



ENVISION KUNA

City of Kuna 2019
Comprehensive Plan
Amendments: Page 290



JULY 16, 2019

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Acknowledgements

City of Kuna

Mayor and City Council

Joe Stear – Mayor
Briana Buban-Vonder Haar – Council President
Richard Cardoza – Council Member
Warren Christensen – Council Member
Greg McPherson – Council Member

Planning and Zoning Commission

Lee Young – Chairman
Dana Hennis – Vice Chair
Stephen Damron – Commissioner
Cathy Gealy – Commissioner
John Laraway – Commissioner

Planning and Zoning

Wendy Howell – Director
Troy Behunin – Planner III
Jace Hellman – Planner II
Trevor Kesner – Planner II
Sam Weiger – Planner I
Andy McClelland – Permit Technician
Dawn Stephens – Customer Service Specialist

Public Works

Bob Bachman – Director
Mike Borzick – GIS Manager

Economic Development

Lisa Holland – Director

Consultant Team

Agnew::Beck Consulting
J.U.B. Engineers, Inc.
Planning and Facility Management

Envision Kuna Advisory Committee

Arisa McRoberts – Citizen Representative
Alexis Pickering – Central District Health Department
Amy Schroeder – Idaho Transportation Department
Blake Watson – Idaho Power
Bob Bachman – City of Kuna
Bobby Withrow – City of Kuna
Bryce Durrant – Citizen Representative
Carl Miller – Community Planning Association of Southwest Idaho
Cathy Smith – Business Representative
Connie Tilley – Business Representative
Curtis Derr – Citizen Representative
David Corcoran – Ada County Highway District
David Gronbeck – Business Representative
Ginny Greger – Citizen Representative
Jason Ashby – Business Representative
Jenny Ulmer – Citizen Representative
Jon McDaniel – Kuna Police Chief
Josh Hoffman – Citizen Representative
Josh Ulmer – Citizen Representative
Kelli Badesheim – VRT
Kim Bekkedahl – Kuna School District
La Donna Tuinstra – Citizen Representative
Laura Landers – Saint Alphonsus
Linda Sullivan – Citizen Representative
Liz Warhurst – Saint Alphonsus
Mark Wasdahl – ITD
Maureen Gresham – ACHD Commuteride
Mike Smith – Business Representative
Mitra Mehta-Cooper – Ada County
Paul Schepper – Kuna Fire Department
Perry Palmer – Kuna Fire Department
Randy Shroll – Idaho Dept. of Commerce
Robert Henderson – Citizen Representative
Sandra Henderson – Citizen Representative
Scott Noriyuki – Business Representative
Sid Anderson – Citizen Representative
Stephen Hunt – Valley Regional Transit
Terry Gammel – Kuna Fire Department
Theresa McLeod – St. Luke's Health Systems

Photos and images included in this plan are attributed to the City of Kuna, Troy Behunin, Agnew::Beck Consulting, and J-U-B Engineers.

This plan is dedicated to everyone who lives, works, and plays in Kuna. Your continued support and energy are what makes this community thrive.

Special thanks to the builders, developers, students, senior citizens, members of the public, agency representatives, and everyone else who participated in our Envision Kuna workshops, open houses, surveys and community events.



Council Resolution

RESOLUTION NO. R88-2022 CITY OF KUNA, IDAHO

A RESOLUTION OF THE CITY COUNCIL OF KUNA, IDAHO:

- PROVIDING CERTAIN FINDINGS; AND
- ADOPTING, APPROVING AND ENACTING THE ENVISION KUNA - 2019 COMPREHENSIVE PLAN (MAPS) AMENDMENT INCLUDING THE FUTURE LAND USE MAP FOR THE CITY OF KUNA, IDAHO; AND
- DIRECTING THE CITY CLERK ; AND
- ESTABLISHING AN EFFECTIVE DATE.

NOW, THEREFORE BE IT RESOLVED by the Mayor and City Council of the City of Kuna, Ada County, state of Idaho (the “City”):

Section No. 1. Findings:

- 1.1 The City is a municipal corporation established in accordance with Article XII of the Constitution of the State of Idaho and Title 50 Idaho Code; and
- 1.2 The City has and is exercising all the powers required and authorized by the Local Land Use Planning Act [Chapter 65 of Title 67, Idaho Code], which includes comprehensive planning designed to prepare, implement, and review and update a comprehensive plan in compliance with Idaho Code Sections 67-6508 and 67-6509; and
- 1.3 On December 6, 1977, the City Council approved and adopted the City’s Comprehensive Plan entitled the “KUNA COMPREHENSIVE PLAN” (the 1977 Comprehensive Plan) by Resolution Number 85; and
- 1.4 On October 25, 1979, the City Council adopted an amendment to the City’s 1977 Comprehensive Plan by Resolution Number 90; and
- 1.5 On July 1, 1980, the City Council adopted an amendment to the City’s 1977 Comprehensive Plan by Resolution Number 93; and
- 1.6 On July 21, 1998, the City Council adopted a revision to the City’s Comprehensive Plan entitled “A COMPREHENSIVE PLAN CITY OF KUNA, IDAHO”, as the new Comprehensive Plan (the 1988 Comprehensive Plan) by Resolution Number 165; and
- 1.7 On September 8, 2003, the City Council adopted a revision to the City’s Comprehensive Plan entitled “A COMPREHENSIVE PLAN for the CITY OF KUNA, IDAHO” as the new Comprehensive Plan (the 2003 Comprehensive Plan) by Resolution Number 205; and

- 1.8 On January 19, 2016, the City Council adopted an amendment to the City’s Comprehensive Plan entitled “2015 COMPREHENSIVE PLAN” as the new Comprehensive Plan by Resolution Number R04-2016; and
- 1.9 On June 16, 2019, the City Council approved and adopted the City’s Comprehensive Plan entitled the “ENVISION KUNA” (the 2019 Comprehensive Plan) as the new Comprehensive Plan by Resolution Number R49-2019; and
- 1.10 On February 14, 2022, pursuant to Kuna City Code 5-1A-3-B and Idaho Code §67-6509(a) the City provided notice to the agencies and political subdivisions regarding the public hearing scheduled for March 22, 2022 before the Kuna Planning and Zoning Commission to review the 2022 Amended and Reformed Comprehensive Plan; and
- 1.11 On September 27, 2022, after multiple public hearings and pursuant to Idaho Code §67-6509(a), the Kuna Planning and Zoning Commission conducted its final public hearing to consider the 2022 Amended and Reformed Comprehensive Plan, after providing legal notice, transmitting notice to jurisdictions, agencies and entities, to consider a recommendation for adoption of the 2022 Amended and Reformed Comprehensive Plan by the City Council; and
- 1.12 On September 27, 2022, pursuant to Idaho Code § 67-6509(a), the Kuna Planning and Zoning Commission recommended to the City Council approval of the 2022 Amended and Reformed Comprehensive Plan; and
- 1.13 On October 5, 2022 and October 12, 2022 pursuant to Kuna City Code 5-1A-4-D2 and Idaho Code §67-6509(a) the City Council caused to be published in the Kuna Melba News, legal notice of the public hearing scheduled for November 1, 2022 to consider the 2022 Amended and Reformed Comprehensive Plan; and
- 1.14 On November 1, 2022, after multiple public hearings and pursuant to Idaho Code §67-6509(b), the Kuna City Council conducted its final public hearing, after providing legal notice to consider approval of the 2022 Amended and Reformed Comprehensive Plan; and
- 1.15 On November 1, 2022, the City Council adopted an amendment to the City’s Comprehensive Plan entitled “*Envision Kuna - 2019 Comprehensive Plan*” as the new Comprehensive Plan; and
- 1.16 Idaho Code Section 67-6509 (c) provides that comprehensive plans in order to become effective must be adopted by a resolution of the City Council which resolution must also include a copy of the adopted or amended plan and which shall be kept on file with the City Clerk; and
- 1.17 It being the City Council’s intent and purpose in approving this Resolution to establish the 2022 Amended and Reformed Comprehensive Plan, as the effective comprehensive plan of the City upon the effective date of this Resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF KUNA, IDAHO:

Section 2: Action:

2.1 The City Council hereby adopts, approves and enacts the amended *Envision Kuna - 2019 Comprehensive Plan* (Text and Maps) including the Future Land Use Map for the City of Kuna, Idaho, attached hereto as **Exhibit "A"**, which amends and reforms and is henceforth the City of Kuna's Comprehensive Plan.

Section 3: Directing the City Clerk

3.1 The City Clerk is directed to file this Resolution forthwith in the official records of the City.

Section 4. Effective Date

4.1 This Resolution shall be in full force and effect as of the 6th day of December, 2022.

ADOPTED by the Council for the City of Kuna, Idaho this 6th day of December, 2022.

CITY OF KUNA
Ada County, Idaho



Joe L. Stear, Mayor

ATTEST:


Chris Engels, City Clerk

Table of Acronyms

AAA – American Automobile Association

AASHTO – American Association of State Highway and Transportation Officials

ACCEM – Ada City-County Emergency Management

ACI/AOI – Area of City Impact/Area of Impact

ACHD – Ada County Highway District

ADA – Americans with Disabilities Act

ALS – Advanced Life Support

BAC – Bicycle Advisory Committee

BID – Business Improvement District

BLM – Bureau of Land Management

BOI – Boise Airport

BVEP – Boise Valley Economic Partnership

CID – Community Infrastructure District

CIM – Communities in Motion

COMPASS – Community Planning Association of Southwest Idaho

EPA – Environmental Protection Agency

FEMA – Federal Emergency Management Agency

FERC – Federal Energy Regulatory Commission

FFA – Future Farmers of America

FHWA – Federal Highway Administration

FLUM – Future Land Use Map

HOA – Home Owner’s Association

IFYWP – Integrated Five-Year Work Program

IHFA – Idaho Housing and Finance Association

IPUC – Idaho Public Utilities Commission

ITD – Idaho Transportation Department

KRFD – Kuna Rural Fire District

KSD – Kuna School District

LED – Light Emitting Diode

LEED – Leadership in Environmental and Energy Design

LIHTC – Low Income Housing Tax Credit

LLC – Limited Liability Corporation

MPO – Metropolitan Planning Organization

NIETC – National Interest Electric Transmission Corridors

NPDES – National Pollutant Discharge Elimination System

RTP – Recreational Trails Program

SWOT – Strengths, Weaknesses, Opportunities and Threats

TAP – Transportation Alternatives Program

TND – Traditional Neighborhood Development

URA – Urban Renewal Agency

VRT – Valley Regional Transit

YMCA – Young Men’s Christian Association



Executive Summary

Executive Summary

Preface

The Kuna Comprehensive Plan (“the Plan”) is a document that guides the future actions of the community. It presents a vision for the future, with short-term and long-range goals and objectives for all activities that affect the community. This comprehensive plan and vision of the community was developed with input from the *Envision Kuna* Advisory Committee, city of Kuna, and relied heavily on comments received from Kuna’s citizens throughout the course of the planning process (see Appendix C).

