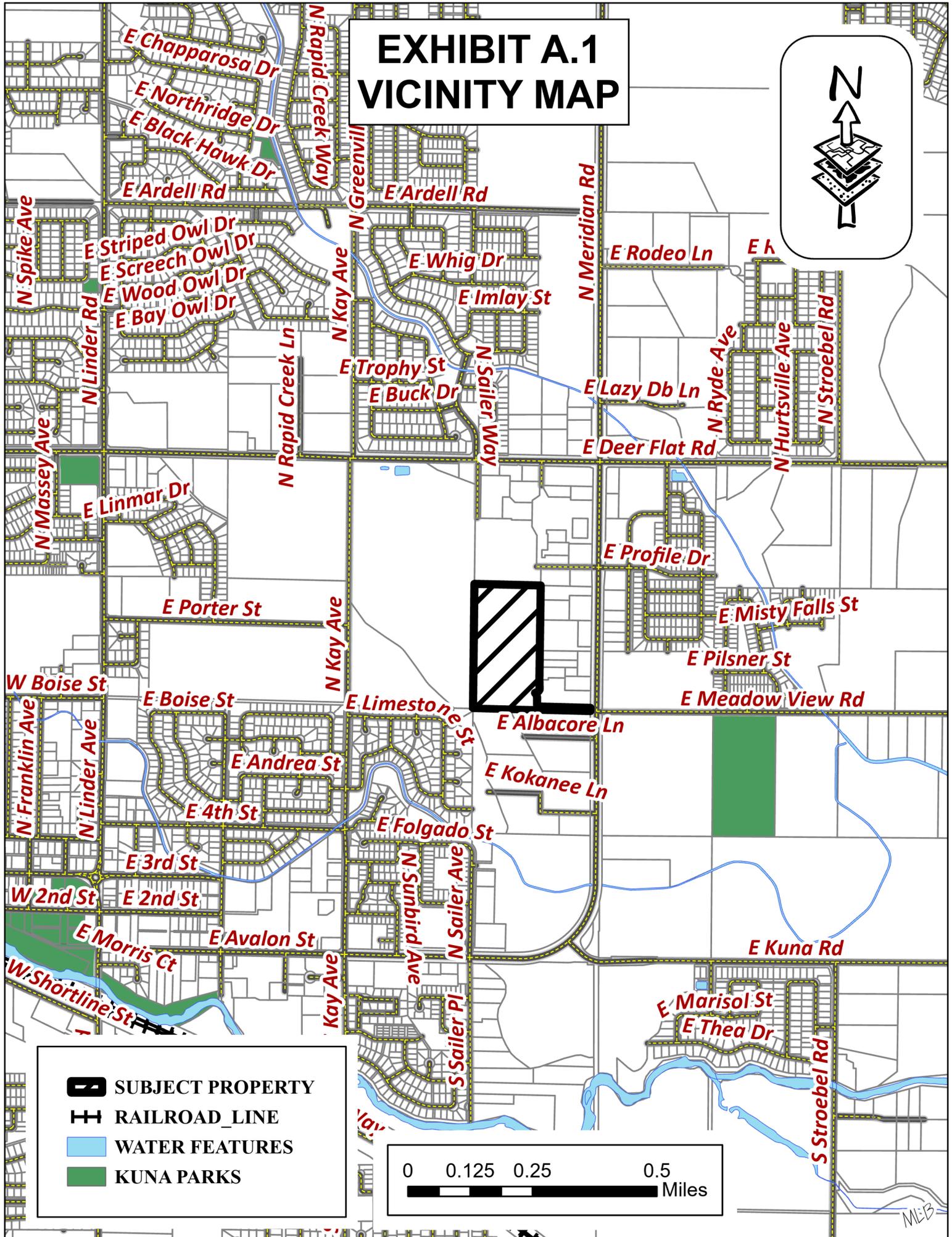
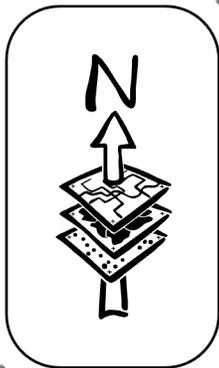
9) Recommendation

Public Works would support this area be constructed into a residential area; however, we would like to see it zoned or built closer to the 3.5 units per acre for any land within this portion of the Danskin basin. There is a "choke point" within the sewer system that is being stressed to a point at which no other lands within this sub-basin will be able to develop at all if we continue with these higher density projects and at some point, the city will need to rehab an extensive portion of the existing gravity sewer system. In addition to reducing the lot count Public Works would request that this project use Mark Ridley Local Improvement District (LID) – Equivalent Dwelling Unit (EDU) Credits (\$3,233.75) for as much of the project that can be covered by Mr Ridley's credits – approximately eighty-six (86).

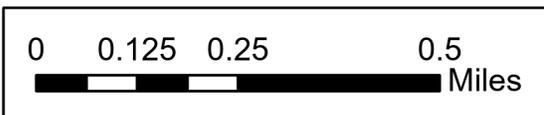
10) Exhibits

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

EXHIBIT A.1 VICINITY MAP

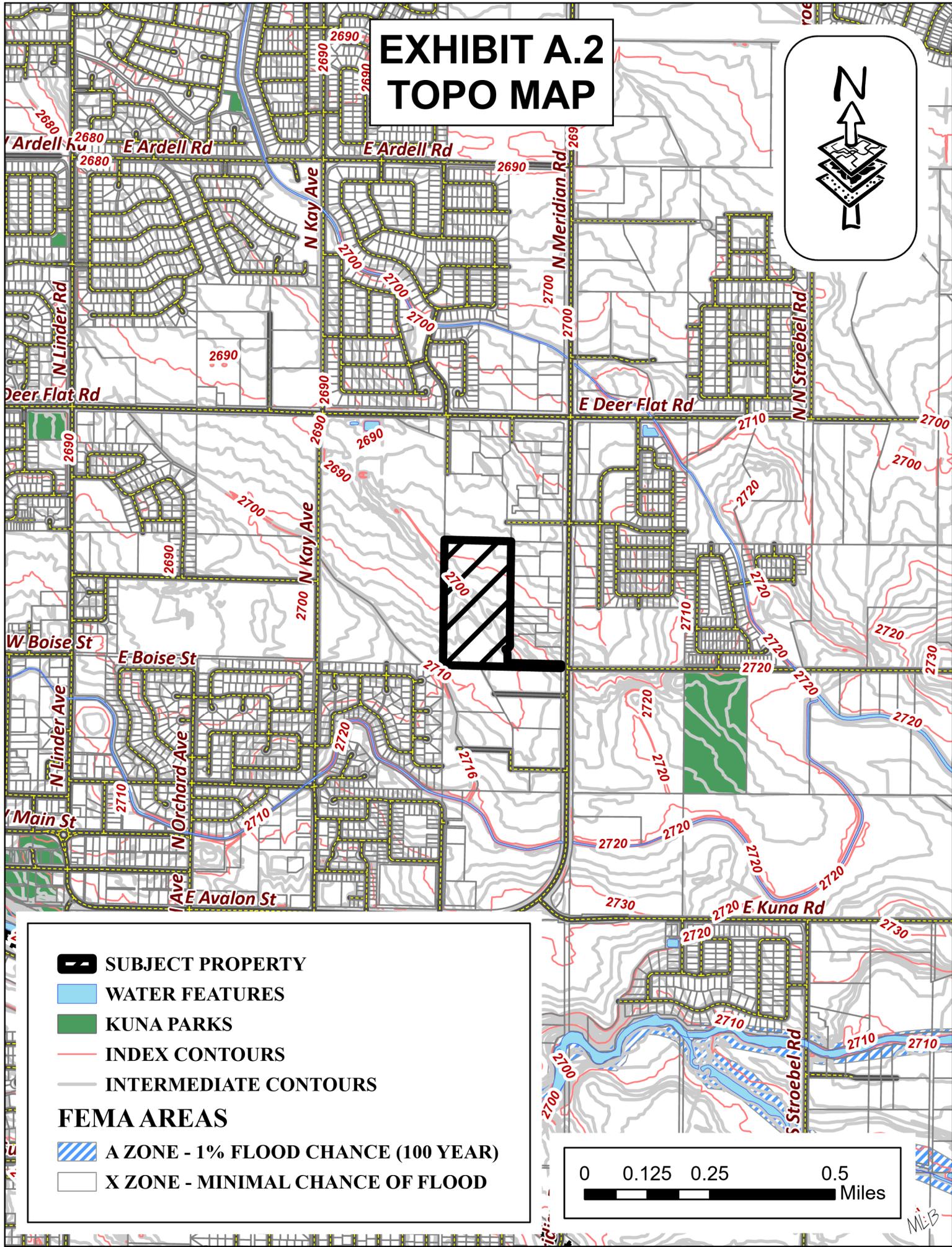
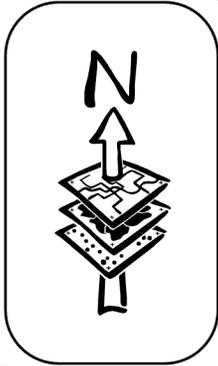


