

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

AMENDED

Tuesday, January 27, 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:

(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 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

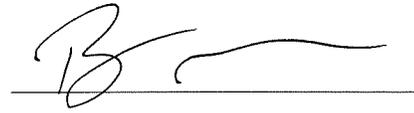
Further Discussion: None

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

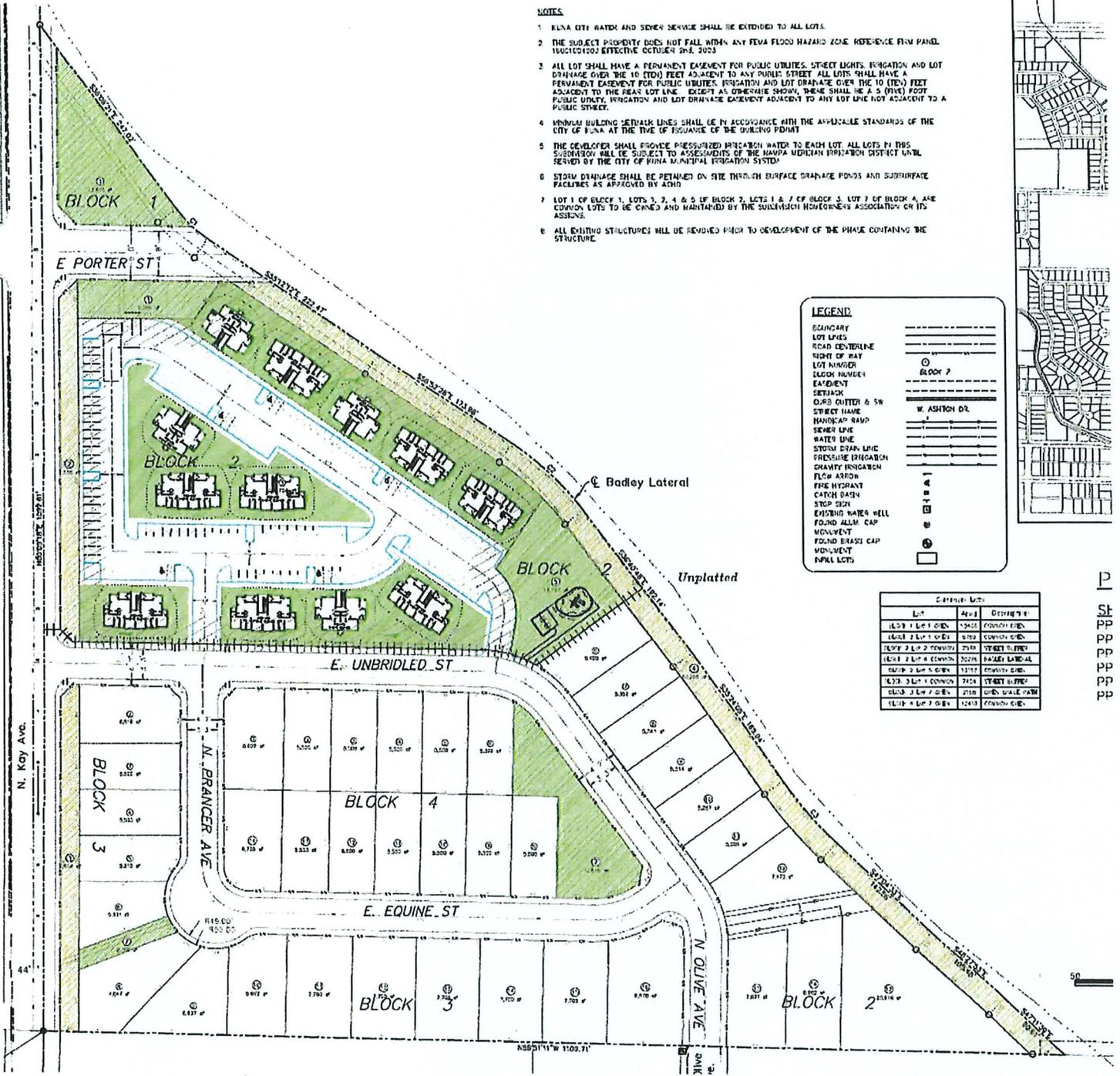
Report Summary:

- 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 EXTENDED 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. ELVA 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 FEMA PANEL 1501010200 EFFECTIVE OCTOBER 2ND, 2023)
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, THESE 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 ELVA 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 HAWPA MERICAN IRRIGATION DISTRICT UNTIL SERVED BY THE CITY OF ELVA 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 2, 3, 4 & 5 OF BLOCK 2, LOTS 1 & 7 OF BLOCK 3, LOT 7 OF BLOCK 4, ARE COMMON LOTS TO BE CARED AND MAINTAINED BY THE SUBDIVISION HOMEOWNERS ASSOCIATION OR ITS ASSIGNEE.
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
- SECTION NUMBER
- EASEMENT
- SETBACK
- GRID OUTLET 6 SW
- STREET NAME
- HANDICAP RAMP
- SEWER LINE
- WATER LINE
- STORM DRAIN LINE
- PRESSURIZED IRRIGATION
- CHIMNEY IRRIGATION
- FLOW ARROW
- FIRE HYDRANT
- CATCH BASIN
- STOP SIGN
- EXISTING WATER WELL
- FOUND ALLUM. CAP
- MONUMENT
- FOUND BRASS CAP
- MONUMENT
- UNPLATTED LOTS