A Comprehensive Plan is a document that cities are required to adopt and utilize for land use development within their area of jurisdiction according to Idaho State statute. The Local Land Use Planning Act: Idaho Code §67-6508¹ provides:

“It shall be the duty of the planning or planning and zoning commission to conduct a comprehensive planning process designed to prepare, implement, and review and update a comprehensive plan, hereafter referred to as the Plan. The Plan shall include all land within the jurisdiction of the governing board. The Plan shall consider previous and existing conditions, trends, desirable goals and objectives, or desirable future situations for each planning component. The Plan with maps, charts, and reports shall be based on the following components as they may apply to land use regulations and actions unless the Plan specifies reasons why a particular component is unneeded.”

The Plan is legally intended to be a guide for governmental bodies; although it is not a law that must be adhered to in the most stringent sense.

The Plan is a statement of long-range public intent; whereas zoning is an exercise of police power which, in the long run, should be consistent with that intent.” (Idaho Supreme Court)

This Plan is general in character. The goals and policies included in it should guide the community’s general planning concepts. An important feature of the Plan is the Comprehensive Future Land Use Map (FLUM) that graphically displays the community’s envisioned land uses in a broad sense (see Appendix A for the current FLUM). The map and the relevant text should be amended for each update.

Factors that necessitate changes to the Plan are growth and changing social, economic and policy conditions. A review of the entire Plan should be accomplished from time to time with the intent of lessening the need to do a complete revision of the Plan for a long period of time.



Comprehensive Plan Updates

This Kuna Comprehensive Plan is the official policy document that identifies the policies to guide future development within city limits, the Area of City Impact (ACI) and the planning area for a period of 20 years. The Plan is the primary tool a city has available to ensure future decision-making reflects and implements the community’s vision.

The City Council (Council) and Planning and Zoning Commission (Commission) use the Plan to make on-going decisions about the community’s future. Kuna’s first Plan was adopted in 1975. It has been updated regularly since that time with a broad base of community-wide citizen input.

Kuna has regularly updated the Plan since its initial adoption. Recent updates included planning efforts in 1993, 1997, 2000, 2003, 2008 and in 2015. This new Comprehensive Plan lists the City’s vision, goals, strategies and priority actions and reflects the rapidly changing conditions in the City and region. The Plan complies with Idaho State local land use planning law (Section 67, Chapter 65).

Project Timeline

The *Envision Kuna* Comprehensive Plan took place over a three-phase, 19-month period. Each phase featured public and advisory committee input that helped guide final plan and policy recommendations.

Figure 1: Project Timeline



Vison, Goals and Strategies



The vision, goals and strategies represented throughout the Comprehensive Plan identify community values and the long-term aspirations of the Plan. The Plan ties those aspirations to specific focus areas, policies and systems that help achieve the vision. This section sets long-term direction and forms the “criteria” for making current recommendations and future decisions.

The statements below reflect Kuna’s core values and aspirations for the future.

The six focus areas of the Comprehensive Plan are shown below.

Figure 2: Plan Focus Areas



Vision Statement

Kuna will be economically diverse and vibrant; healthy and safe; a desirable community that is distinctive and well-designed; well-connected through its transportation and utilities infrastructure; educated, with opportunities for learning and advancement at all ages; celebrating culture and its heritage; and will govern collaboratively and effectively.

We Envision Kuna as...

Economically Diverse and Vibrant

Kuna will have a coordinated, planned approach to build a diverse and robust economy that supports a mix of industries. Kuna's commercial activities will include a balance of small and large, locally-based and national businesses. Kuna will build a modern rural economy by encouraging traditional and emerging agricultural activities while attracting growth and investment in new sectors such as health, technology, trade and finance. A multitude of employment opportunities will sustain a well-trained workforce in our community. As Kuna continues to provide opportunities to launch new and expand existing businesses, Kuna will grow as an essential contributor to the regional economy.

Healthy and Safe

Citizens will continue to enjoy ample opportunities for healthy, active lifestyles and abundant recreation, including connected and accessible trails, waterways and open spaces. Plentiful parks – from large regional attractors to small neighborhood spaces – and new recreational facilities will serve citizens, provide community gathering spaces and preserve a rural-feeling character. Kuna will continue to protect and provide clean air, water and soil as well as high-value natural areas such as the Indian Creek drainage and the Kuna Butte.

Public services will help improve citizens' quality of life at every age. Kuna will see increasing access to a range of quality, local health and wellness services, and public safety, fire and emergency response services will match growth demands while maintaining a high level of service. Kuna will have strong emergency preparedness and disaster response plans and systems.

Desirable, Distinctive and Well-Designed

Kuna will invest in thoughtful, well-implemented growth management approaches in order to respond to change and develop needed opportunities for its citizens, while retaining its close-knit, small town, welcoming character and elements of its rural, natural and agricultural roots. Land uses should meet community demands for services and sustained economic growth. Development should be planned, designed and built to strengthen the downtown, and allow additional strong mixed-use commercial activity centers to flourish and serve residents throughout the community. A range of housing choices should build strong, attractive neighborhoods and allow individuals and families to grow up, move to and remain in Kuna throughout their lives. Beautification and placemaking programs should preserve and enhance Kuna's distinct character.

Connected

Kuna will have an array of transportation choices available to citizens and visitors. Kuna's streets, sidewalks, highways, pathways, trails and rails will not only allow people to safely and efficiently move in, out and around Kuna, but also contribute to the community character. Kuna will invest further in ways to control citizens' transportation costs, including increased pedestrian and bicycle connections, new public transportation options and a strong road network. Kuna's main corridors will be carefully designed and managed to enhance the community's character, reduce congestion, improve circulation and maintain good access to regional assets such as interstates and airports. An overpass will better connect the community across Indian Creek and the railroad line.

Kuna also should be technologically connected with strong, stable telecommunications and broadband networks, and energy, water, sewer, solid waste, storm water, irrigation and other public utilities infrastructure. Public and private investments should be leveraged as development occurs to ensure these systems are sustainably managed and expanded to accommodate growth.

Educated and Celebrated

Kuna's schools will continue to provide excellent learning opportunities. School facilities will expand, as needed, to keep pace with Kuna's growing population. Kuna will work to attract additional higher education and training opportunities.

Kuna's cultural centers and community facilities – such as the Kuna Library, Western Heritage Historic Byway and Kuna School District's Performing Arts Center – will meet community demand and allow the community's thriving arts, heritage and cultural organizations, events and programs to flourish. Kuna will work to preserve and recognize its history and diversify cultural amenities.

Governing Collaboratively and Effectively

City government will be transparent, trustworthy and well-run. The City will encourage citizen participation at all levels and regularly share information with, respond to and collaborate with citizens. The City will continue to build strong relationships with a variety of partners at local, regional, state and national levels to encourage collaboration, understanding, cooperation and investment, for Kuna's best interest. Kuna will provide the best possible services and amenities in an efficient, and cost-effective way, and work to implement this Comprehensive Plan.

Goals

Envision Kuna highlights the following goal areas and related goals. Each of the goals within a goal area includes related objectives and policy recommendations along with a set of implementable projects and strategies that are shared in the chapters that follow.

Goal Area 1: Kuna will be economically diverse and vibrant.

- 1.A Ensure Land use in Kuna will support economic development.
- 1.B Support development of a skilled, talented and trained workforce.
- 1.C Attract and encourage new and existing businesses.
- 1.D Address and plan for economic expansion of the City and region.

Goal Area 2: Kuna will be a healthy, safe community.

- 2.A Maintain and expand an interconnected greenbelt, pathways and trail system.
- 2.B Maintain and expand parks and public gathering spaces.
- 2.C Support the development of community recreation facilities.
- 2.D Maintain and increase citizen access to health and wellness services.
- 2.E Ensure Kuna's clean air, water and soil through natural resource management and watershed protection.
- 2.F Provide public safety and emergency services (police, fire, ambulance).
- 2.G Engage and invest in planning and maintenance of emergency preparedness and disaster response systems.
- 2.H. Provide services to special populations within Kuna (seniors, youth, individuals with disabilities).
- 2.I Ensure that Kuna's residents are food secure and have access to readily available healthy foods.

Goal Area 3: Kuna's land uses will support a desirable, distinctive and well-designed community.

- 3.A. Ensure community design directs growth and implement sustainable land use patterns.
- 3.B Preserve and enhance areas of interest within the community.
- 3.C Encourage development of commercial areas with good connectivity and character.
- 3.D Encourage development of housing options and strong neighborhoods.
- 3.E Strategically locate and develop industrial areas.
- 3.F Identify and manage hazardous areas.
- 3.G Respect and protect private property rights.

Goal Area 4: Kuna will be a connected community through strong transportation and infrastructure systems.

- 4.A Use overlay districts to create mixed-use entryway corridors with strong character and managed access.
- 4.B Increase sidewalk coverage and connectivity and invest in pedestrian facilities to increase walkability.
- 4.C Increase pathway, trail and on-street bicycle facilities to create an expanded and connected bicycle network.
- 4.D Promote a connected street network that incorporates mid-mile collectors and crossings for improved neighborhood connectivity
- 4.E Increase opportunities for public transportation and ride share commuting.
- 4.F Ensure water, sewer, irrigation, street lighting, storm water and solid waste systems are capable of serving the current and future population.
- 4.G Maintain serviceability of communication systems including broadband internet, phone and cable.
- 4.H Ensure National Interest Electric Transmission Corridors (NIETC), as well as power and gas transmission corridors, are considered in land use planning decisions, and minimize the adverse impacts of transmission corridors in the community.
- 4.I Encourage public or private airports, airstrips and heliports to strengthen connectivity and to meet the needs of the community.

Goal Area 5: Kuna will invest appropriately in education, community facilities and cultural heritage.

- 5.A Provide support to Kuna's schools and pre-K education opportunities to meet population demands.
- 5.B Attract opportunities for higher education and training in Kuna.
- 5.C Identify and develop cultural and community facilities.
- 5.D Identify specific strategies to preserve Kuna's open space, agricultural lands and heritage.

Goal Area 6: Kuna will govern collaboratively and effectively in the best interest of its citizens.

- 6.A. Involve citizens in decisions about Kuna's future.
- 6.B Maintain adequate organizational capacity to efficiently manage city government and implement this plan.
- 6.C Engage in regional collaboration to leverage city and partner agency resources on behalf of the community.
- 6.D Maintain sustainable and transparent financial operations and proactively manage city budgets and investments.

Plan Implementation

Implementation of this plan will take place through specific projects identified in this document, and through implementation of plan policies in the everyday work of Kuna's Planning and Zoning Department and other city departments and initiatives. Priority policy objectives identified during this comprehensive planning process are:

1. Continue to invest in and build the downtown core.
2. Develop true mixed-use areas and new commercial areas and employment centers.
3. Develop welcoming entryway corridors and a strong bike and pedestrian network.
4. Diversify housing and continued development of attractive neighborhoods.
5. Invest in parks, trails and recreation amenities as well as preserve active agricultural lands that skirt the community.