-  SUBJECT PROPERTY
-  RAILROAD LINE
-  WATER FEATURES
-  KUNA PARKS



MEB

EXHIBIT A.2 TOPO MAP

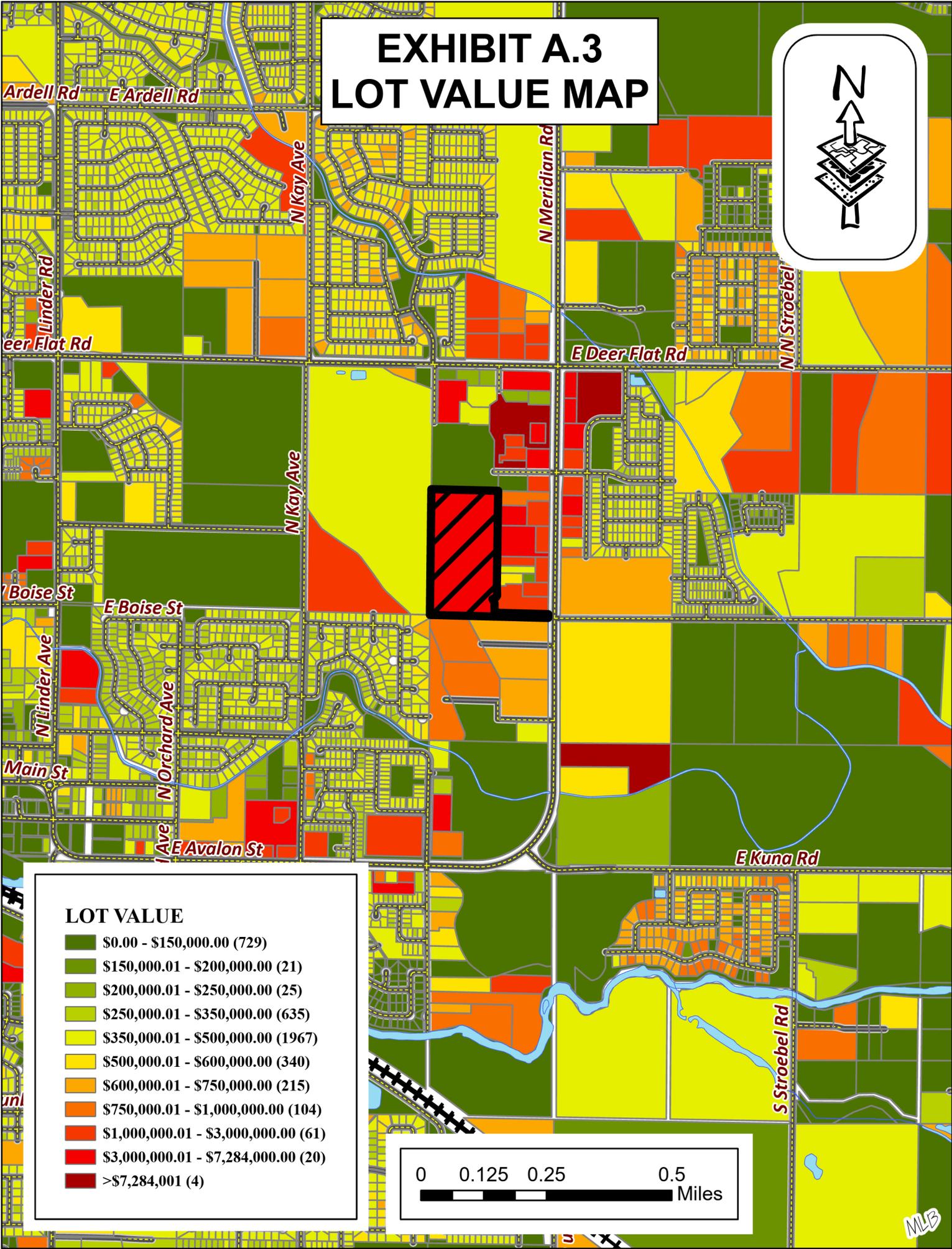
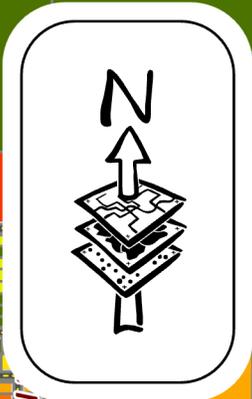


-  SUBJECT PROPERTY
-  WATER FEATURES
-  KUNA PARKS
-  INDEX CONTOURS
-  INTERMEDIATE CONTOURS
- FEMA AREAS**
-  A ZONE - 1% FLOOD CHANCE (100 YEAR)
-  X ZONE - MINIMAL CHANCE OF FLOOD



M.E.B.

EXHIBIT A.3 LOT VALUE MAP



LOT VALUE

	\$0.00 - \$150,000.00 (729)
	\$150,000.01 - \$200,000.00 (21)
	\$200,000.01 - \$250,000.00 (25)
	\$250,000.01 - \$350,000.00 (635)
	\$350,000.01 - \$500,000.00 (1967)
	\$500,000.01 - \$600,000.00 (340)
	\$600,000.01 - \$750,000.00 (215)
	\$750,000.01 - \$1,000,000.00 (104)
	\$1,000,000.01 - \$3,000,000.00 (61)
	\$3,000,000.01 - \$7,284,000.00 (20)
	>\$7,284,001 (4)

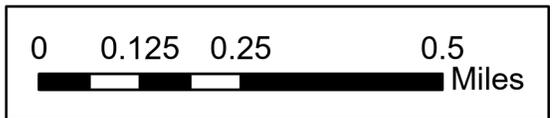
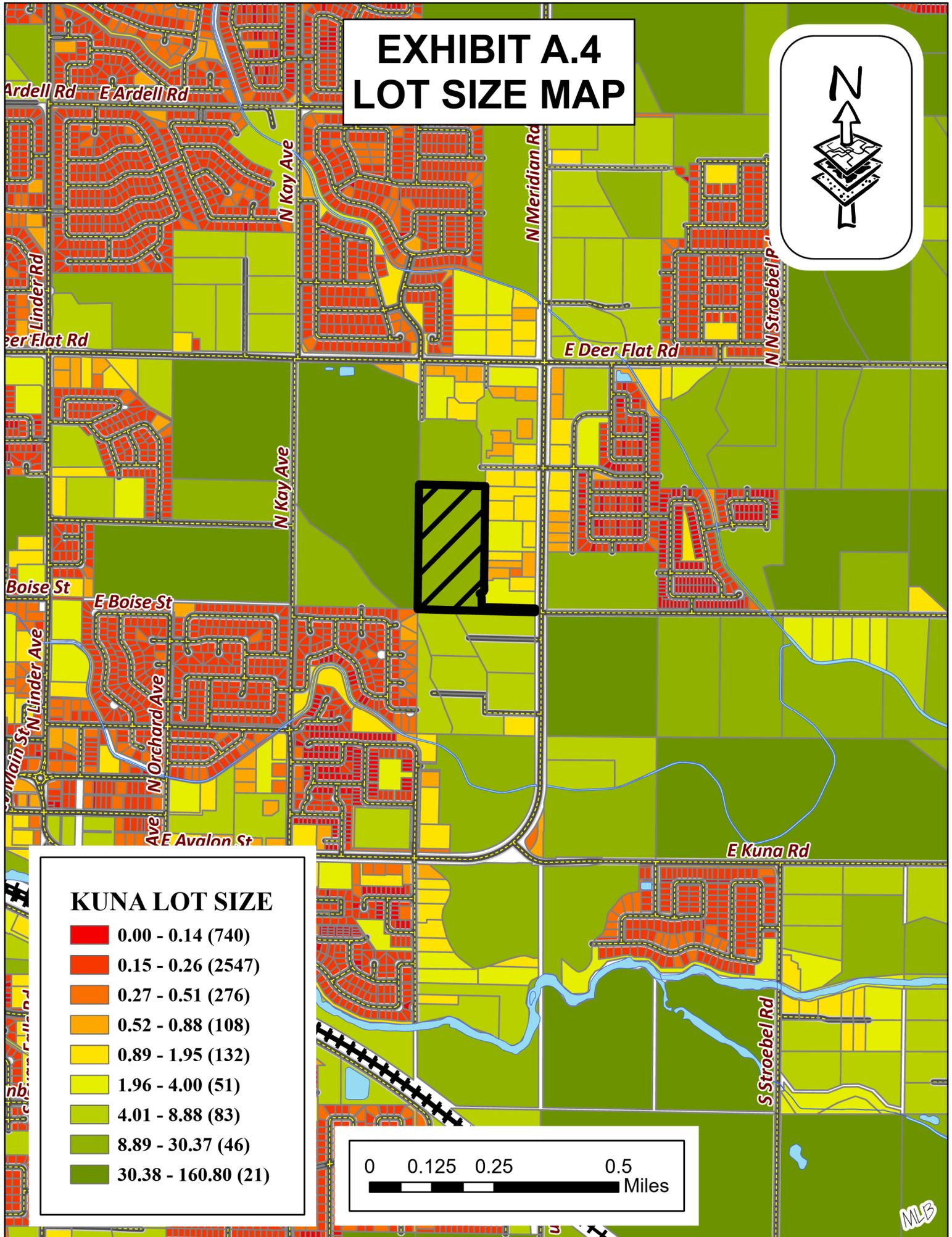
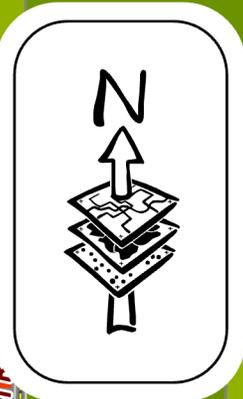
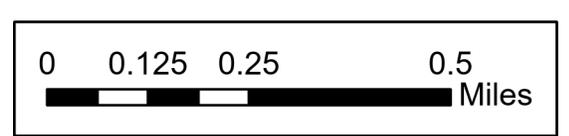


EXHIBIT A.4 LOT SIZE MAP



KUNA LOT SIZE	
	0.00 - 0.14 (740)
	0.15 - 0.26 (2547)
	0.27 - 0.51 (276)
	0.52 - 0.88 (108)
	0.89 - 1.95 (132)
	1.96 - 4.00 (51)
	4.01 - 8.88 (83)
	8.89 - 30.37 (46)
	30.38 - 160.80 (21)