Lot	Area	Comments
Block 1 Lot 1 (Common)	1.242	Common Area
Block 2 Lot 1 (Common)	0.770	Common Area
Block 2 Lot 2 (Common)	2.730	Street Right-of-Way
Block 2 Lot 4 (Common)	3.020	Public Right-of-Way
Block 3 Lot 5 (Common)	1.310	Common Area
Block 3 Lot 6 (Common)	2.420	Street Right-of-Way
Block 3 Lot 7 (Common)	2.710	Public Right-of-Way
Block 4 Lot 7 (Common)	1.240	Common Area

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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-feet), plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side. 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: 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)

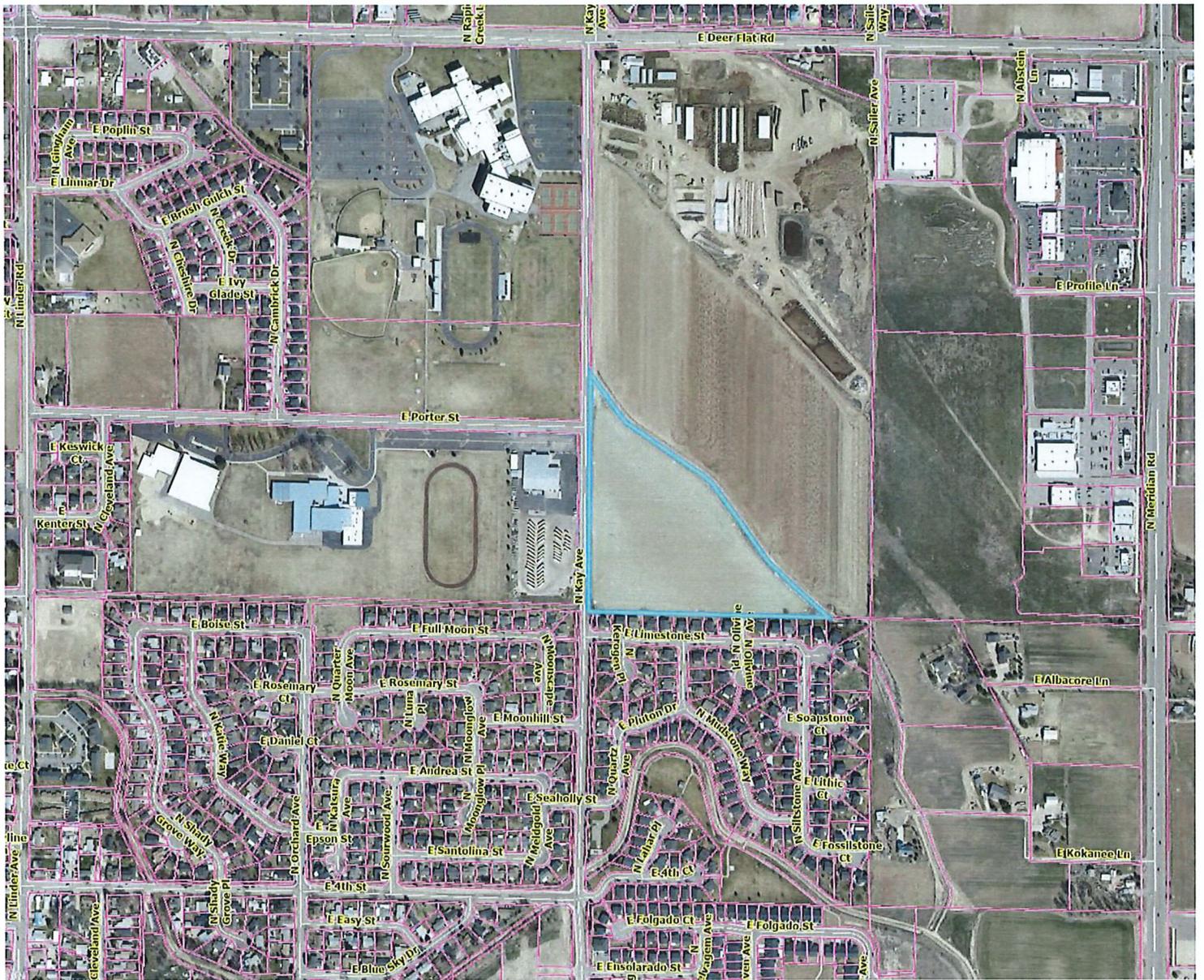
Average daily traffic counts are based on ACHD's most current traffic counts.

- 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.