The list of projects on page 17 highlights priorities identified throughout the *Envision Kuna* planning process. These are actions the City will strive to initiate over the next one to three years and are designed to help achieve the goals and values articulated by the community.



Top Priority Projects for Implementation

Each goal area in the Comprehensive Plan features strategic actions and projects that can be implemented by the City, and partner agencies, to help achieve the goals and objectives identified through this planning process. The list of projects below is a result of a prioritization process, which featured input from the Advisory Committee, partner agencies and the core planning team, which identified projects and actions that can be considered the highest priority for implementation over the next one to three years.

1. Work with ACHD, ITD and the Union Pacific Railroad to conduct an overpass feasibility study at major roads crossings.
2. Develop a city of Kuna housing needs analysis to address future housing demand, inventory and strategies to increase affordable housing options.
3. Define “mixed-use” designations in Kuna’s adopted zoning code.
4. Apply for grants such as the Idaho Department of Parks and Recreation Recreational Trails Program (RTP) grant to implement pathway extensions, trailhead improvements and footbridge crossings.
5. Seek grant funding opportunities through the Economic Development Administration and other agencies to develop specific infrastructure plans (i.e., water, sewer, roads, utilities) to enhance services for existing and new industrial areas and develop.
6. Develop a coordinated Strategic Economic Development Plan.
7. Develop a Kuna Business Retention and Attraction Plan.
8. Develop an Indian Creek Greenbelt Master Plan.
9. Build a greenbelt extension from Orchard to Crimson Point Elementary.
10. Create an official orientation and training program for appointed and elected officials.
11. Create parks or preserves at Hubbard Reservoir, Kuna Butte, Initial Point, and other open space areas of significance in cooperation with the appropriate agencies.
12. Review and revise Kuna’s Zoning ordinance to reflect the intent of the Comprehensive Plan and Future Land Use Map.
13. Implement the Downtown Revitalization Plan.
14. Develop new overlay ordinance(s) for select entryway corridors.
15. Develop standards to implement welcoming districts or areas along entryway corridors by incorporating art, aesthetically pleasing elements and welcoming themes into entryway corridors.
16. Create public gathering spaces in downtown Kuna.

For the purposes of the Comprehensive Plan, a priority project is any project or strategy the city has identified as actionable within the next one to three years and is feasible given available resources needed to achieve implementation. Not all projects will be finished within this timeframe, however these projects will receive additional consideration for implementation.

Document Organization – How to Use the Comprehensive Plan

The *Envision Kuna* Comprehensive Plan was written to meet all State of Idaho Code requirements, while providing city staff and the public an easy to navigate document. The goals, objectives and suggested policies described in this report will serve as a tool to guide the future development of Kuna towards the long-range planning goals identified by the City and public throughout this planning process. Figure 3, on the next page, highlights the topics covered throughout each chapter of the Plan.

At the end of each goal area chapter there is an implementation table which identifies priority actions and strategies the City can pursue to help achieve the broader objectives, goals and vision for the community.

All reference maps are included in Appendix A and are cited throughout the document.



Figure 3: Guide to Navigating the Comprehensive Plan

| GOAL AREA | IN THIS SECTION... | STATE CODE REQUIREMENTS ¹ |
|---|---|--|
| 1. ECONOMICALLY DIVERSE AND VIBRANT | Economic Development Planning Workforce Development Access to Customers and Suppliers Existing Local Business Growth New Businesses and Major Employers Entrepreneurs Specific Industry Sectors (Recreation and tourism, Agriculture) Land Use Supports for Economic Development | Economic Development |
| 2. HEALTHY AND SAFE | Greenbelt, Pathways and Trails Parks and Public Spaces Community Facilities Health and Wellness Services Natural Resources (including open space, air and water) Public Safety and Emergency Services – police, fire, ambulance Emergency Preparedness and Disaster Relief Food Systems Special populations – e.g., Seniors, youth, individuals with disabilities | Public Services, Facilities Recreation |
| 3. DESIRABLE, DISTINCTIVE AND WELL-DESIGNED | Growth Management and Community Design Housing and Neighborhoods Mixed-Use and Commercial Areas Key Corridors/Entryway Corridors Natural Resources, Watershed Industrial areas Agricultural areas Hazardous areas Special Areas (Areas of historical, natural, and cultural significance) Property Rights Placemaking (Kuna identity, beautification) | Property Rights Land Use Natural Resources Hazardous Areas Special Areas or Sites Housing Community Design Agriculture |
| 4. CONNECTED | Sidewalks and Pedestrian Facilities Bicycle Facilities Street Network Public Transportation and Commuting Water, Sewer, Storm Water, Irrigation, Solid Waste Communications: broadband internet, phone, cable National Electric Transmission Corridors Power, gas, transmission corridors, Northwest Pipeline Airport facilities: public and private | Public Services, Facilities, and Utilities Transportation National Interest Electric Transmission Corridors Public Airport Facilities |
| 5. EDUCATED AND CELEBRATED | Pre-K-12 Schools Higher Education and Training Community Facilities (library, etc.) Cultural Assets (including agricultural heritage and preservation) | School Facilities and Transportation Public Services, Facilities Special Areas or Sites |
| 6. GOVERNING COLLABORATIVELY AND EFFECTIVELY | Communications and Public Engagement Organizational Capacity Regional Collaboration Financial Planning Implementation and Performance | |

History of Kuna

The first inhabitants of the Kuna area were Native Americans; the Bannock and the Nez Perce Tribes populated the land. Their way of life helped preserve much of the native beauty and wildlife still enjoyed. White settlers, in search of new homes made their way west on the Oregon Trail, which wound its way through the area. These early settlers inhabited the land surrounding Indian Creek. The area is still home to many families of the early settlers. One of the early branches of the Oregon Trail came within close proximity to Kuna.

Irrigation possibilities and potential for agricultural activities made Kuna an attractive place to early settlers. A railroad stop was built in Kuna and this was the catalyst for the development of the community. Kuna is also known as the Gateway City to the Birds of Prey National Conservation Area. It is a community that has grown tremendously from its beginnings as a railroad stop to a rapidly urbanizing area. Kuna's history is rooted in its agricultural heritage.

Kuna is located in southwest Ada County, Idaho, approximately 12 miles from the State Capitol-Boise. Indian Creek is one of Kuna's primary land features. This body of water meanders through Kuna and is relied upon for irrigation and recreational purposes.

Kuna is poised to accommodate growth and development in the Treasure Valley, given its business-friendly attitude, affordable land values, availability of sewer and water resources, strong community values, social tolerance and community leadership.

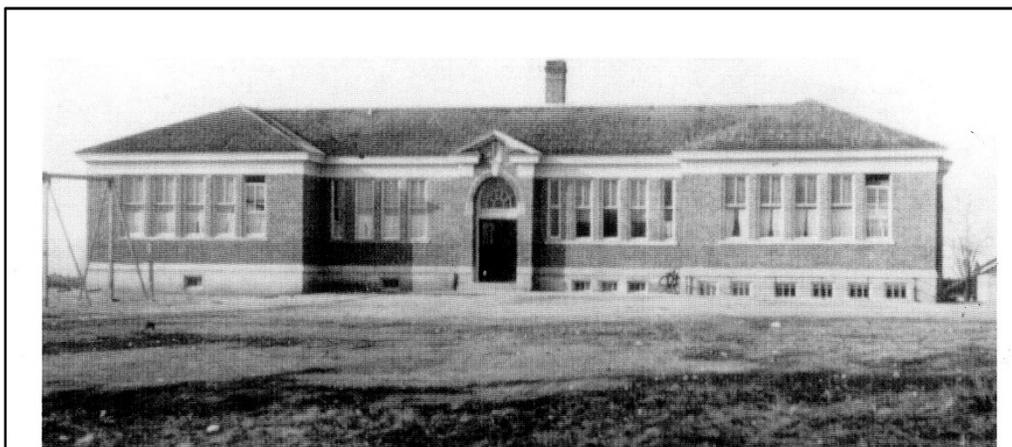
Agriculture

Rural areas in Kuna grow sugar beets, grain, wheat, oats, corn, beans, mint, hay, pasture, alfalfa, clover seed, potatoes and many specialty seed crops. Southwest Ada County has a 100-year tradition of successful dairy and beef cattle operations.

A transportation network system comprised of highways and arterials connects Kuna to Idaho's largest population and industrial centers. Kuna's proximity to the State Capitol in Boise, complemented with higher educational institutions, cultural facilities, mountain and desert recreation areas make it a desirable place to live, work and play.

Kuna maintains its small town feel and features convenient retail operations, an active chamber of commerce, and a strong sense of community pride.

For a more in-depth description of Kuna's early history see Appendix G.



A photograph of an outdoor patio area. In the foreground, there is a tall, black street lamp with a white light fixture. To the left, a large, leafy green tree stands in front of a building with a stone facade. Several large, yellow patio umbrellas are open, providing shade for the outdoor seating area. The sky is a clear, bright blue with a few wispy clouds. A dark blue semi-transparent banner is overlaid across the bottom half of the image, containing the number '1' and the text 'Kuna Will Be Economically Diverse and Vibrant'.

1

**Kuna Will Be
Economically
Diverse and Vibrant**

Goal Area 1: Kuna will be Economically Diverse and Vibrant.

Economic Development: Planning Principles

Kuna measures economic development and resiliency by its ability to:

- Create jobs
- Attract new business and allow existing businesses to grow
- Maintain and develop a trained, educated workforce
- Increase local wealth and investment
- Ensure available land inventory for economic activities in strategic locations
- Maintain a diversity of businesses and enterprises
- Provide local resources for economic stability and recovery

Planning for economic diversity requires a proactive approach that identifies and mitigates potential threats and disruptions to an economy, and simultaneously encourages business development and workforce trainings that meet the needs of the community and allows for gainful employment for current and future residents. A comprehensive plan can help encourage and align development and land uses to support a broad and diverse workforce, can remove barriers to entrepreneurship, and can support and fund congruent developments that draw business and economic growth to the City.

The city of Kuna has experienced significant change over the past ten years in terms of population growth, household income, housing prices and business growth – important indicators of local economic health.

- Kuna is expected to more than double in population size between now and 2040.ⁱⁱ
- Kuna’s current housing options are largely single-family dwellings; a diverse workforce requires more diverse housing opportunities.ⁱⁱⁱ
- Kuna’s limited industry profile is concentrated on retail and agriculture, with some professional jobs. Service industry and retail and agricultural jobs typically offer lower-paying wages.^{iv}
- Kuna “imports” around 1,500 workers daily from outside the City and exports just over 6,000.^v
- Residents lack access to locally-based post-secondary education and training opportunities, as well as a limited industry profile.

Economic Development AT-A-GLANCE:



Goal 1.A Ensure land use in Kuna will support economic development.