MLB

EXHIBIT A.5 SOIL SLOPE MAP

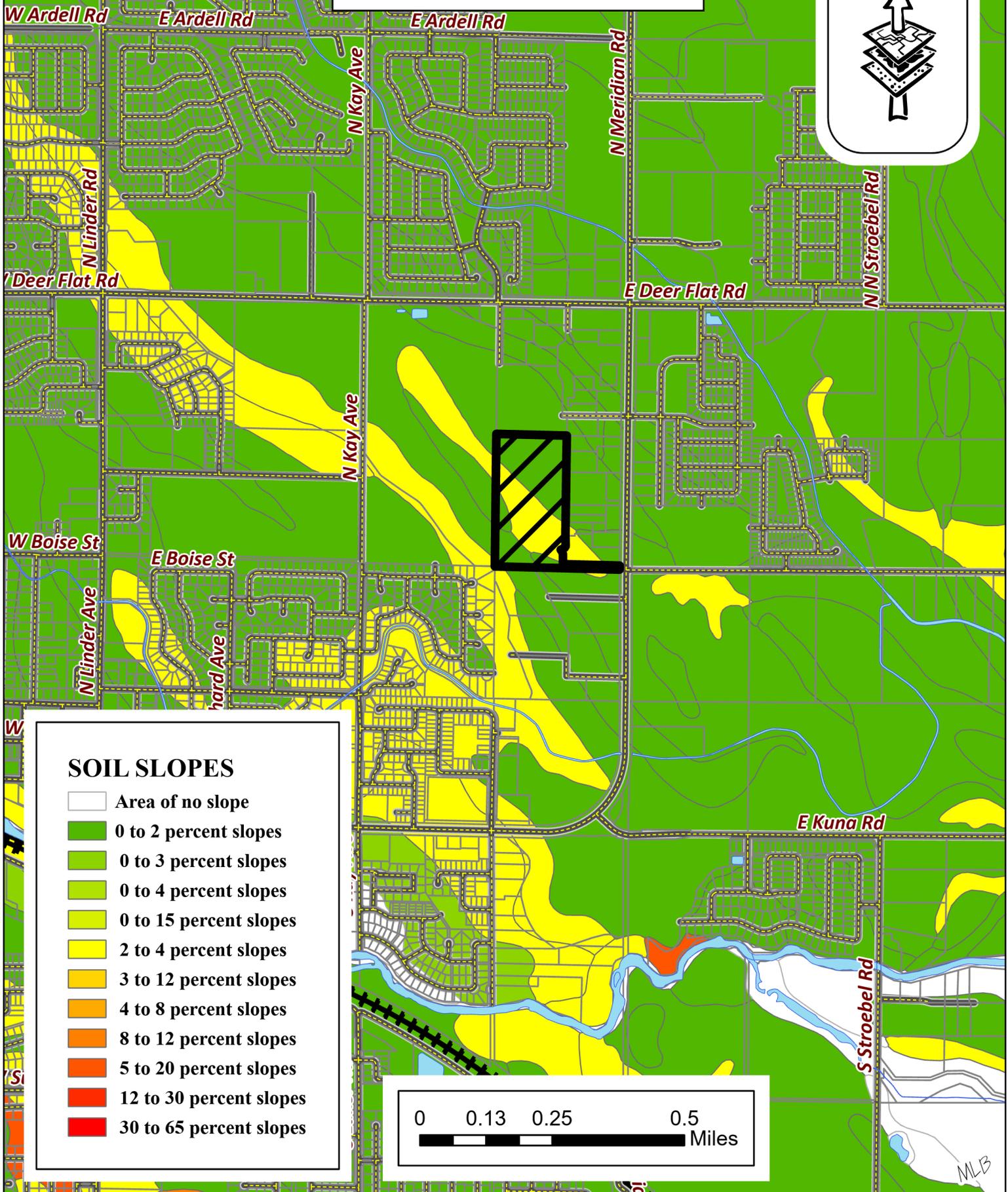
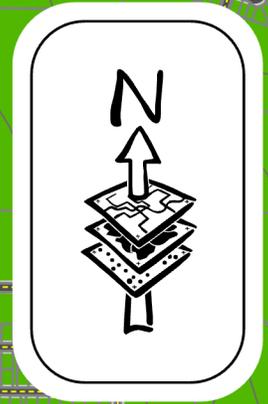
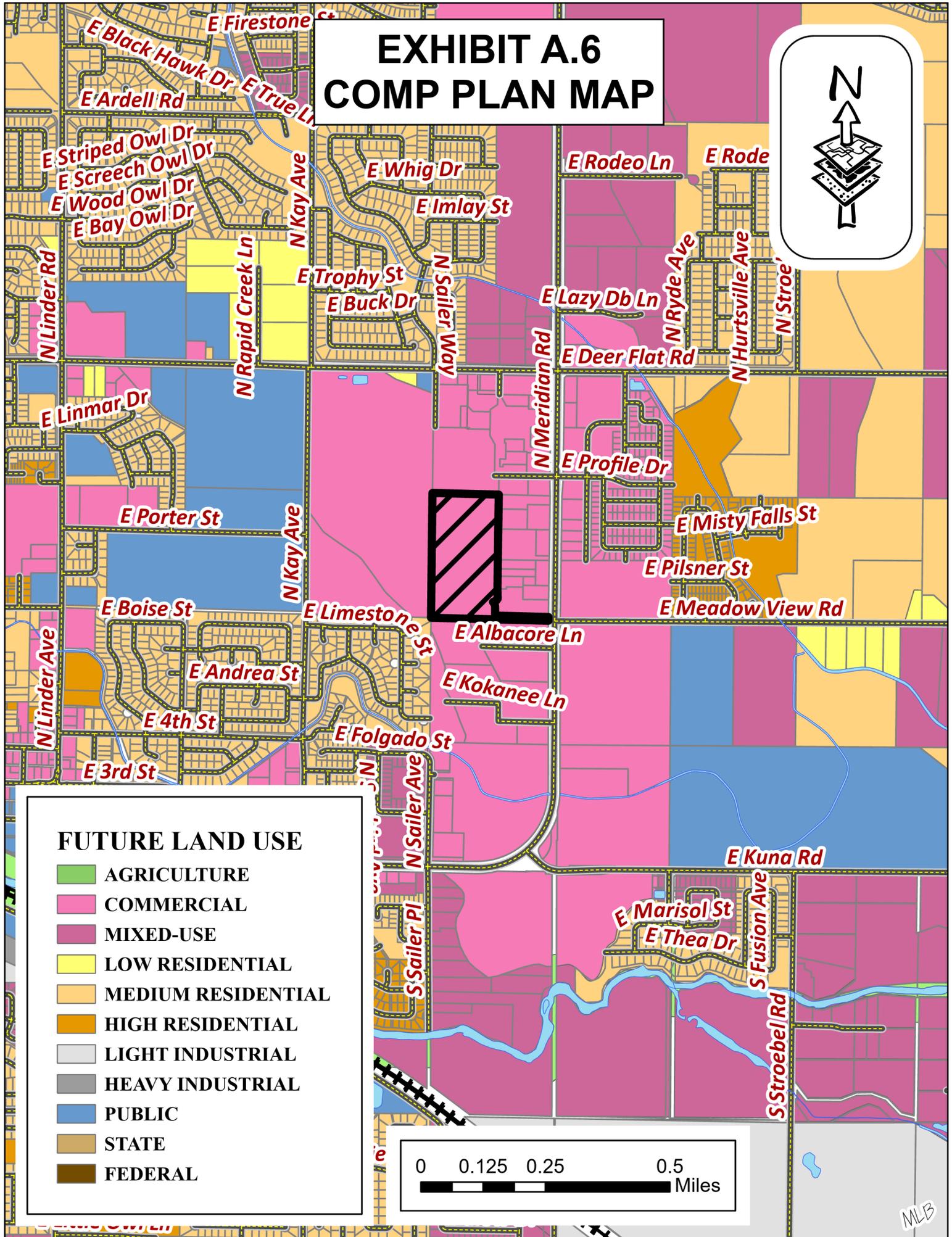
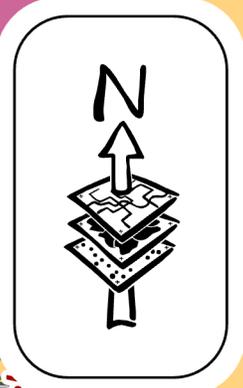


EXHIBIT A.6 COMP PLAN MAP

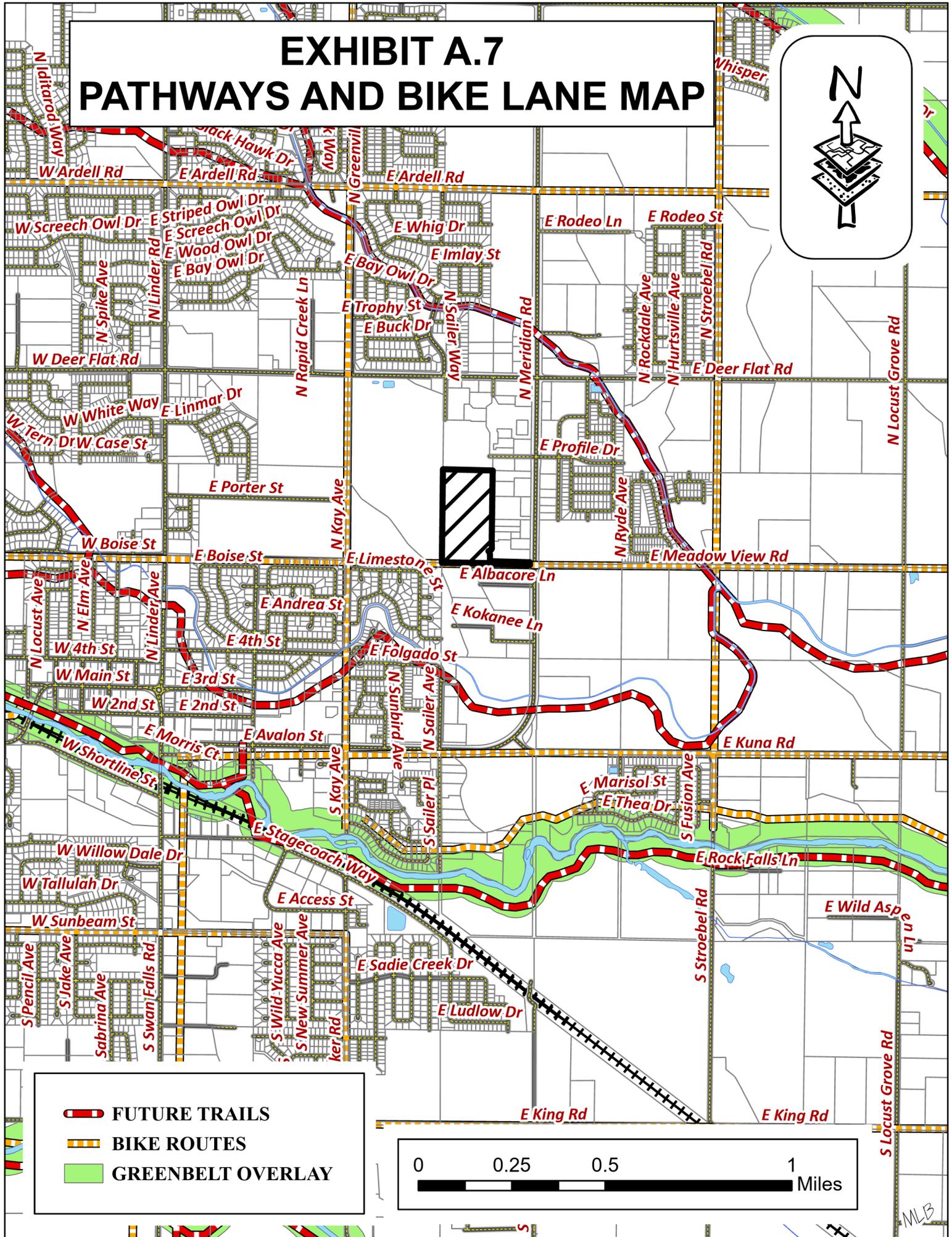
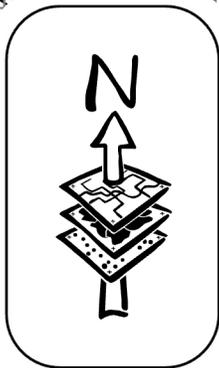


FUTURE LAND USE

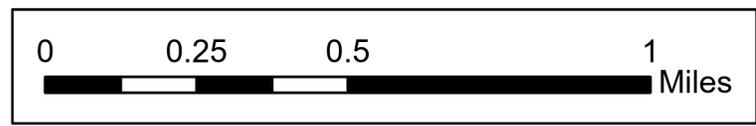
- AGRICULTURE
- COMMERCIAL
- MIXED-USE
- LOW RESIDENTIAL
- MEDIUM RESIDENTIAL
- HIGH RESIDENTIAL
- LIGHT INDUSTRIAL
- HEAVY INDUSTRIAL
- PUBLIC
- STATE
- FEDERAL