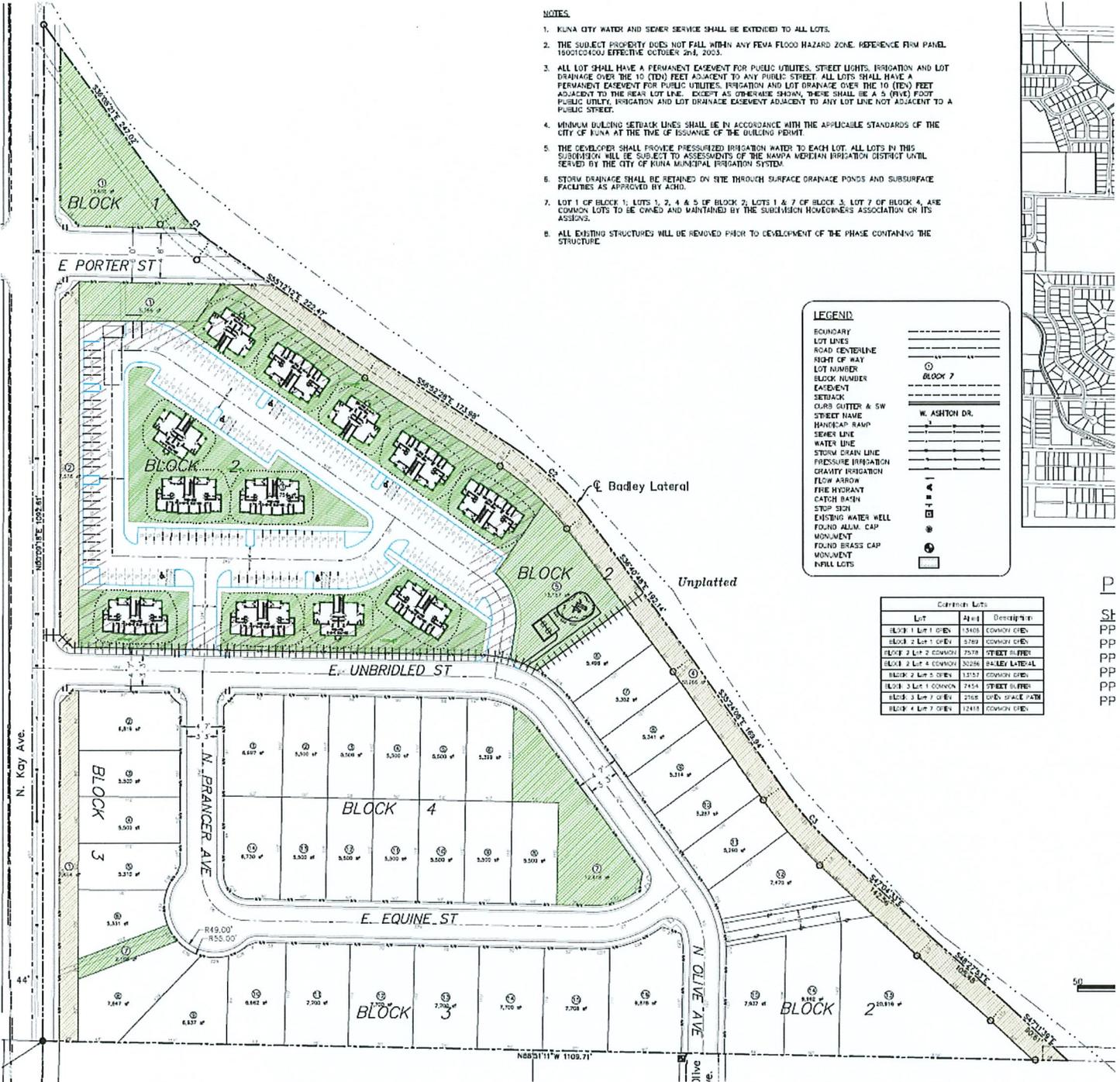
A. Site Specific Conditions of Approval

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 EXTENDED 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 19002C00J EFFECTIVE OCTOBER 2nd, 2003.
 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 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 HAWAIIAN 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
- OUR'S 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
- INFILL LOTS

Common Lots

Lot	Area	Description
BLOCK 1 Lot 1 (CEN)	13405	COMMON (CEN)
BLOCK 2 Lot 1 (CEN)	5769	COMMON (CEN)
BLOCK 2 Lot 2 (COMMON)	7578	STREET BUFFER
BLOCK 2 Lot 4 (COMMON)	32286	BADLEY LATERAL
BLOCK 2 Lot 5 (CEN)	13157	COMMON (CEN)
BLOCK 3 Lot 1 (COMMON)	7454	STREET BUFFER
BLOCK 3 Lot 7 (CEN)	2158	CEN. SPACE PATH
BLOCK 4 Lot 7 (CEN)	12415	COMMON (CEN)

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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 EXTENDED 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-feet), plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side. 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-foot wide between the back-of-curb and the street edge of the sidewalk is recommended to provide increased safety and protection of pedestrians and to allow for the planting of trees in accordance with the District's Tree Planting Policy. If no trees are to be planted in the parkway strip, the applicant may submit a request to the District, with justification, to reduce the width of the parkway strip.

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

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

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), 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.

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>

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



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.