Land use designations have a direct impact on the type of development and growth that occurs throughout the City. Ensuring land use aligns with the geographic identity of an area is an important part of economic development and is an attractor to businesses and future residents alike. Kuna's downtown is an area primed for revitalization efforts and the City adopted a Downtown Revitalization Plan in 2015. Kuna has major roadways with locations for commercial uses that do not conflict with the attractors and type of businesses in the downtown core. Additionally, Kuna wants to promote higher paying jobs in the manufacturing and technology industries, which requires future land use and zoning designations that support a mix of industrial uses and compatible adjacent land uses.

Fast Facts: Economic Development

In 2016, Kuna established an Idaho Economic Development Committee to provide advisory input to economic development matters, as well as to promote and develop economic expansion in Kuna. The committee consists of nine members, including the Mayor of Kuna.

In 2018, an Economic Development Director was hired to focus on strategies for economic growth.

Kuna participates with the Boise Valley Economic Partnership (BVEP), a regional economic development agency for the Boise and Nampa Metropolitan Statistical Areas, and the City of Kuna.



Objective 1.A.1. Continue to focus on developing Downtown Kuna as a commerce center.

Policies:

1.A.1.a. Continue to implement projects, goals, recommendations and strategies outlined in the Kuna Downtown Revitalization Plan.

1.A.1.b. Use placemaking principles and revitalization efforts to ensure downtown Kuna remains vibrant and active.

1.A.1.c. Encourage the creation of businesses focused on entertainment, dining and recreational uses to attract and keep visitors downtown.

1.A.1.d. Encourage downtown businesses to incorporate unique character elements that set them apart from larger commercial strip developments in other parts of Kuna.

1.A.1.e. Utilize downtown investment programs to revitalize building facades, incorporate art and continue to create attractive amenities in downtown Kuna.

1.A.1.f. Expand the downtown core boundary to include the neighborhood north of 4th Street.

1.A.1.g. Establish land uses that incorporate Linder Avenue, W 4th Street, and Avalon as welcoming downtown Kuna entrances.

1.A.1.h. Expand and enhance the wayfinding system for local businesses, city parking, tourist facilities and attractions in downtown Kuna.

1.A.1.i. Encourage and support cultural and art activities, recognize their contributions to the local economy and incorporate such elements into public and private projects whenever possible.

1.A.1.j. Support housing and suitable density in and around downtown Kuna as part of a revitalization strategy and to promote successful service and entertainment businesses.

1.A.1.k. Consider funding mechanisms such as a Business Improvement District (BID), Urban Renewal Agency/District (URA) and/or Community Infrastructure District (CID) to support the maintenance of current investments and promote the creation of new investments.

 **Objective 1.A.2. Create commercial nodes and corridors that support development of economic opportunities that do not compete with downtown revitalization efforts.**

Policies:

1.A.2.a. Designate commercial land use nodes and corridors at strategic locations such as Meridian Road/Highway 69 and Ten-Mile Road.

1.A.2.b. Promote and attract larger commercial retailers to designated corridors.

1.A.2.c. Focus on development of commercial uses that will not compete with downtown Kuna's businesses and character.

1.A.2.d. Designate a sufficient quantity of land on the Future Land Use Map for commercial use.





Objective 1.A.3. Utilize industrial land use designations to encourage development and expansion of industrial businesses in key locations.

Policies:

1.A.3.a. Designate a sufficient quantity of land on the Future Land Use Map for industrial use.

1.A.3.b. Identify a large tract of land in proximity to the Union Pacific Railroad Line that is sufficient in size and scope to accommodate a variety of light and heavy industrial land uses that will also have adequate access to Meridian Road/Highway 69, and Kuna-Mora Road and I-84 to the south and east.

1.A.3.c. Assure future industrial lands have sufficient buffer widths to mitigate adjacent or nearby incompatible uses.

1.A.3.d. Work with Union Pacific Railroad to identify and market potential industrial lands along the rail line.

1.A.3.e. Encourage investment in a railroad spur south of Shortline Street, east of Luker Road, for the industrial area that would connect industrial uses with the Union Pacific Railroad Line.

1.A.3.f. Inventory and identify other key parcels for industrial development and poise them to be shovel-ready for development, with access to the City's public facilities, utilities, and services.

1.A.3.g. Proactively focus on future planning around public infrastructure to increase the chances of new industrial projects locating to the City of Kuna.

1.A.3.h. Inventory and identify key parcels for industrial development/use and poise them to be shovel-ready for agritourism, agri-tainment, healthcare, technology and manufacturing development, with access to the City's public facilities, utilities, and services.^{vi}



Objective 1.A.4. Administer land use standards and permitting processes in an equitable, cost-effective, and timely manner.

Policies:

1.A.4.a. Develop materials to educate developers and builders on land use, entitlement and building permit application processes.

1.A.4.b. Encourage pre-application meetings with developers and builders to clarify expectations and increase understanding of relevant plans, policies, codes and development requirements.

1.A.4.c. Continue to circulate land use applications and building permit applications (when applicable) to internal city departments.

1.A.4.d. Consider initiating electronic land use entitlement and building permit systems to provide flexibility, improve record-keeping, create efficiencies and foster transparency.

1.A.4.e. Provide up-to-date maps and permitting information to the public through web-based programs.

Goal 1.B Support development of a skilled, talented and trained workforce.

Kuna has a growing and diverse workforce, but a shifting local economy has created a mismatch between workforce skills and job opportunities. Kuna is anticipated to lose 18 percent of its crop and animal production jobs by 2024 and is expected to grow 14 percent in the realm of government jobs, which includes healthcare. A majority of Kuna’s workforce leaves Kuna to access jobs in Meridian, Eagle, Boise and Nampa. Roughly 6,044 employees commute out of Kuna each day, 1,573 individuals commute to Kuna from the surrounding area, and 477 individuals commute within Kuna.^{vii} Providing workforce development and training programs within Kuna would provide jobs and foster a growing, skilled workforce within Kuna.



Objective 1.B.1. Improve accessibility to training and education opportunities.

Policies:

1.B.1.a. Work cooperatively with local schools to maintain and enhance the quality of K-12 education in the School Districts.

1.B.1.b. Work with School Districts and local businesses to create opportunities for students to experience and explore a wide variety of career and employment opportunities.

1.B.1.c. Support partnerships between high schools and technical and post-secondary schools.

1.B.1.d. Ensure adequate resources are devoted to providing grants and scholarships to individuals seeking additional training.

1.B.1.e. Encourage school districts and other educational entities to offer and expand vocational and technical education programs.

1.B.1.f. Utilize State incentive programs and funding to remove barriers to accessing and paying for workforce development trainings.



Objective 1.B.2. Create additional workforce development opportunities via partnerships and extension offices.

Policies:

1.B.2.a. Work with the Idaho Department of Labor to access the workforce development training fund for new and expanding businesses.

1.B.2.b. Coordinate with educational institutions such as the College of Western Idaho or University of Idaho to establish new extension/satellite offices and training facilities in Kuna.

➔ **Objective 1.B.3. Ensure training and workforce development opportunities match the needs of Kuna employers.**

Policies:

1.B.3.a. Emphasize transferable skills and structured training programs.

1.B.3.b. Regularly evaluate the needs of Kuna employers to ensure resources and trainings are in line with employment trends.

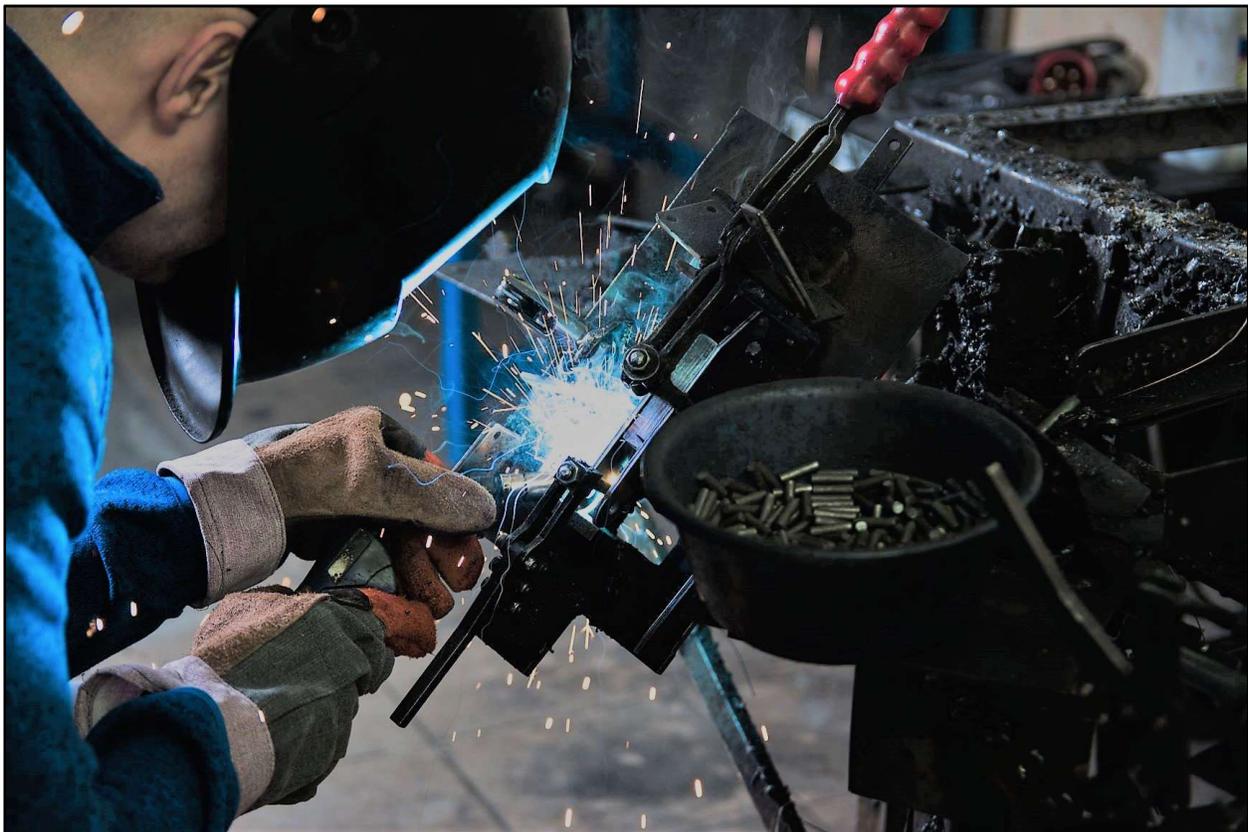
➔ **Objective 1.B.4. Support efforts to provide training and employment opportunities for special populations and disenfranchised groups.**

Policies:

1.B.4.a. Collaborate with partner agencies and businesses to establish a veterans' workforce development fund to address the needs of veterans entering the Kuna workforce.

1.B.4.b. Attract and incentivize workforce development trainings, educational and employment opportunities that are inclusive to all individuals.