EXHIBIT A.7 PATHWAYS AND BIKE LANE MAP



-  FUTURE TRAILS
-  BIKE ROUTES
-  GREENBELT OVERLAY



MLB



LERIDA SUBDIVISION
KUNA, IDAHO



DEVELOPMENT FEATURES:

- 21.69 Acres
- 93 Dwelling lots
- 69 - Single Family
- 24 – Zero lot line Duplexes



DEVELOPMENT FEATURES:

- 14 Common Lots
- 2.18 Acres of Qualified Open Space
- Community Park, pool, and connected paths

COMMON AREAS



EXAMPLE HOMES



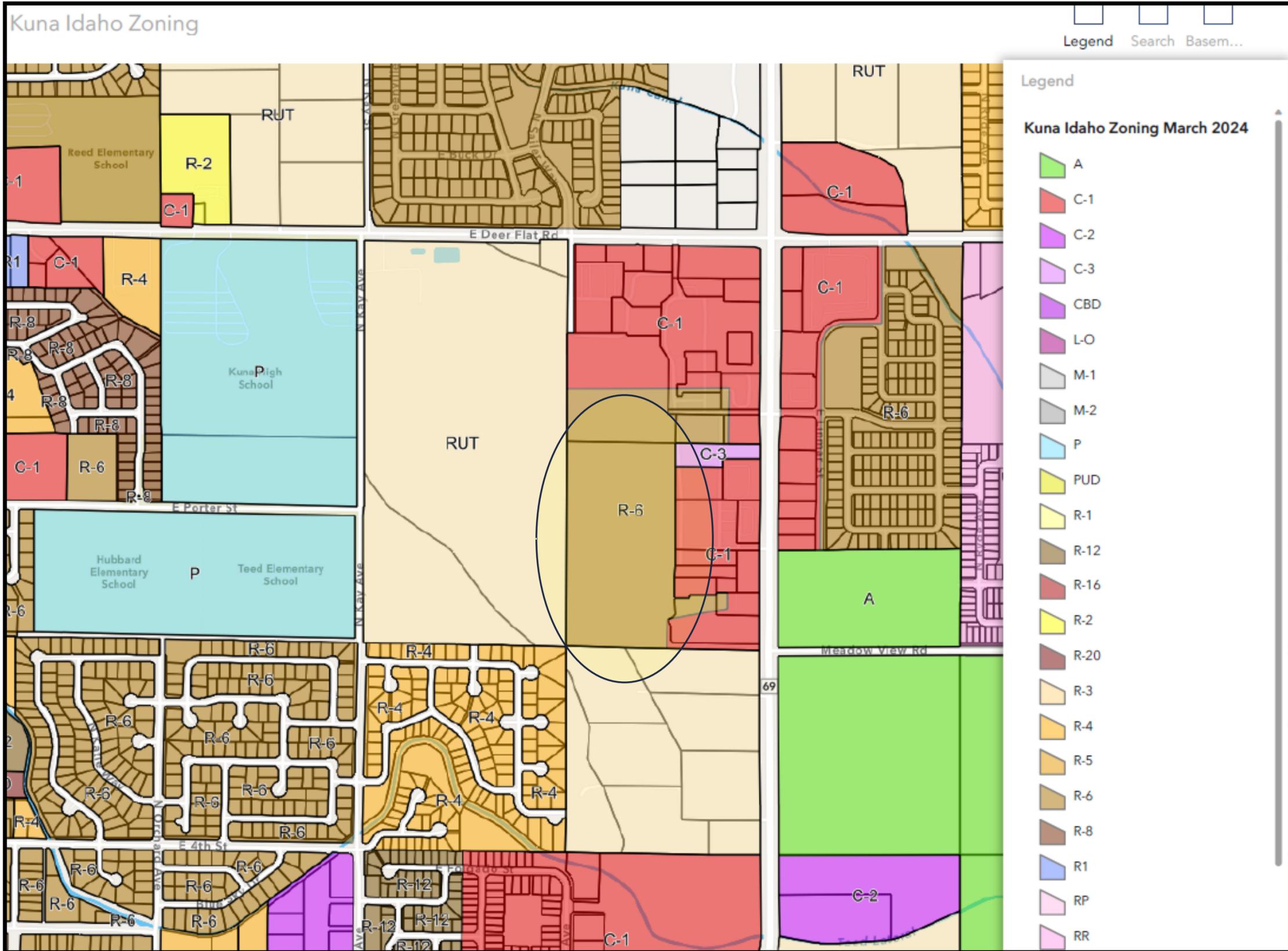
EXAMPLE HOMES



Neighborhood Transition

- 2-story townhome buildings will transition from the Merrill Towne Centre commercial buildings on the East to the interior single-family homes.





City of Kuna Future Land Use Plan Designation

- R-6 High-Density Residential

Lerida proposed density is 4.29 DU/Acre

SURROUNDING AREA DEVELOPEMENT



Kuna Apartments
- 192 Apartment units
- Commercial Pads

Merrell Towne Centre
• Ridley's Market
• Commercial Tire
• Tractor Supply

Ashton Estates
• 74 Single Family Homes
• four-plexes

Kuna High School

Freemont Middle School

Hubbard Elementary School

Lerida

Edington Commons
• 92 Attached and Detached Homes

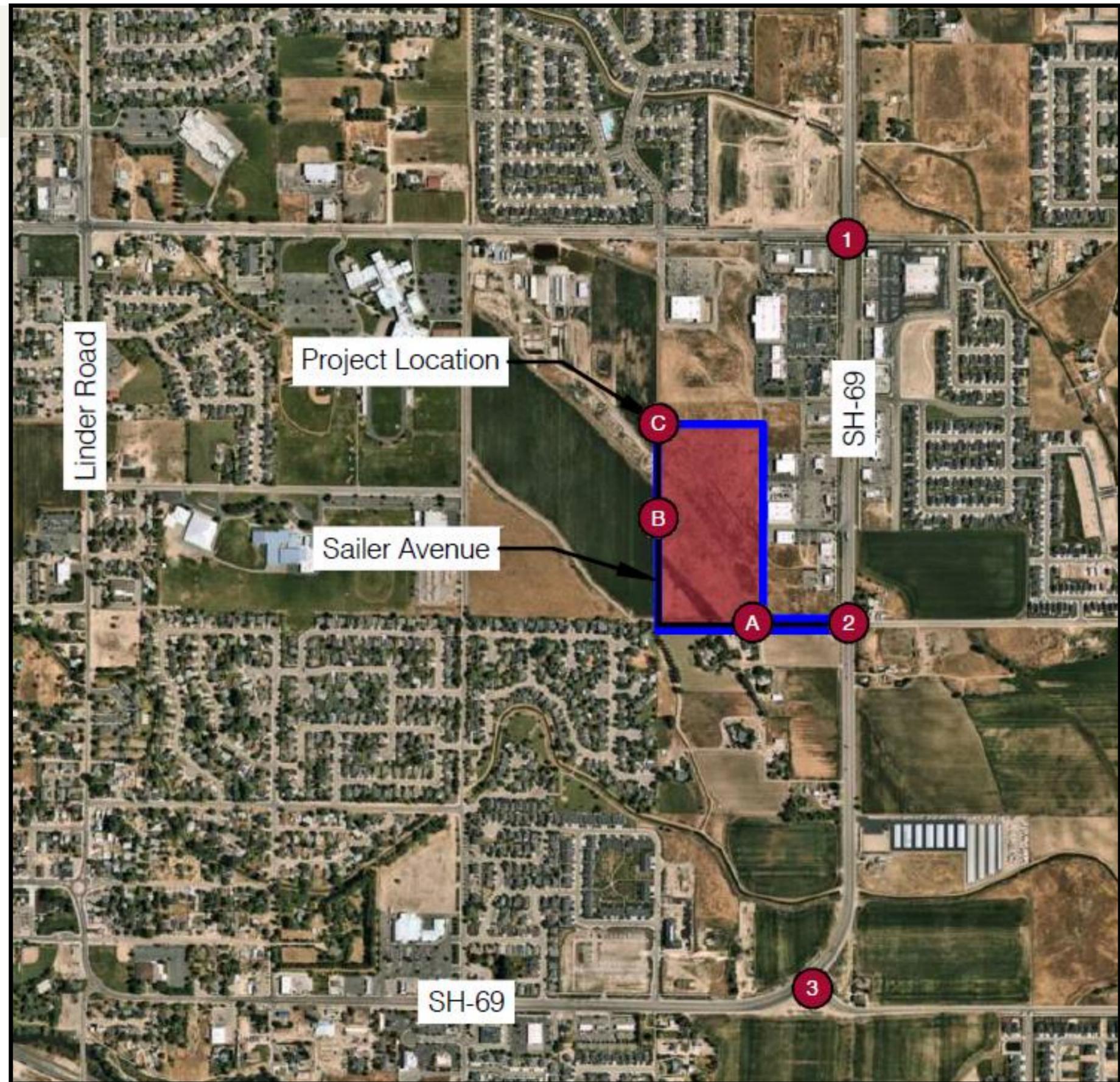
Rising Sun
• 91 Single Family Homes

Journey's End Subdivision
• 87 Single Family Homes
• 20 townhomes

North Indian Creek

TRAFFIC AND CONNECTIONS

Lerida complies with the comments and requirements identified by ITD and ACHD as supported by the Traffic Impact Study.





Development Features

- 21.69 Acres
- 93 Dwelling lots
- 69 - Single Family
- 24 - Zero lot line Duplexes

Development Features

- 14 Common Lots
- 2.18 Acres of Qualified Open Space
- Community Park, pool, and connected paths



LERIDA SUBDIVISION

KUNA, IDAHO

CASE NO. 25-33-DR

Idaho Fitness Factory, 25-33-DR

Planner: Marina Lundy, MLundy@kunaaid.gov, (986)269-8341

ALL APPLICATION MATERIALS: 25-33-DR **IDAHO FITNESS FACTORY**

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



**CITY OF KUNA:
P&Z COMMISSION
STAFF MEMO**

City of Kuna Council Staff Memo

Entitlements Requested:	Final Plat	Rezone	Annexation	Special Use	Planned Unit Development	Design Review	Time Extension
Title:	Idaho Fitness Factory		Application Number:		25-33-DR		
Date:	2/10/2026		Staff Contact:		Marina Lundy		
Owner(s)/Applicant:	Jeff Likes		Applicant Contact:		jeff@alcarchitecture.com		
Representative:	Same as above		Representative Contact:		Same as above		

Recommendation
Approval.

Purpose
Applicant requests Design Review approval for a new Idaho Fitness Factory neighborhood gym. The site is 1.45 acres and is located at 1495 and 1515 N School Ave. Parcel Nos. R3193490120 & R3193490100.