1.B.4.c. Emphasize the importance of training and employment services that provide individuals with special needs opportunities to transition from a classroom setting to a workplace.



Goal 1.C Attract and encourage new and existing businesses.

Even though Kuna is home to over 200 commercial and in-home businesses that offer a diversity of retail, dining, and other services, these businesses do not provide adequate employment opportunities for Kuna residents. Attracting new businesses and retaining and expanding existing businesses will be an essential component of Kuna’s economic growth strategy. Kuna has available resources including land and a ready workforce to attract new businesses; however, additional incentives and a targeted business growth/attraction strategy will help ensure Kuna attracts businesses and entrepreneurial ventures that will allow the community to steer away from being viewed a bedroom community and realize growth that aligns with Kuna’s values and character.



Objective 1.C.1. Provide incentives and/or assistance for targeted industries and new markets.

Policies:

1.C.1.a. Consider funding mechanisms such as a Business Improvement District (BID), Urban Renewal Agency/District (URA) and/or Community Infrastructure District (CID) to support the maintenance of current investments and promote the creation of new investments.

1.C.1.b. Ensure transportation and communications infrastructure meets or exceeds industry expectations.

1.C.1.c. Regularly evaluate and update the list of targeted industries, professional services and supports for new and developing industries that could be beneficial for Kuna’s economy.

1.C.1.d. Assess all new businesses with a large potential economic impact under a cost-benefit analysis approach and calculate the rate of return and impact of incentives.

1.C.1.e. Develop a targeted strategy that matches the incentive program to the needs of priority industries.

1.C.1.f. Regularly re-evaluate business attraction and retention incentives to ensure they are beneficial to the City’s revenue streams and growth strategy. Apply incentives in a reasonable manner taking into consideration the short-term and long-term benefits.



Objective 1.C.2. Create an environment that is friendly to business creation, expansion and relocation.

Policies:

1.C.2.a. Create a repository of existing businesses within the community and conduct regular visits and surveys to understand barriers, likelihood of expansion and/or ways to improve the business environment in Kuna.

1.C.2.b. To the extent possible, ensure that tax policies help attract and retain businesses.

1.C.2.c. Provide tools and services to existing and new businesses to reach new customers, broader markets and realize efficiencies.

1.C.2.d. Ensure infrastructure and public facilities are in place and parcels identified for commercial or industrial use are shovel-ready.

 **Objective 1.C.3. Create and maintain a marketing/recruitment plan aimed at new business growth or relocation to Kuna.**

Policies:

1.C.3.a. Consider the creation of a business incubator and makerspace.^{viii}

1.C.3.b. Actively recruit new businesses by working with Idaho State agencies and Boise Valley Economic Partnership, pursue grant opportunities and private/public partnerships.

1.C.3.c. Utilize Kuna’s distinct rural community and access to recreational opportunities to attract location-neutral businesses.

1.C.3.d. Utilize Kuna’s unique environment and assets to help create regional industry clusters centered around agricultural production, agricultural tourism and niche food/beverage production.

1.C.3.e. Assess current market demand for agricultural tourism and agricultural entertainment and utilize data to build regional collaborations.

1.C.3.f. Establish a list of priority industry areas and reach out to existing/emerging businesses within these industries to highlight Kuna as a desirable location for expansion/relocation.

 **Objective 1.C.4. Focus on the creation and retention of businesses that provide livable wage positions to Kuna residents.**

Policies:

1.C.4.a. Diversify and expand the City’s job base, with a focus on attracting higher paying jobs, to allow people to both work and live in the community.^{ix}

1.C.4.b. Offer incentives to businesses that pay above the median individual income rate for the City of Kuna.

1.C.4.c. Conduct regular assessments of wages and opportunities within Kuna. Assess salary rates based on cost of living indexes and wages in surrounding jurisdictions. Ensure Kuna’s employment opportunities match or exceed surrounding area averages.

1.C.4.d. Develop a policy that provides incentives and/or assistance for industries in targeted clusters, such as high-technology jobs and jobs in environmentally clean manufacturing sectors.

Goal 1.D Address and plan for economic expansion of the City and region.

The city of Kuna and the Boise-Nampa Metropolitan Statistical Area are quickly growing in both population and economic size. By 2040 Ada County will have 101.5 percent more jobs than it had in 2016, and Kuna is expected to increase the number of total jobs by 471.5 percent by 2040.^x This rapid population and employment growth creates opportunities for the city of Kuna to help shape the type, size and locations of industries in the community.



Objective 1.D.1. Seek opportunities to partner and promote the region's recreation, tourism and outdoor amenities.

Policies:

1.D.1.a. Encourage communication between stakeholders to establish public/private partnerships in community development matters.

1.D.1.b. Continuously evaluate regional and local comprehensive and economic development plans to understand the positioning and strengths of the regional economy and areas of opportunity for Kuna.

1.D.1.c. Participate in regional planning processes that evaluate land use scenarios to determine growth outcomes and regional needs.

1.D.1.d. Integrate regional economic development plans and initiatives with existing regional transportation planning efforts to ensure strong transportation/land use coordination.

1.D.1.e. Meet with local and regional economic development commissions and supportive agencies to identify opportunities for partnership.

1.D.1.f. Actively recruit new businesses by working with Idaho State agencies; pursue grant opportunities and private/public partnerships.



Objective 1.D.2. Support efforts of the Economic Development Director and Economic Development Committee.

Policies:

1.D.2.a. Develop and adopt an Economic Development Strategic Plan with clear goals, objectives, initiatives and capital projects in coordination with the Public Works Department.

1.D.2.b. Ensure that recommendations from the Kuna Economic Development Committee align with regional and city growth strategies.

1.D.2.c. Invite new members from partner agencies and other local governments to participate/provide input to the Economic Development Committee.

1.D.2.d. Continually invest in economic development efforts such as infrastructure and utilities expansion, market studies, marketing and public relations, business retention and recruitment efforts and support of entrepreneurship.

Economically Diverse and Vibrant: Implementation

The table on the next page shows specific projects and actions identified during the Comprehensive Plan process that would help achieve the goals, objectives, and policies related to this topic area. The top projects and actions for this goal area are listed below. For the purposes of the Comprehensive Plan, a priority project is any project or action that the City has identified as actionable within the next one-to-three years and is anticipated to receive resource allocations to help achieve its implementation. These priority projects will help guide short-term implementation of the Plan. If a project is not included on the priority projects list that does not preclude it from implementation or resource allocation.

Top Priority Economic Development Projects and Actions

1. Develop a planned coordinated Strategic Economic Development Plan.
2. Develop a Kuna Business Retention and Attraction Plan.
3. Educate city staff and City Council members on CID, BID, Urban Renewal or other tools for funding as a developer infrastructure funding mechanism.
4. Develop an incentives program to competitively attract and retain new businesses.
5. Conduct a communications, transportation and public infrastructure assessment on future/key industrial areas.
6. Work with Ada County and incorporated cities to create a regional Comprehensive Economic Development Strategy (CEDS).
7. Conduct a Kuna specific industry analysis that highlights market demand, assets and risks.

Projects and Actions Table 1 on the following page highlights projects and actions that have been identified to implement the objectives and policies in this goal area and includes the top priority projects listed above. Other projects and policies that are priorities for the City may not be listed in the table as they are less likely to be actionable implementation items.

Key Economically Diverse and Vibrant Policy Focus Areas:

Core guiding policy areas for objectives, policies and actions related to this goal area include:

1. Land use regulation and support
2. Workforce development
3. Business attraction and retention
4. Economic growth management and anticipation

Projects and Actions Table 1: Economically Diverse and Vibrant

| Goals | Projects and Actions |
|---|--|
| <p>1.A Land use in Kuna will support economic development.</p> | <ul style="list-style-type: none"> • Apply for grants to implement downtown Kuna projects. • Develop a planned, coordinated Strategic Economic Development Plan. • Educate city staff and City Council members on CID, BID, Urban Renewal or other tools for funding as a developer infrastructure funding mechanism. • Conduct an Urban Renewal Agency/District study. • Upgrade city permitting systems. |
| <p>1.B Support development of a skilled, talented and trained workforce.</p> | <ul style="list-style-type: none"> • Create an annual report on the City's workforce strengths and challenges. |
| <p>1.C Attract and encourage new and existing businesses.</p> | <ul style="list-style-type: none"> • Develop a Kuna Business Retention and Attraction Plan. • Create an existing business repository. • Develop an incentives program to competitively attract and retain new businesses. • Conduct a communications, transportation and public infrastructure assessment on future/key industrial areas in collaboration with the appropriate agencies. • Create a focus group and plan to identify viable and implementable agritourism and agri-tainment opportunities and partnerships. • Develop a policy for how the city of Kuna will provide a local match for companies that qualify for the Tax Reimbursement incentive through Idaho Commerce. • Conduct a business incubator feasibility study. • Conduct a Kuna specific industry analysis that highlights market demand, assets and risks. |
| <p>1.D Address and plan for economic expansion of the City and region.</p> | <ul style="list-style-type: none"> • Work with Ada County and incorporated Cities to create a regional Comprehensive Economic Development Strategy (CEDS). • Work with partner agencies and jurisdictions to create a regional projects list to guide long-term economic expansion. |



2

**Kuna will be a
healthy and safe
community**

Goal Area 2: Kuna will be a Healthy and Safe Community.

Health and Safety: Planning Principles

The aim of *Envision Kuna* is to guide improvements for community health and develop policies that create an environment where the healthiest choices are the easiest choices. Kuna is rich in many of the necessary resources for a healthy community, including accessible open space, natural resources, which includes clean air and water, opportunities for physical activity, and agricultural lands for local food production. Kuna plans to protect and capitalize on these abundant resources and opportunities, and address other health areas, including increasing access to primary and secondary care facilities, further developing emergency response services such as fire and police, and contributing to an active mobility and recreation system that supports residents' healthy lifestyles.

The city of Kuna has influence on Kuna's built environment, which includes buildings, roadways, parks, neighborhoods, and activity centers. The design of this environment is proven to have a direct effect on the health, wellness and safety of a city's residents. Approximately 60 percent of premature deaths can be attributed to factors that include our environment (e.g., the air we breathe), our ability to be physically active (e.g., living in neighborhoods with sidewalks where people can walk safely), access to grocery stores and health care services (e.g., affordable goods and services are easily accessible to all residents), and our socioeconomic status. The Plan aims to improve community health through a built environment that supports social cohesion and physical and mental health.

Healthy and Safe Community AT-A-GLANCE:



Goal 2.A Maintain and expand an interconnected greenbelt, pathways and trail system.

Kuna has the framework in place for a strong trails and pathways system^{xi} and will work to expand access and connections throughout the community. The City and community should build on this framework to create a connected, green trail and pathway system that:

- Improves bike and pedestrian connectivity and circulation
- Increases recreation opportunities
- Promotes active lifestyles
- Builds green infrastructure^{xii}

In addition to these benefits, further development of a pathways and trail system helps grow Kuna's economy through increased visitation and spending at local businesses, and attraction of employers and residents to Kuna.