Statement of Fact	
Parcel Number(s):	R3193490120 & R3193490100
Future Land Use Map Designation:	Commercial
Existing Land Use:	Vacant lots
Current Zoning:	C-1
Proposed Zoning:	C-1
Development Area:	1.45 Acres
Adjacent Zoning Districts:	North: C-1 East: R-6 South: R-6 West: R-6
Adjacent Street(s) Existing & Proposed:	North: W Deer Flat Rd. East: N School Ave. South: None West: N Antimony Pl.
Internal Street(s) Existing & Proposed:	N/A
Adjacent Bike/Pedestrian Facilities:	None
Adjacent Parks:	None
Land Dedication Requirements:	N/A

Comprehensive Plan and Future Land Use Map Analysis

The Comprehensive Plan identifies the subject property as Commercial; the existing zone is a C-1 (neighborhood commercial district) City of Kuna Zone. The proposed zoning and land use for the subject site agrees with the Future Land Use Map (FLUM) of the City of Kuna.

Staff Analysis

The applicant is submitting a request to construct an 11,861 square foot Idaho Fitness Factory neighborhood gym ON Lot 5 & 6 Block 1 of Goldhawk Square Subdivision. The site will have 70 parking stalls, including 3 ADA-accessible.

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

Recommended Conditions of Approval

1. Developer/Owner/Applicant shall work with Ada County Highway District and the City of Kuna to complete all required traffic improvements to provide public access to the site as this project will have internal private streets, as detailed in the Ada County Highway District staff report.
2. Developer/Owner/Applicant shall measure all front building setbacks from back of sidewalk on all internal local roads.
3. Applicant shall ensure the proper easement widths on all lots in accordance with KCC 5-9-308.
4. It is the responsibility of the Developer to ensure any anticipated buildings fit any given buildable lot.
5. Fencing within and around the site shall comply with KCC 5-8-1005 (unless specifically approved otherwise and permitted).
6. All required landscaping shall be permanently maintained in a healthy condition. The property Owner shall remove and replace unhealthy or dead plant material within 3 days or as the planting season permits as required to meet the standards of these requirements. Maintenance and planting in public Rights-of-Way shall be with approval from ACHD.
7. Landscaping shall not be placed within ten (10) feet of any meter pits, pressurized irrigation valves and/or ACHD underground facilities and must honor all vision triangles.
8. All signage within/for the project shall comply with Kuna City Code and shall be approved through the applicable sign approval process listed in KCC 5-8-1704 through 1706.
10. Develop/Owner/Applicant is hereby notified this project is subject to Design Review inspections and fees. Required inspections (post construction), are to verify building and landscaping compliance prior to requesting signature on the final plat.
11. Installation of service facilities shall comply with the requirements of the public utility or irrigation district providing the services. All utilities shall be installed underground, see KCC 5-9-402-B-22.

12. Connection to City Services (Sewer and Water) is required. The Applicant shall conform to all corresponding City of Kuna Master Plans.

13. Developer/Owner/Applicant shall work with staff in order to provide final locations of streetlights as required by Kuna City Code. Streetlights for the site shall be LED lighting and must comply with Kuna City Code and established Dark Sky practices.

14. The Developer/Owner/Applicant, and any future assigns having an interest in the subject property, shall fully comply with all conditions of development as approved by the City Council, or seek amending them through Public Hearing processes.

15. Developer/Owner/Applicant/Contractors are hereby notified of Kuna's working hours. Construction of any kind shall only be conducted within hours specified in KCC 10-6-3. Noises and other public nuisances/distractions outside of this time frame are subject to lawful penalties

16. Developer/Owner/Applicant is hereby notified of Kuna's weed control policies and requirements KCC 8-1-3. Weeds, grasses, vines or other growth which endanger property or are over 12 inches in height shall be continuously cut down, weeded out, sprayed, burned, removed or destroyed throughout all seasons.



December 9, 2025

**City of Kuna
Planning Division
Attn: Planner**

Re: Design Review- Narrative

To whom it may concern:

We are proposing a new 24 hour gym building at 1495, 1515 N School Ave, near the corner of Deer Flat and School Ave. This site totals 1.456 acres, The existing site is zoned C-1 and we proposing to maintain the current zoning.

The building will be a 11,817 sf building. Consisting of wood framing, stucco, stone and metal accents and a corner detail consisting of wood look metal siding. The north and east elevations will have larger windows while the west elevation will have smaller windows that will mainly be used for natural lighting. The main parking field is also located on the east and north side of the site.

The facility will be open 24 hours a day 7 days a week. The facility will be staffed Monday thru Friday, 11:00 am to 7:00 pm and Saturdays from 10:00 am to 2:00 pm. Access during non staffed hours is provided by card access.

City of Kuna compliant landscaping is provided around the perimeter property lines and in the parking lot at the end of the drive aisles. Access to the site is provided from two locations from the north and east sides from existing access points, providing cross access and future cross access with the property to the east.

Should you have any questions or concerns regarding this project, and the provided documents please feel free to contact me at your earliest convenience. We thank you for your time and consideration for this project and look forward to your approval.

Thank you,

A handwritten signature in black ink that reads 'Jeff Likes'.

Jeff Likes
ALC Architecture
jeff@alcarchitecture.com
208.514.2713

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 (2,000 - 4,000 s)
 - <all other values>
 - Interstate
 - Ramp
 - Principal Arterial
 - Collector
 - Minor Arterial
 - Local
- Parks
- Water
- Address
- Condos
- Parcels

raster.DBO.AdaOrthos:

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

SITE DATA

ADDRESSES:
1495 N SCHOOL AVE
1515 N SCHOOL AVE

ASSESSORS PARCEL NUMBERS:
R3193490120
R3193490100

LOT SIZES:
0.744 ACRES
0.712 ACRES
1.456 ACRES

ZONING: C-1

BUILDING SIZE: FIRST FLOOR: 11,600 S.F.
TOTAL: 11,600 S.F.

CONSTRUCTION TYPE: V-B

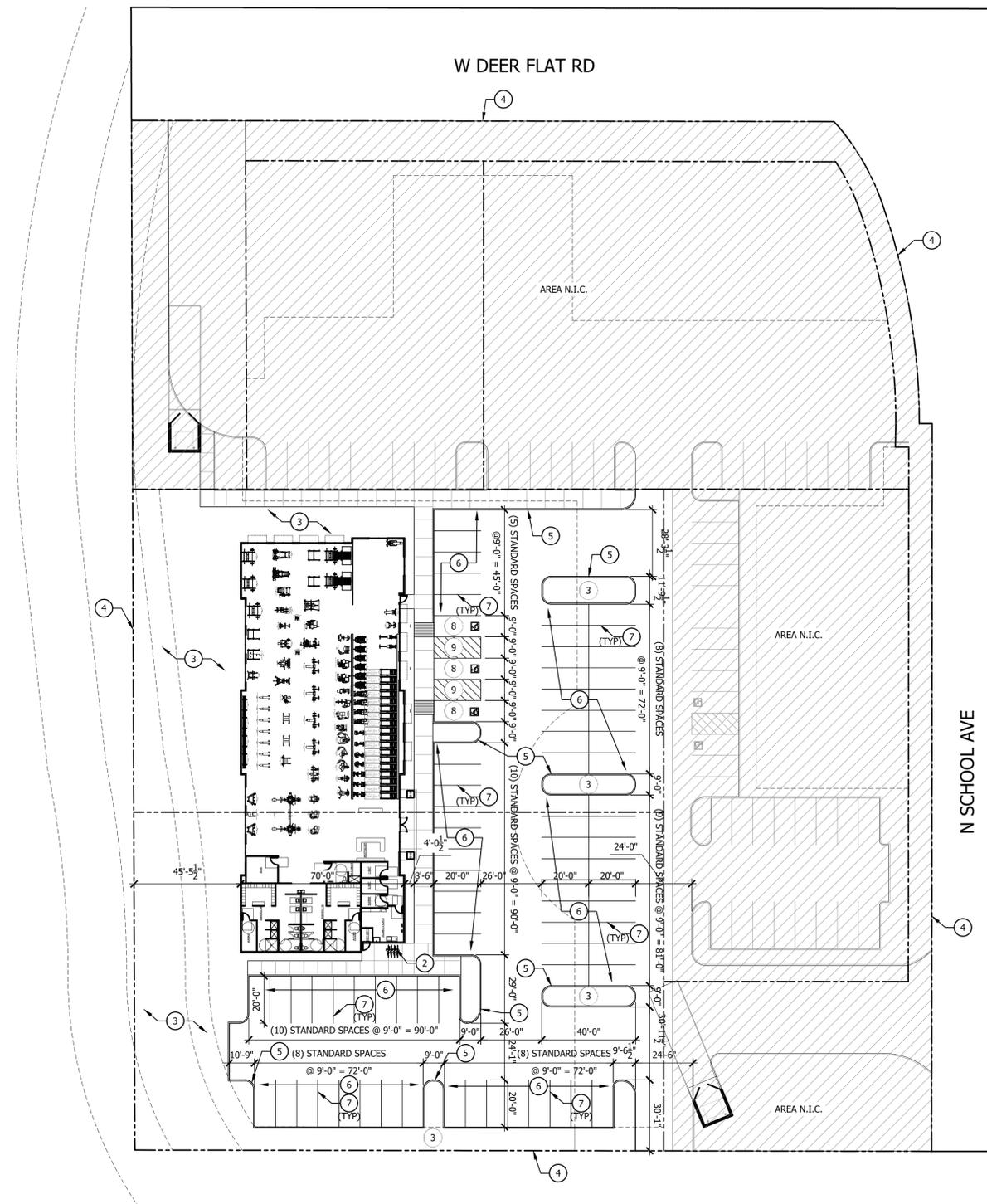
FIRE SPRINKLERS: YES

TOTAL ONSITE PARKING PROVIDED:
STANDARD PARKING: 67 SPACES
HANDICAP: 3 SPACES
TOTAL PARKING: 70 SPACES

BICYCLE PARKING: 4 SPACE RACK

KEYNOTES

- 1 PROPOSED TRASH ENCLOSURE, SEE 1/SD1.2.
- 2 BIKE RACKS, SEE 9/SD1.2
- 3 LANDSCAPE, SEE LANDSCAPE PLAN
- 4 PROPERTY LINE.
- 5 PROPOSED NEW CURB AND GUTTER.
- 6 STANDARD PARKING SPACES (9'-0" X 20'-0")
- 7 4" WIDE PARKING STRIPING
- 8 ADA PARKING SPACE W/ PAINTED SYMBOL AND PARKING SIGN. SEE 6&7/SD1.2
- 9 ADA ACCESS STRIPING



OVERALL SITE PLAN
SCALE: 1"=30'-0"



LANDSCAPE NOTES:

- CONTRACTOR SHALL REPORT TO DESIGN PROFESSIONAL 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 DESIGN PROFESSIONAL'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 DESIGN PROFESSIONAL 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 LARGE (2" MINUS) CRUSHED BASALT ROCK 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 ONLY DEAD OR NOT IN A HEALTHY CONDITION 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 GRADING PLAN.
- AMEND EXISTING APPROVED TOPSOIL AT A RATIO OF THREE CUBIC YARDS OF APPROVED COMPOST PER 1000 SQUARE FEET. ROTO-TILL ORGANIC MATTER A MINIMUM OF 6 INCHES INTO TOPSOIL.
- FERTILIZE ALL TREES AND SHRUBS WITH AGROSPRINT PLANTING TABLETS. QUANTITY PER MANUFACTURER'S RECOMMENDATIONS.
- ALL PLANTING BEDS SHALL HAVE A MINIMUM 18" DEPTH OF TOPSOIL. LAWN AREAS SHALL HAVE A MINIMUM 12" DEPTH OF TOPSOIL. SPREAD, COMPACT, AND FINE GRADE TOPSOIL TO A SMOOTH AND UNIFORM GRADE 3" BELOW ADJACENT SURFACES OF PLANTER BED AREAS, 1/2" BELOW ADJACENT SURFACES OF TURF SOG AREAS, AND BELOW ADJACENT SURFACES OF TURF SEED AREAS.
- REUSE EXISTING TOPSOIL STOCKPILED ON THE SITE. SUPPLEMENT WITH IMPORTED TOPSOIL WHEN QUANTITIES ARE INSUFFICIENT. VERIFY QUALITY AND CONDITION OF TOPSOIL AS A GUIDE TO DETERMINE FERTILITY AND TEST. ANALYSIS AND PROVIDE ADDITIONAL AMENDMENT AS DETERMINED BY SOIL TESTS. TOPSOIL SHALL BE A LOOSE, FRAGILE, SANDY LOAM, CLEAN AND FREE OF TOXIC MATERIALS, NOXIOUS WEEDS, WEED SEEDS, ROCKS, GRASS OR OTHER FOREIGN MATERIAL, AND A HAVE A PH OF 5.5 TO 7.0. IF ON-SITE TOPSOIL DOES NOT MEET THESE MINIMUM STANDARDS, CONTRACTOR IS RESPONSIBLE TO EITHER:
 - PROVIDE APPROVED IMPORTED TOPSOIL OR
 - IMPROVE ON-SITE TOPSOIL WITH METHODS APPROVED BY THE DESIGN PROFESSIONAL.
- IF IMPORTED TOPSOIL FROM OFF-SITE SOURCES IS REQUIRED, ENSURE IT IS FERTILE, FRAGILE, NATURAL LOAM SURFACE SOIL, REASONABLY FREE OF SUBSOIL, CLAY LUMPS, BRUSH, WEEDS AND OTHER LITTER, AND FREE OF ROOTS, STUMPS, STONES LARGER THAN 2 INCHES IN ANY DIMENSION, AND OTHER EXTRANEOUS OR TOXIC MATTER HARMFUL TO PLANT GROWTH.
 - OBTAIN TOPSOIL FROM LOCAL SOURCES OR FROM AREAS HAVING SIMILAR SOIL CHARACTERISTICS TO THOSE FOUND ON THE PROJECT SITE. OBTAIN TOPSOIL ONLY FROM NATURALLY, WELL-DRAINED SITES WHERE TOPSOIL OCCURS AT A DEPTH OF NOT LESS THAN 4 INCHES.
 - REPRESENTATIVE SAMPLES SHALL BE TESTED FOR ACIDITY, FERTILITY, TOXICITY, 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 TOPSOIL SHALL BE ANALYZED TO ACHIEVE PH AND ORGANIC REQUIREMENTS. RE-TEST TOPSOIL PRIOR TO FINAL COMPLETION TO ENSURE REQUIREMENTS HAVE BEEN MET. NO TOPSOIL SHALL BE PLACED WHILE IN A FROZEN OR MUDDY CONDITION.
- IMMEDIATELY CLEAN UP ANY TOPSOIL 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 A.C.H.D. STORM DRAIN PIPE, STRUCTURES, OR FACILITIES. TREES SHALL NOT BE PLANTED WITHIN 5'-0" OF AN A.C.F.D. SIDEWALK.
- ANY PERENNIAL TREES OR PLANTS THAT WILL EXTEND ROOTS DEEPER THAN 18" SHALL BE PROHIBITED OVER A.C.H.D. UNDERGROUND SEEPAGE BEDS, INFILTRATION FACILITIES OR RRING SYSTEMS.
- SEEPAGE BEDS AND OTHER 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 DESIGN PROFESSIONAL IMMEDIATELY.

TOPSOIL NOTES

- TOPSOIL REQUIREMENTS: ASTM D 5268, PH RANGE OF 5.5 TO 7.0, FOUR PERCENT ORGANIC MATERIAL, MINIMUM FREE OF STONES 1/2 INCH OR LARGER IN ANY DIMENSION, AND OTHER EXTRANEOUS MATERIALS HARMFUL TO PLANT GROWTH.
- TOPSOIL SOURCE: STRIP EXISTING TOPSOIL FROM ALL AREAS OF THE SITE TO BE DISTURBED. TOPSOIL SHALL BE FERTILE, FRAGILE, NATURAL LOAM SURFACE SOIL, REASONABLY FREE OF SUBSOIL, CLAY LUMPS, BRUSH, WEEDS AND OTHER LITTER, AND FREE OF ROOTS, STUMPS, ORGANIC MATTER LARGER THAN 2 INCHES IN ANY DIMENSION, AND OTHER EXTRANEOUS OR TOXIC MATTER HARMFUL TO PLANT GROWTH. TOPSOIL 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 TOPSOIL SHALL BE ANALYZED TO ACHIEVE PH AND ORGANIC REQUIREMENTS. RE-TEST TOPSOIL PRIOR TO FINAL COMPLETION TO ENSURE REQUIREMENTS HAVE BEEN MET. NO TOPSOIL SHALL BE PLACED WHILE IN A FROZEN OR MUDDY CONDITION.
- PLACE TOPSOIL IN AREAS WHERE REQUIRED TO OBTAIN THICKNESS AS SCHEDULED. PLACE TOPSOIL DURING DRY WEATHER. PROVIDE ADDITIONAL IMPORTED TOPSOIL REQUIRED TO BRING SURFACE TO PROPOSED FINISH GRADE, AS REQUIRED.
- COMPACTED TOPSOIL THICKNESS AT THE FOLLOWING AREAS:
 - LAWN AREAS: 12 INCHES MINIMUM OR AS NECESSARY TO ACHIEVE EVEN GRADES WITH SURROUNDING LAWN AREAS.
 - PLANTER BEDS: 18 INCHES MINIMUM.
- FINE GRADE TOPSOIL TO SMOOTH, EVEN SURFACE WITH LOOSE, UNIFORM FINE TEXTURE. REMOVE RIDGES AND FILL DEPRESSIONS, AS REQUIRED TO MEET FINISH GRADES. FINISH GRADE OF TOPSOIL SHALL BE 2" BELOW FINISH GRADE OF PAVEMENTS AREAS FOR SOG AND 1/2" BELOW FINISH GRADE OF TURF AREAS.
- TOPSOIL STOCKPILE LOCATIONS TO BE COVERED COORDINATE WITH EROSION AND SEDIMENT CONTROL PLAN.
- ALL GRAVEL, SUBBASE, AND OTHER IMPORTED FILL MATERIALS OTHER THAN TOPSOIL 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 DESIGN PROFESSIONAL AND OWNER FOR APPROVAL PRIOR TO ANY EARTHWORK OPERATIONS.

TURF AREA PREPARATION NOTES:

- LIMIT TURF SUBGRADE PREPARATION TO AREAS TO BE PLANTED.
- NEWLY GRADED SUBGRADES: LOOSEN SUBGRADE TO A MINIMUM DEPTH OF 4 INCHES. REMOVE STONES LARGER THAN 1 INCH IN ANY DIMENSION AND STICKS, ROOTS, RUBBISH, AND OTHER EXTRANEOUS MATTER AND LEGALLY DISPOSE OF THEM OFF OWNERS PROPERTY.
- SPREAD PLANTING SOIL OVER LOOSENED SUBGRADE.
- REDUCE ELEVATION OF PLANTING SOIL TO ALLOW FOR SOIL THICKNESS OF SOG.
- UNCHANGED SUBGRADES: IF TURF IS TO BE PLANTED IN AREAS UNALTERED OR UNDISTURBED BY EXCAVATING, GRADING, OR SURFACE-SOIL STRIPPING OPERATIONS, PREPARE SURFACE SOIL AS FOLLOWS:
 - REMOVE EXISTING GRASS, VEGETATION, AND TURF. DO NOT MIX INTO SURFACE SOIL.
 - LOOSEN SURFACE SOIL TO A DEPTH OF AT LEAST 6 INCHES. APPLY SOIL AMENDMENTS AND FERTILIZERS ACCORDING TO PLANTING SOIL MIX PROPORTIONS AND MIX THOROUGHLY INTO TOP 6 INCHES OF SOIL. TILL SOIL TO A HOMOGENEOUS MIXTURE OF FINE TEXTURE.
- APPLY SOIL AMENDMENTS DIRECTLY TO SURFACE SOIL BEFORE LOOSENSING.
 - REMOVE STONES LARGER THAN 1 INCH IN ANY DIMENSION AND STICKS, ROOTS, TRASH, AND OTHER EXTRANEOUS MATTER.
 - LEGALLY DISPOSE OF WASTE MATERIAL, INCLUDING GRASS, VEGETATION, AND TURF, OFF OWNERS PROPERTY.
- FINISH GRADING: GRADE PLANTING AREAS TO A SMOOTH, UNIFORM SURFACE PLANE WITH LOOSE, UNIFORM FINE TEXTURE. GRADE TO WITHIN PLUS OR MINUS 1/2 INCH OF FINISH ELEVATION. ROLL AND RAKE, REMOVE RIDGES, AND FILL DEPRESSIONS TO MEET FINISH GRADES. LIMIT FINISH GRADING TO AREAS THAT CAN BE PLANTED IN THE IMMEDIATE FUTURE.
- MOISTEN PREPARED AREA BEFORE PLANTING IF SOIL IS DRY. WATER THOROUGHLY AND ALLOW SURFACE TO DRY BEFORE PLANTING. DO NOT CREATE MUDDY SOIL.
- BEFORE PLANTING, OBTAIN DESIGN PROFESSIONAL'S ACCEPTANCE OF FINISH GRADING. RESTORE PLANTING AREAS IF ERODED OR OTHERWISE DISTURBED AFTER FINISH GRADING.