The existing Indian Creek Greenbelt serves as the primary pathway in Kuna and is currently over 1.1 miles. Extending the greenbelt to Kuna's western city limit and east to Eagle Road toward nearby public lands is a community-supported goal, as is increasing the trails and pathways aligned with existing canals and creating north-south trails and pathways that feed into the Greenbelt system. Kuna's pathway system is aligned with neighboring city's pathways systems. Kuna's 2018 Pathways Master Plan Map (Appendix A) shows the complete system. Kuna anticipates additional spurs and neighborhood pathways will connect into this core network.

Kuna received a Walk Score rating of 57 which indicates that the community is somewhat walkable.^{xiii} The community has expressed a strong desire for additional pedestrian and bike connectivity and increased ease of access to trails and pathways. Kuna expects to work with many partners, including irrigation districts and private developers, to continue to build a trails and pathways system that serves the entire community.



Objective 2.A.1. Manage, maintain and expand the Indian Creek Greenbelt using a coordinated, planned approach.

Policies:

2.A.1.a. Expand and extend the Greenbelt through the development process when applications are received in areas surrounding and/or adjacent to Indian Creek. Ensure that public access to the Greenbelt and Indian Creek is incorporated into development.

2.A.1.b. Expand and extend the Greenbelt on public lands when and where possible, as opportunities arise.

2.A.1.c. Increase Indian Creek Greenbelt access points including footbridges and other crossings.

2.A.1.d. Identify locations and opportunities to link Greenbelt to other pathways, trails and commercial and residential areas to increase connectivity.

2.A.1.e. Add amenities to the Greenbelt, when and where possible, such as trees and natural landscaping, shade structures, benches, viewing platforms, bike repair stations, creek access areas and picnic and play areas.

2.A.1.f. Ensure appropriate resources are available to maintain the Indian Creek Greenbelt as it expands and use grows. Regularly assess pathway conditions and provide timely upkeep and maintenance.

2.A.1.g. Ensure that Greenbelt use and land development along or near Indian Creek does not negatively impact the natural resource or habitats. Maintain Indian Creek's ability to provide ecosystem benefits such as floodwater control and water purification.

2.A.1.h. Implement a Greenbelt overlay zone.



Objective 2.A.2 Maintain and expand the pathway and trail network with a focus on building connectivity to key activity and population centers that serve all areas of Kuna.

Policies:

2.A.2.a. Ensure the trails and pathways system promotes bike and pedestrian connectivity to key activity centers such as schools, parks, retail centers and downtown.

2.A.2.b. Ensure appropriate resources are available to maintain publicly managed trails and pathways as the system expands and use grows.

2.A.2.c. Regularly assess trail and pathway conditions and provide timely upkeep and maintenance.

2.A.2.d. Work with private developers and landowners to direct expansion of the trails and pathways system throughout Kuna, including:

- Ensure appropriate policies and ordinances are in place to incentivize and require construction of new pathways and trails infrastructure as development and redevelopment occurs.
- Require all new neighborhood and subdivision developments to incorporate pathway connectivity within the neighborhood and tie in to existing or anticipated pathways and trails.
- Clearly identify locations where trails and pathways infrastructure should be publicly accessible, and who will be responsible to provide regular maintenance for these areas.

2.A.2.e. Conduct regular assessments of trail and pathway infrastructure and use to ensure the system:

- Meets the needs of a variety of users, including pedestrian, cyclists, and equestrians.
- Includes trails and pathways that are ADA-compliant and designed to be accessible to people with disabilities.
- Provides equitable access to all areas of Kuna, so that neighborhoods and subareas are served at comparable levels.

2.A.2.f. Work with other jurisdictions and agencies to create a regional network of greenways and parks linking communities together. Focus on developing trail and pathway connectivity to Nampa, Meridian and Southwest Boise.

2.A.2.g. Evaluate the possibility of incorporating HOA-owned-and-managed pathways into the public parks system.

Goal 2.B Maintain and expand parks and public gathering spaces.

New development puts a demand on existing parks and public spaces; as Kuna continues to grow, its parks system will necessarily expand to meet citizens' needs to recreate, socialize, gather, play and be active. There are 113 acres of City parks in Kuna in 17 locations (four bare ground neighborhood playgrounds, nine neighborhood parks and four specialized recreation areas). In August 2016, the city of Kuna instituted a park impact fee to help build and establish new parks. The impact fees will generate approximately \$1,595,320 for park land acquisition, maintenance, and improvements. As of August 2016, there was one acre of park and recreation space for every 105 residents in Kuna; the city of Kuna's level of service goal is one acre of park land for every 80 residents.



➔ Objective 2.B.1. Maintain and expand the parks system.

Policies:

2.B.1.a. Utilize park impact fees to acquire new properties for park development and to improve existing park facilities. Focus on acquiring park lands that:

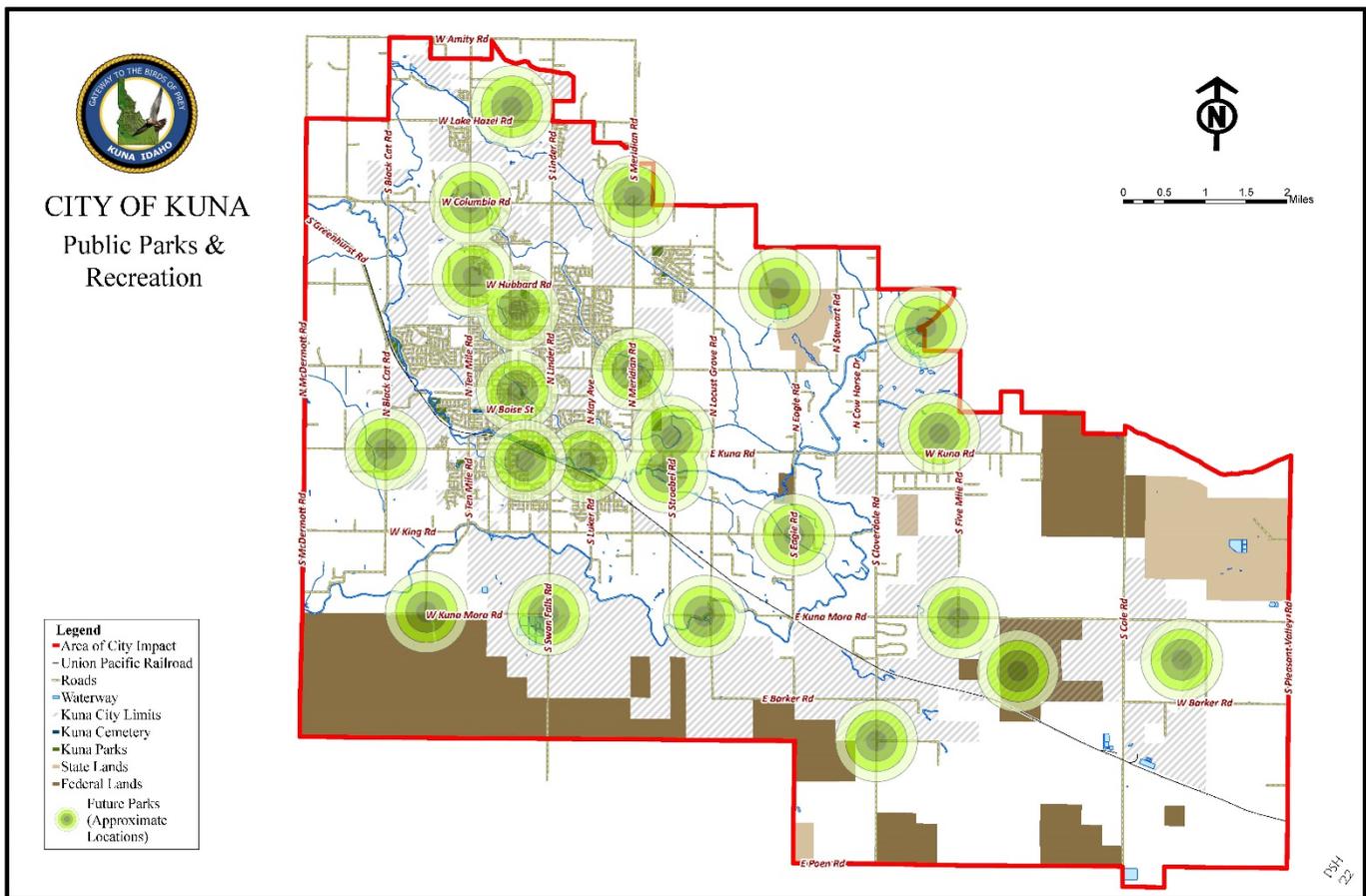
- Are in areas with high recreation and natural resource value^{xiv}
- Are in different areas of Kuna, to provide benefits throughout the community,
- Contribute to a system of regional, local and neighborhood parks,
- Leverage public and private investments and seed desired development.

2.B.1.b. Continue to require neighborhood park development through the subdivision development process.

2.B.1.d. Conduct regular monitoring, maintenance and make capital investments to ensure park spaces are welcoming and feature up-to-date equipment and facilities including sports courts, play areas including playground equipment, restrooms, ADA accessibility, and covered spaces for gatherings and events.

2.B.1.e. Regularly conduct park safety audits for existing park facilities and make safety enhancements based on audit findings.^{xv}

Figure 4: Parks and Recreation Map



A full-scale version of the Public Parks and Recreation Map can be found in Appendix A.

➔ **Objective 2.B.2. Preserve and protect open space recreation areas outside of the parks system.**

Policies:

2.B.2.a. Assess the use of current open space areas and encourage uses that are in harmony with existing resources, natural wildlife, and adjacent areas.

2.B.2.b. Coordinate with Ada County Open Space Advisory Task Force and U.S. Bureau of Land Management (BLM) to preserve open spaces and pursue land acquisition by the city of Kuna, where and when appropriate.

2.B.2.c. Protect open space areas through public land purchases or creation of open space overlay districts.

2.B.2.d. Adopt a comprehensive land use map that includes natural and developed open spaces for preservation and recreation use.

2.B.2.e. Work with BLM to ensure that facilities, trails, and other usage of the Morley Nelson Snake River Birds of Prey National Conservation Area are appropriate and consistent with BLM policies.



Goal 2.C Support the development of community recreation facilities.

In addition to parks, trails and open spaces, a community can greatly benefit from access to recreation and wellness facilities that provide additional opportunities to stay active and engage in positive social environments through organized activities, clubs and events. Recreation facilities including a swimming pool, a multi-use recreation center, sports facilities and a community center were commonly mentioned as highly desired amenities at community workshops and through the online surveys. The city of Kuna currently has three private gym facilities and no public recreation center facilities. The two nearest recreation center facilities are the South Meridian Family YMCA and the Nampa Recreation Center.

Objective 2.C.1. Encourage and engage in development of recreation facilities.

Policies:

2.C.1.a. Identify desired types of recreation facilities, possible locations and potential private and public development partners. Prioritize development of facilities that can be used year-round (e.g., indoor pool) and facilities that can be developed with lower levels of investment (e.g., seasonal ice rink, disc golf course).

2.C.1.b. Ensure zoning supports development of recreation and community facilities in suitable locations.

Objective 2.C.2. Encourage the maintenance and expansion of recreational activities and programming.

Policies:

2.C.2.a. Evaluate participation in existing city recreation programs and promote, change and expand offerings based on assessment.

2.C.2.b. Build recreation programming into existing city events.

2.C.2.c. Work with and support partners providing recreational programming by ensuring permitting processes are clear, streamlined and needed facilities are available.

Objective 2.C.3. Ensure recreation resources are available and meet community need.

Policies:

2.C.3.a. Regularly review the community's recreation needs and existing services.

2.C.3.b. Evaluate feasibility of establishing a Recreation District via ballot proposition.

2.C.3.c. Seek funding sources, including grant opportunities, for recreation programming, facility maintenance and capital investments.

Goal 2.D Maintain and increase citizen access to health and wellness services.

An individual's ability to access health and wellness services has a profound effect on their overall health via their ability to prevent disease and disability, treat illness and injury and increase overall life expectancy. Access to healthcare has three components as described by the U.S. Department of Health and Human Services. These components include gaining entry into the healthcare system, gaining access to sites of care where patients receive needed services, and finding providers who meet the needs of individual patients with whom patients can develop a relationship based on mutual communication and trust.^{xvi} Kuna currently has six family practice health providers, nine dentists, one orthodontist, one vision care center, two chiropractor and rehabilitation facilities, and three other health-related counseling offices. More extensive emergency and specialty medical services are available at nearby hospitals in Ada or Canyon counties. Saint Alphonus Life Flight, Saint Luke's Air, and Kuna Rural Fire Protection District provide emergency transport to facilities in Ada and Canyon Counties.

Objective 2.D.1. Encourage the development of an emergency medical facility south of the Union Pacific Railroad Line.

Policies:

2.D.1.a. Identify locations for a potential medical facility south of the Union Pacific railroad line. Ensure that the identified location is congruent with adjacent land uses and serves as a focal point for emergency care access in southern Kuna.

2.D.1.b. Conduct a traffic analysis and feasibility study to identify access alternatives to existing emergency medical facilities.

Objective 2.D.2. Understand Kuna's existing and future healthcare needs.

Policies:

2.D.2.a. Identify local level health data with the support of partner agencies such as Central District Health, St. Luke's, and Saint Alphonus Regional Medical Center.

2.D.2.b. Work with partner agencies to conduct a community health needs assessment.

2.D.2.c. Identify geographic coverage gaps for existing primary care services.

Objective 2.D.3. Encourage the development of new primary and secondary care facilities that can serve the needs of a growing population.

Policies:

2.D.3.a. Ensure that zoning ordinances are supportive of healthcare facility development.

2.D.3.b. Identify locations for additional primary and secondary care facilities that can serve as an accessible nexus of care.

Goal 2.E Ensure Kuna’s clean air, water and soil through natural resource management and watershed protection.

Objective 2.E.1. Protect and restore environmentally sensitive lands.

Policies:

2.E.1.a. Adopt a protected area map that synchronizes with the County Open Space Advisory Task Force recommendations.

2.E.1.b. Ensure city code and ordinances are in place to protect environmentally sensitive lands through overlay districts, restricted development and additional review processes.

2.E.1.c. Promote community educational opportunities to learn about sustainability and the preservation of natural resources and open spaces.

Objective 2.E.2. Maintain and protect natural beauty and scenic landscapes.

Policies:

2.E.2.a. Require mitigation buffers between new development and stream irrigation corridors to preserve unique habitat, existing wildlife habitat and scenic views.

2.E.2.b. Work with partner agencies to protect stream and bank vegetation.

2.E.2.c. Require re-vegetation of stream banks where construction requires bank alteration.

2.E.1.d. Work with partner agencies and private entities to minimize manmade alterations to all-natural habitats.





Objective 2.E.3. Protect wildlife habitats and maintain healthy populations of native species.

Policies:

2.E.3.a. Promote the use of conservation tools such as conservation easements, fee-simple acquisition and cluster development to protect riparian areas, wetlands and other critical habitats.

2.E.3.b. Encourage design and site plans that minimize impact to plant and wildlife species.

2.E.3.c. Work with partner agencies to monitor the populations of native wildlife and plant species and assess the impact of the built environment and strategies to reduce harm.

2.E.3.d. Require soil reports and other environmental evaluations as necessary to address drainage, erosion, sedimentation and other soil concerns.



Objective 2.E.4. Promote and encourage clean energy sources and reduce the amount of emission and waste produced in Kuna.

Policies:

2.E.4.a. Support efforts to pursue renewable energy production alternatives such as solar electricity, wind power, geothermal and other alternative energy sources.

2.E.4.b. Work with partner agencies and other city departments to develop waste reduction programs such as a city-wide compost program, improved recycling, or energy efficiency incentives.

2.E.4.c. Encourage non-motorized forms of transportation.

2.E.4.d. Encourage sustainable building practices and energy conservation techniques for all new construction and rehabilitation of buildings and other facilities.

2.E.4.e. Promote and educate the public about existing programs to minimize waste.



Objective 2.E.5. Ensure development and business activity does not negatively impact natural resources, wildlife, open spaces and agricultural lands.

Policies:

2.E.5.a. Work with existing and future businesses to implement sustainable business practices.

2.E.5.b. Ensure new business and commercial uses meet local, state and federal standards for environmental impact.

2.E.5.c. Develop watershed plans that reduce erosion and road hazards, do not increase natural runoff rates, and maintain the area's water quality and recharge capabilities.

2.E.5.d. Require lighting plans comply with dark sky principles by developing lighting and advertising policies which minimize light pollution and impact on wildlife.

Goal 2.F Provide public safety and emergency services (Police, Fire, Ambulance).

The city of Kuna contracts with the Ada County Sheriff's office to provide police services, and maintains 17 full-time staff members, including a police chief, two field supervisors, eight deputies, and two detectives, who are designated to serving the city of Kuna. The City aims to have one officer per 1,000 residents of Kuna.

The Kuna Rural Fire District provides fire protection, 911 Advanced Life Support (ALS) ambulance service, rescue services and wildland fire protection to the city of Kuna and surrounding areas. The Fire District operates one fire station in Kuna and maintains 10 emergency service vehicles, including ambulances, fire engines and brush trucks. The Fire District provides life support transport to area hospitals in both Ada and Canyon counties. Air ambulance support service is provided by Saint Alphonsus and Saint Luke's Medical Centers. The Fire District is the primary ALS (paramedic) provider within the District boundaries. In 2014, the average emergency response time was three minutes and 29 seconds for high-priority emergency calls.

A significant safety hazard results from the Union Pacific Railroad Line physically separating north and south Kuna with few at-grade railroad separations, and more than 30 trains a day passing through the community and halting traffic. The perception from the community is that trains often block both in town crossings at the same time preventing emergency vehicles from accessing the area south of the tracks for several minutes at a time and negatively impacting emergency response times.





Objective 2.F.1. Provide safety and emergency services that meet the need of all Kuna residents.

Policies:

2.F.1.a. Plan for future growth and ensure funding and resources are available to increase emergency response staff and construct capital projects.

2.F.1.b. Prepare to accommodate service demands without unnecessary delays by coordinating the design and delivery of services with the rate and type of population growth. Obtain the tools necessary to fund needed increases in operations and capital.

2.F.1.c. Support the Kuna Rural Fire District in locating sites for construction of new facilities necessary to retain or improve emergency response time.

2.F.1.d. Work with the Ada County Sheriff's Department to locate and construct additional police stations as needed to meet the demand of a growing population.

2.F.1.e. Work with the Idaho Transportation Department and Ada County Highway District (ACHD) to evaluate the potential to create additional connectivity and emergency medical service access to residents south of the Union Pacific Railroad Line.

Goal 2.G Engage and invest in planning and maintenance of emergency preparedness and disaster response systems.

The 2017 Ada County Hazard Mitigation Plan identifies Kuna as being at high risk for severe weather conditions, at medium risk for earthquakes, floods, and wildfires, and at low risk of drought, volcano and dam inundation. Kuna is actively working with Ada County on the Ada County Hazard Mitigation Plan and has identified action items pursuant with improving the resilience of the community in the face of natural disasters and hazards.

The entire city lies within a zone that has a one percent annual chance of stream flooding with areas lying directly along Indian Creek having a 26 percent likely chance of flooding in a 30-year time period. Another natural emergency risk results from the fire combustibility potential inherent at the wildland-urban interface areas that abound all sides of the City.

Kuna is covered under the Ada City-County Emergency Management (ACCEM) agency. The agency helps communities mitigate, prepare, respond and recover from disasters and emergencies. The ACCEM is a key partner in Kuna's overall disaster preparedness and emergency management.



Objective 2.G.1. Minimize the potential harm and damage associated with natural hazards such as severe weather, earthquakes, flooding, wildfires and other hazards and emergencies.

Policies:

2.G.1.a. Continue to implement actions identified in the 2017 Ada County Hazard Mitigation Plan.

2.G.1.b. Require geologic reports for new projects sited in areas subject to geological hazard.

2.G.1.c. Ensure buildings are designed and constructed to reduce the risks of geological hazards.

2.G.1.d. Update and maintain flood hazard information and share information with the public.

2.G.1.e. Utilize and work with FEMA flood assessment and mitigation analysis.

2.G.1.f. Regulate development with respect to water diversion, vegetation removal, grading and fills to minimize flood potential.

2.G.1.g. Provide educational materials and information to residents and homeowners on how to protect their persons and property from the impacts of natural hazards and disasters.

2.G.1.h. Ensure emergency vehicle access, water availability and fire-wise home construction.