WEED ABATEMENT NOTES:

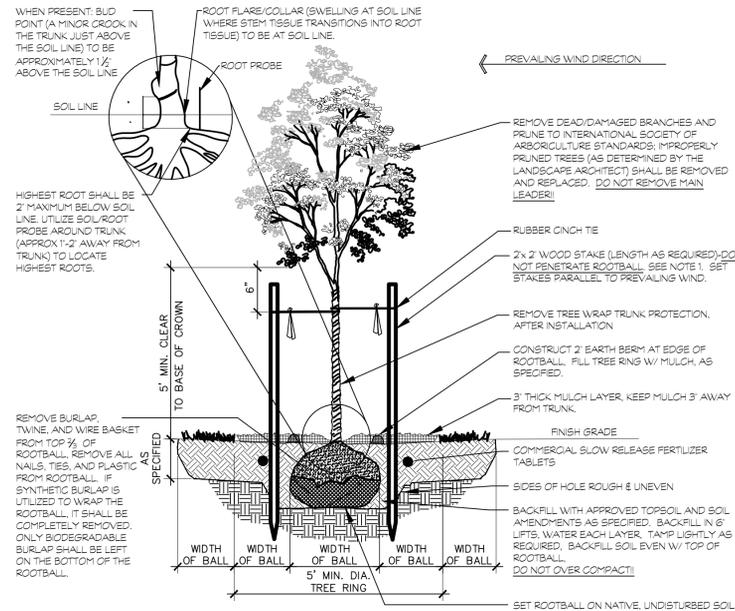
- ALL AREAS TO BE PLANTED OR HYDROSEEDED SHALL HAVE WEED ABATEMENT OPERATIONS PERFORMED ON THEM PRIOR TO PLANTING OR HYDROSEEDING.
- CONTRACTOR SHALL SPRAY ALL EXPOSED WEEDS WITH "ROUND-UP" (CONTACT HERBICIDE) OR APPROVED EQUAL. DO NOT WATER FOR AT LEAST SEVEN (7) DAYS. REMOVE EXPOSED WEEDS FROM THE SITE.
- CONTRACTOR SHALL OPERATE THE AUTOMATIC IRRIGATION SYSTEM FOR A PERIOD OF FOURTEEN (14) DAYS, AT CONCLUSION OF THIS WATERING PERIOD, DISCONTINUE WATERING FOR THREE TO FIVE (3-5) DAYS.
- APPLY SECOND APPLICATION OF ROUND-UP TO ALL EXPOSED WEEDS. APPLY IN STRICT CONFORMANCE WITH MANUFACTURER'S SPECIFICATIONS AND INSTRUCTIONS. DO NOT WATER FOR AT LEAST SEVEN (7) DAYS. REMOVE WEEDS FROM THE SITE.
- IF ANY EVIDENCE OF WEED GERMINATION EXISTS AFTER TWO (2) APPLICATIONS, CONTRACTOR SHALL BE DIRECTED TO PERFORM A THIRD APPLICATION.
- AT THE TIME OF PLANTING AND HYDROSEEDING, ALL PLANTING AREAS SHALL BE WEED FREE.

LANDSCAPE AREA PREPARATION NOTES:

- LIMIT TURF SUBGRADE PREPARATION TO AREAS TO BE PLANTED.
- NEWLY GRADED SUBGRADES: LOOSEN SUBGRADE TO A MINIMUM DEPTH OF 4 INCHES. REMOVE STONES LARGER THAN 1 INCH IN ANY DIMENSION AND STICKS, ROOTS, RUBBISH, AND OTHER EXTRANEOUS MATTER AND LEGALLY DISPOSE OF THEM OFF OWNERS PROPERTY.
 - SPREAD PLANTING SOIL TO A DEPTH OF 12 INCHES IN TURF AREAS AND 18 INCHES AT SHRUB BED AREAS BUT NOT LESS THAN REQUIRED TO MEET FINISH GRADES AFTER LIGHT ROLLING AND NATURAL SETTLEMENT. DO NOT SPREAD IF PLANTING SOIL OR SUBGRADE IS FROZEN, MUDDY, OR EXCESSIVELY WET.
 - SPREAD PLANTING SOIL OVER LOOSENED SUBGRADE.
 - REDUCE ELEVATION OF PLANTING SOIL TO ALLOW FOR SOIL THICKNESS OF SOG OR SEED.
- UNCHANGED SUBGRADES: IF TURF IS TO BE PLANTED IN AREAS UNALTERED OR UNDISTURBED BY EXCAVATING, GRADING, OR SURFACE-SOIL STRIPPING OPERATIONS, PREPARE SURFACE SOIL AS FOLLOWS:
 - REMOVE EXISTING GRASS, VEGETATION, AND TURF. DO NOT MIX INTO SURFACE SOIL.
 - LOOSEN SURFACE SOIL TO A DEPTH OF AT LEAST 6 INCHES. PROVIDE WEED ABATEMENT PROCEDURE. APPLY SOIL AMENDMENTS AND FERTILIZERS ACCORDING TO PLANTING SOIL MIX PROPORTIONS AND MIX THOROUGHLY INTO TOP 6 INCHES OF SOIL. TILL SOIL TO A HOMOGENEOUS MIXTURE OF FINE TEXTURE.
 - APPLY SOIL AMENDMENTS DIRECTLY TO SURFACE SOIL BEFORE LOOSENSING.
 - REMOVE STONES LARGER THAN 1 INCH IN ANY DIMENSION AND STICKS, ROOTS, TRASH, AND OTHER EXTRANEOUS MATTER.
 - LEGALLY DISPOSE OF WASTE MATERIAL, INCLUDING GRASS, VEGETATION, AND TURF, OFF OWNERS PROPERTY.
- FINISH GRADING: GRADE PLANTING AREAS TO A SMOOTH, UNIFORM SURFACE PLANE WITH LOOSE, UNIFORM FINE TEXTURE. GRADE TO WITHIN PLUS OR MINUS 1/2 INCH OF FINISH ELEVATION. ROLL AND RAKE, REMOVE RIDGES, AND FILL DEPRESSIONS TO MEET FINISH GRADES. LIMIT FINISH GRADING TO AREAS THAT CAN BE PLANTED IN THE IMMEDIATE FUTURE.
- MOISTEN PREPARED AREA BEFORE PLANTING IF SOIL IS DRY. WATER THOROUGHLY AND ALLOW SURFACE TO DRY BEFORE PLANTING. DO NOT CREATE MUDDY SOIL.
- BEFORE PLANTING, OBTAIN DESIGN PROFESSIONAL'S ACCEPTANCE OF FINISH GRADING. RESTORE PLANTING AREAS IF ERODED OR OTHERWISE DISTURBED AFTER FINISH GRADING. DO NOT SOU IMMEDIATELY FOLLOWING RAIN, OR WHEN GROUND IS TOO DRY. TEMPERATURE SHALL BE BETWEEN 55 F AND 95 F FOR A 24-HOUR PERIOD. WIND SHALL BE LESS THAN 5 MPH.

IRRIGATION NOTES:

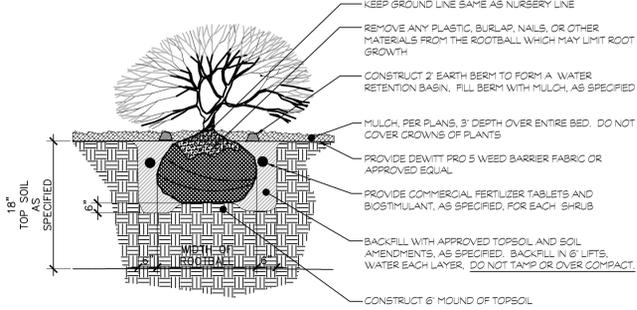
- ALL LANDSCAPED AREAS SHALL HAVE AN AUTOMATIC UNDERGROUND SPRINKLER SYSTEM WHICH INSURES COMPLETE COVERAGE AND PROPERLY ZONED FOR REQUIRED WATER USES. EACH HYDROZONE IS TO BE IRRIGATED WITH SEPARATE INDIVIDUAL STATIONS.
- PLANTER BEDS AND LAWN AREAS ARE TO HAVE SEPARATE HYDROZONES.
- POP-UP SPRINKLER 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 SHRUBS HAVING SEPARATE HYDROZONES.
- 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.
 - POWER FAILURE BACKUP FOR ALL PROGRAMMED INDIVIDUAL VALVED WATERING STATIONS.
- POWER FAILURE BACKUP FOR ALL PROGRAMMED INDIVIDUAL VALVED WATERING STATIONS WILL BE DESIGNED AND INSTALLED TO PROVIDE WATER TO RESPECTIVE HYDROZONES.
- 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 SPACINGS.
- 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 DESIGN PROFESSIONAL.



- THE STAKING OF TREES IS TO BE THE CONTRACTOR'S OPTION; HOWEVER, THE CONTRACTOR IS RESPONSIBLE TO INSURE THAT ALL TREES ARE PLANTED STRAIGHT AND THAT THEY REMAIN STRAIGHT FOR LENGTH OF WARRANTY PERIOD OR 1 YEAR AFTER SUBSTANTIAL COMPLETION WHOEVER IS GREATER. ALL STAKES 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 TREE PLANTING DOUBLE STAKE

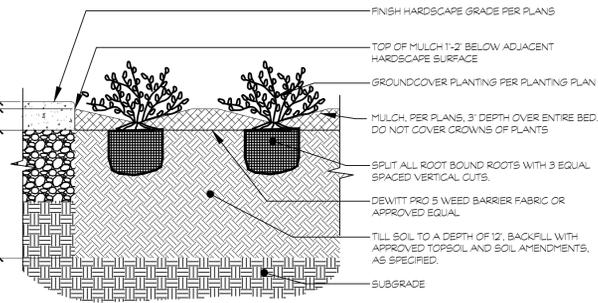
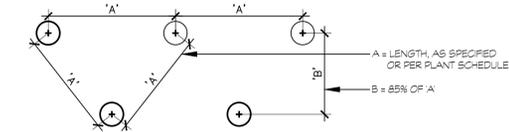
N.T.S.



- WATER SHRUB TWICE WITHIN FIRST 24 HOURS.
- APPLY SPECIFIED PRE-EMERGENT PER MANUFACTURER'S RECOMMENDATIONS TO ALL GROUND COVER BEDS.

2 SHRUB PLANTING

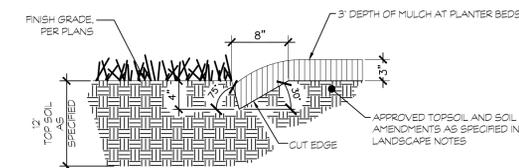
N.T.S.



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

3 PERENNIAL, GROUND COVER, AND ORNAMENTAL GRASS PLANTING

N.T.S.



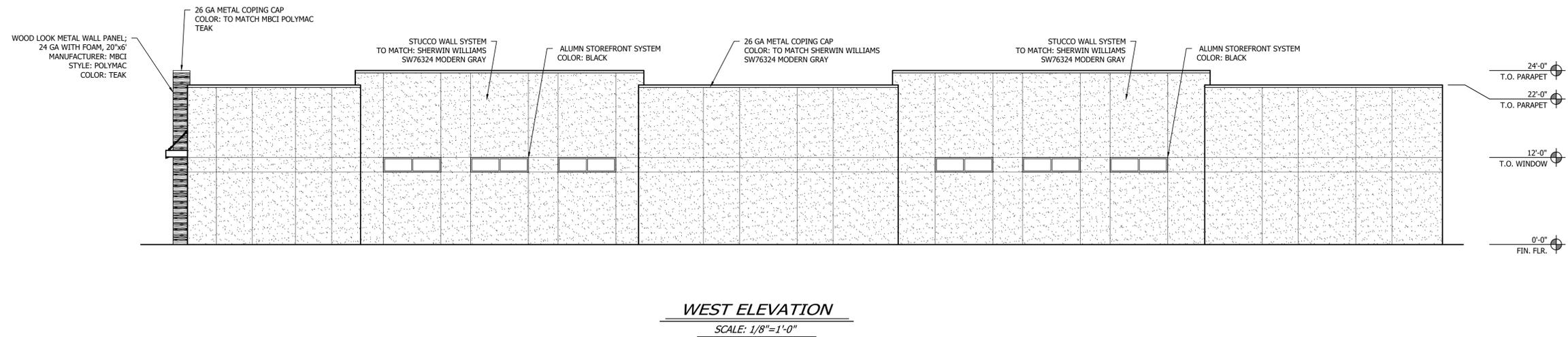
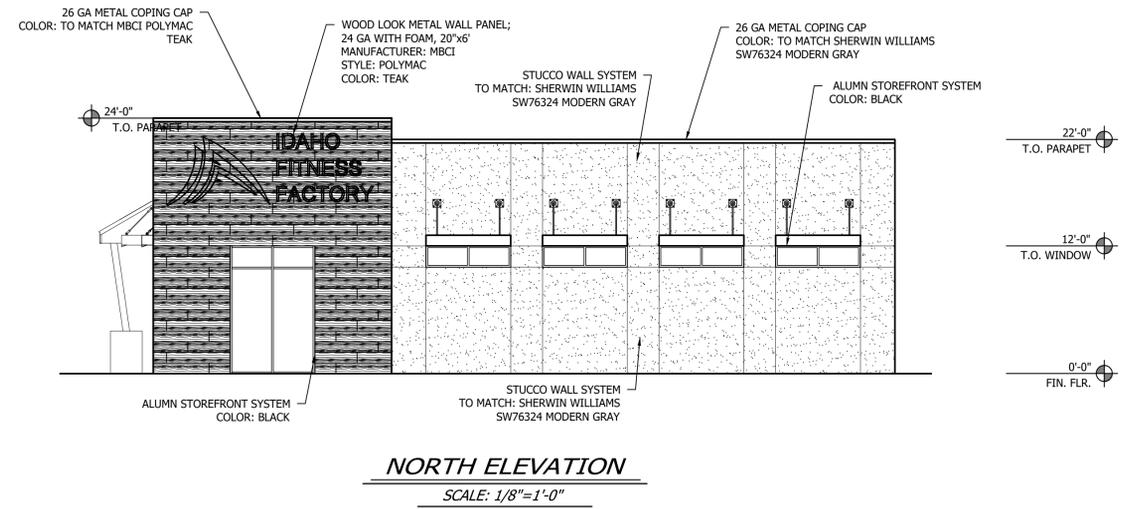
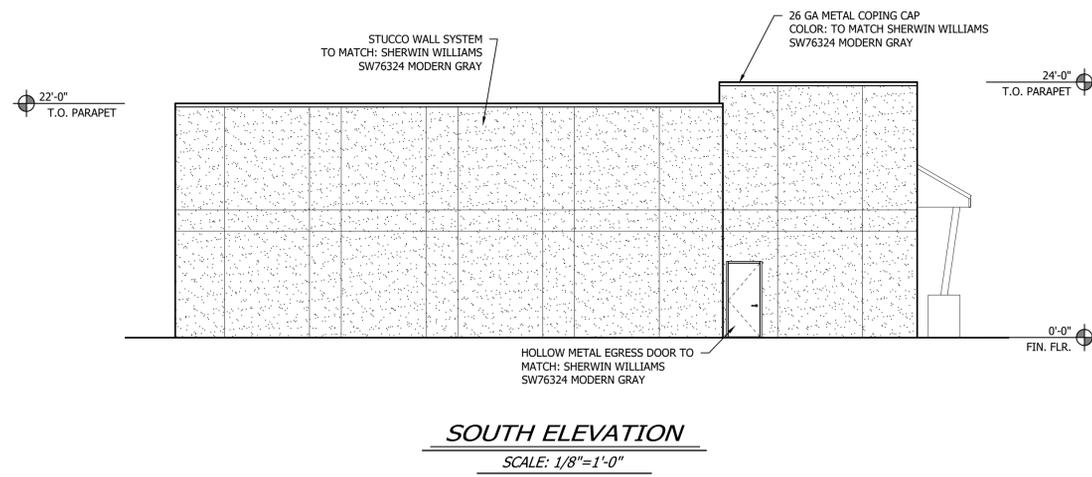
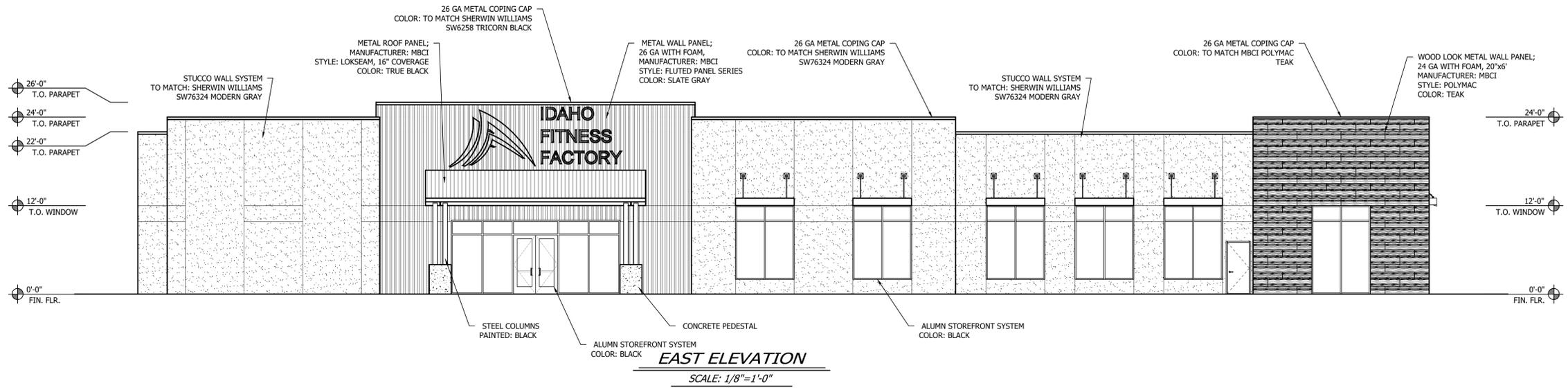
4 CUT EDGE

N.T.S.



IDAHO FITNESS FACTORY

KUNA, ID
LANDSCAPE DETAILS
LI.2 OF LI.2
12/12/25
d/c - 25125
A-E - R25234







RE: City of Kuna Request for Comment Case No. 25-33-DR Idaho Fitness Factory

From D3 Development Services <D3Development.Services@itd.idaho.gov>
Date Tue 12/30/2025 2:03 PM
To Marina Lundy <MLundy@kunaid.gov>

Hello,

After careful review of the transmittal submitted to ITD on December 18, 2025, regarding, Idaho Fitness Factory, 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: Marina Lundy <MLundy@kunaid.gov>
Sent: Thursday, December 18, 2025 2:34 PM
To: Ada County Highway District <planningreview@achdidaho.org>; Central District Health Department <lbadigian@cdhd.idaho.gov>; COMPASS <gisshared@compassidaho.org>; D3 Development Services <D3Development.Services@itd.idaho.gov>; Kendra Conder <Kendra.Conder@itd.idaho.gov>; J&M Sanitation <chad.gordon@jmsanitation.com>; Jessica Reid <jhall@kunaid.gov>; Kuna Police Department <mfratusco@adacounty.id.gov>; TLawrence Kuna Fire <tlawrence@kunafire.com>; Kuna Fire Office <office@kunafire.com>; Kuna Rural Fire District Plan Review <scott@fccnw.com>; Michelle Covert <mcovert@kunaid.gov>; PWorkoffice <PWorkoffice@kunaid.gov>
Subject: City of Kuna Request for Comment Case No. 25-33-DR Idaho Fitness Factory

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:

<p>CASE NUMBER:</p>	<p>25-33-DR IDAHO FITNESS FACTORY</p>
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PROJECT DESCRIPTION	Applicant requests Design Review approval for design of a new Idaho Fitness Factory. The site is approx. 1.5 acres and is located near the intersection of Deer Flat and School Ave and is identified as parcel Nos. R3193490120 & R3193490100 (Lot 6 and lot 5 BLK 1 of Goldhawk Square Subdivision).
APPLICANT	Jeff Likes jeff@alcarchitecture.com
REPRESENTATIVE	Same as above
SCHEDULED HEARING DATE	Tuesday, February 10, 2026 , at 6:00 P.M.
STAFF CONTACT	Marina Lundy 208.922.5546 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. 	



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

Marina Lundy

Planner

City of Kuna | Development Services

Phone: 986.269.8341

Email: mlundy@kunaid.gov

www.kunacity.id.gov

Re: City of Kuna Request for Comment Case No. 25-33-DR Idaho Fitness Factory

From Chad Gordon <chad.gordon@jmsanitation.com>

Date Tue 12/30/2025 11:13 AM

To Marina Lundy <MLundy@kunaid.gov>

Marina,

Can you tell me if the location of the enclosure is at the bottom right of the site plan drawing? It is in the Area NIC so I just wanted to verify that would be the location and orientation. Also everything else looks good we just need to add that No Parking stripes are painted and signs are added in front of the enclosure. We have been seeing a few enclosures that do not have the holes drilled in the concrete to drop the cane bolts into keeping the doors open as we service them. So we will want to have them designated on the plans. Let me know if you have any questions.

Thanks,

On Thu, Dec 18, 2025 at 2:33 PM Marina Lundy <MLundy@kunaid.gov> wrote:

Good afternoon,

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- 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. *If your agency requires additional information, or if contact information for your agency needs updated, please notify our office.*
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Kuna, ID 83634

Marina Lundy

Planner

City of Kuna | Development Services

Phone: 986.269.8341

Email: mlundy@kunaid.gov

www.kunacity.id.gov



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E-mail : chad.gordon@jmsanitation.com