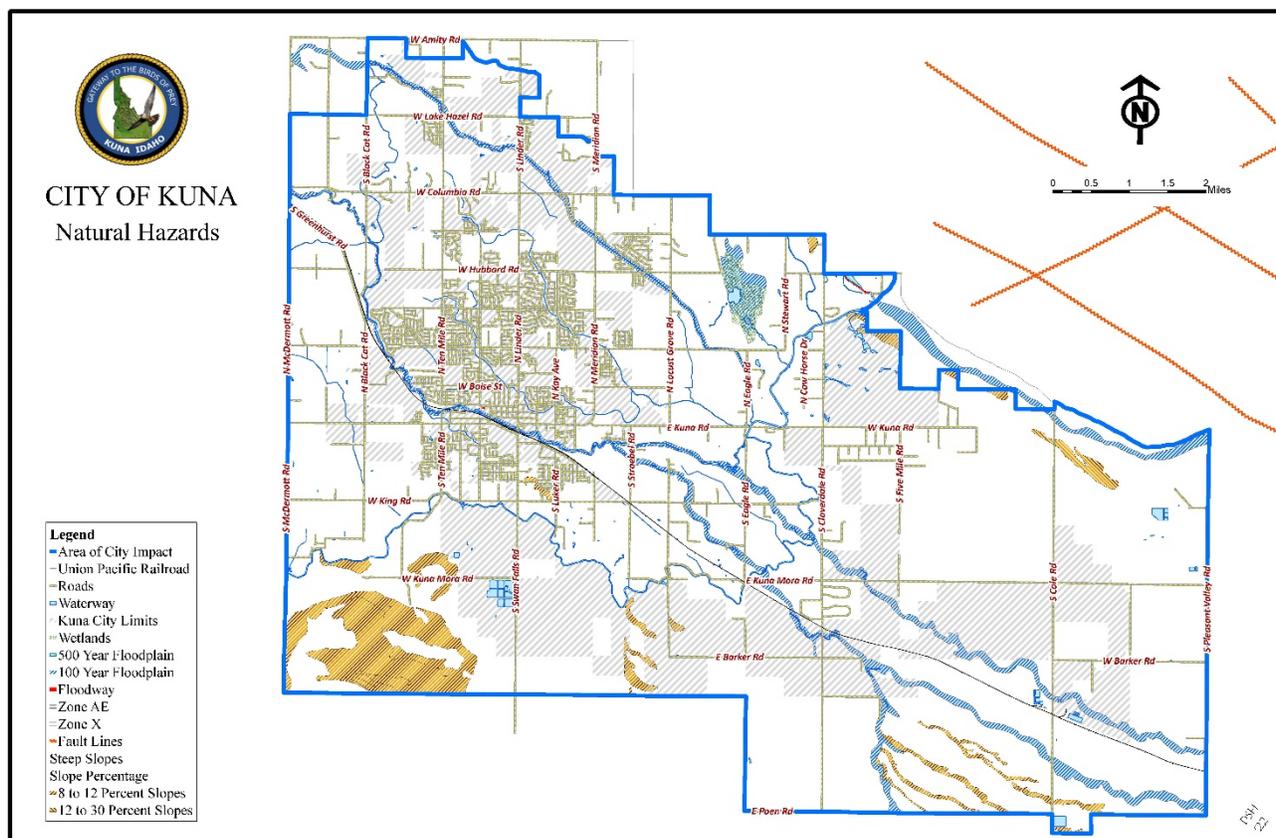
2.G.1.i. Utilize development policies and practices that reduce flood potential and impacts to water quality in the event of a flood.

2.G.1.j. Require developers to notify prospective buyers that properties are within the 100-year floodplain or by using a deed restriction or similar method.

2.G.1.k. Utilize the 100-year floodplain as farmland, open space and wildlife habitat.

2.G.1.l. Do not permit schools, hospitals, or other immediate care facilities within the 100-year floodplain, unless a Letter of Map Revision can be obtained.

Figure 5: Natural Hazards Map





Objective 2.G.2. Ensure the safety of all city residents in the event of a disaster or emergency.

Policies:

2.G.2.a. Ensure that emergency response plan standards are easily utilized and understood by the community.

2.G.2.b. Ensure adequate funding and resources are available to quickly respond in the event of a disaster or emergency.

2.G.2.c. Prominently display and make accessible online a public disasters map that identifies known hazard potential, evacuation routes and emergency shelters.

2.G.2.d. Identify individuals and groups of individuals in the community at greater risk during an emergency and ensure adequate resources are devoted to protecting them.

2.G.2.e. Update emergency response plan actions based on future population growth areas and anticipated developments.

2.G.2.f. Anticipate circumstances that would impede emergency responses and establish contingency plans to alleviate these impediments.

2.G.2.g. Manage and maintain evacuation plans for all potential hazards and natural disasters.

2.G.2.h. Coordinate emergency management plans with surrounding jurisdictions and the Ada City County Emergency Management (ACCEM)

2.G.2.i. Provide assistance and materials to citizens to take responsibility for their safety and the safety of others.

2.G.2.j. Provide trainings to citizens in first aid, evacuation efforts, and other topics relevant to safety and response to hazards and natural disasters.

2.G.2.k. Work with media outlets to coordinate emergency information.

2.G.2.l. Regularly test and ensure warning systems and other evacuation tools remain operable.



Goal 2.H. Provide services to special populations within Kuna (seniors, youth, individuals with disabilities).

Kuna is home to a diverse population with a wide variety of health service needs. 34.6 percent of Kuna's population is under the age of 19 and 8.1 percent is over the age of 65, which means there are likely large groups of seniors and youth who could benefit from tailored city services. Roughly 10 percent of Kuna's population has some form of disability, which includes difficulty with hearing, vision, cognition, moving independently, self-care and/or living independently. ^{xvii}

Objective 2.H.1. Ensure that Kuna is designed and built for individuals to age in place.

Policies:

2.H.1.a. Expand affordable housing options for seniors through zoning for Attached Dwelling Units, and accessible design requirements in new construction and remodeling.

2.H.1.b. Support the funding and construction of affordable housing for seniors.

2.H.1.c. Expand opportunities for assisted-living options for seniors that are neither low-income nor in-home care.

2.H.1.d. Coordinate transportation efforts to improve mobility and access for seniors.

2.H.1.e. Support existing and proposed activity centers for senior citizens.

2.H.1.f. Consider the creation of an aging improvement district or an age-friendly initiative aimed at working with businesses and offering small quality of life improvements for seniors. ^{xviii}

Objective 2.H.2. Ensure the needs of children, youth and families are considered in city programming, development and facility design.

Policies:

2.H.2.a. Support the development of a youth/community center.

2.H.2.b. Support the development of new athletic fields that are accessible for youth and adult athletic league programming and field regulations.

2.H.2.c. Ensure playgrounds are included in new parks, subdivisions, and neighborhoods.

2.H.2.d. Promote public gathering spaces with accessible design and play elements for children and adults.



Objective 2.H.3. Ensure the needs of individuals with disabilities are considered in city programming, development and facility design.

Policies:

2.H.3.a. Ensure new developments, facilities, and public amenities meet Americans with Disabilities Act standards.

2.H.3.b. Promote opportunities for individuals with disabilities to participate in city functions and programming through adaptive technologies and design.

2.H.3.c. Work with partner agencies to provide additional mobility options including public transportation.

2.H.3.d Ensure adequate and supportive housing for individuals with disabilities and promote incentives for new housing development to be inclusive.

Goal 2.I Ensure Kuna’s residents are food secure and have access to readily available healthy foods.

Ada County as a whole is relatively food secure and received a 7.6 out of ten for healthy food access with 10 being the best.^{xix} Two full-service grocery stores sell fresh produce and two corner stores offer some healthy food choices. The Kuna Farmers Market opens in the spring and runs every Saturday until fall. The Market provides opportunities to purchase local produce and home-made goods. Additional grocery stores in adjacent cities have a broader variety of available healthy foods that Kuna residents can access. The city of Kuna established a community garden in 2012 that features programming and opportunities for citizen use.



Objective 2.I.1. Ensure healthy, nutritious foods are available to Kuna residents without the need to drive outside of the community.

Policies:

2.I.1.a. Support the development of stores, corner markets and restaurants that sell healthy and affordable food options.

2.I.1.b. Support the creation of a healthy corner store initiative.

➔ **Objective 2.1.2. Encourage the production of local produce and agricultural products.**

Policies:

2.1.2.a. Ensure zoning ordinances allow for personal agricultural production, community gardens, small scale farms and larger industrial agricultural ventures.

2.1.2.b. Work with city departments and private land owners to create edible landscaping available to the public.

2.1.2.c. Identify and protect open space that provides food production potential.

2.1.2.d. Manage competing and conflicting land uses through compatible land use designations.

2.1.2.e. Establish joint-use agreements for agriculture on publicly owned sites.

2.1.2.f. Consider the creation of incentive programs for agricultural uses. This could include tax credits through Ada County, expedited permit review, reduced application fees, etc.

➔ **Objective 2.1.3. Support the regional food economy.**

2.1.3.a. Promote regional food procurement for city sponsored events.

2.1.3.b. Ensure zoning ordinances allow for agri-tainment and agritourism business ventures.



Health and Safety: Implementation

The table on the following page shows specific projects and actions identified during the Comprehensive Plan process that would help achieve the goals, objectives, and policies identified in the Plan. The top projects and actions for this goal area are listed below. For the purposes of the Comprehensive Plan, a priority project is any project or action the City has identified as actionable within the next one to three years and is anticipated to receive resource allocation to help achieve its implementation. These priority projects will help guide short-term implementation of the Plan, however if a project is not included on the priority projects list that does not preclude it from implementation or resource allocation.

Top Priority Health and Safety Projects and Actions

1. Work with ACHD, ITD and the Union Pacific Railroad to conduct an overpass feasibility study at major road crossings.
2. Develop an Indian Creek Greenbelt Master Plan.
3. Build a Greenbelt extension from Orchard to Crimson Point Elementary.
4. Create parks or preserves at Hubbard Reservoir, Kuna Butte, Initial Point, and other open space areas of significance in cooperation with the appropriate agencies.
5. Create an emergency response plan.
6. Develop a community center, recreation center and/or swimming pool.

Projects and Actions Table 2 on the following page highlights the projects and actions that have been identified to implement the objectives and policies in this goal area and includes the top priority projects listed above. Other health and safety projects and policies that are priorities for the City may not be listed in the table as they are less likely to be actionable implementation items.

Key Health and Safety Policy Focus Areas:

Core guiding policy areas for objectives, policies and actions related to this goal area include:

1. Trail, pathway, parks and open spaces
2. Emergency services and preparedness
3. Public health and wellness
4. Special needs populations
5. Natural resource protection

Projects and Actions Table 2

Health and Safety

| Goals | Projects and Actions |
|---|---|
| 2.A Maintain and expand an interconnected greenbelt, pathways and trail system. | <ul style="list-style-type: none"> • Develop an Indian Creek Greenbelt Master Plan. • Build a Greenbelt extension from Orchard to Crimson Point Elementary. • Review and revise greenbelt ordinance. |
| 2.B Maintain and expand parks and public gathering spaces. | <ul style="list-style-type: none"> • Develop a Parks Master Plan. • Apply for state and federal grants to improve access to facilities around open spaces and areas of significance. • Create parks or preserves at Hubbard Reservoir, Kuna Butte, Initial Point, and other open space areas of significance in cooperation with the appropriate agencies. |
| 2.C Support the development of community recreation facilities | <ul style="list-style-type: none"> • Update the community recreation center feasibility study. • Develop a unified recreation plan. • Develop a sports complex with baseball/softball and soccer fields. • Develop a community center, recreation center, and swimming pool. |
| 2.D Maintain and increase citizen access to health and wellness services | <ul style="list-style-type: none"> • Conduct a community health needs assessment. • Work with partner agencies to develop an emergency medical center south of the Union Pacific Railroad line. |
| 2.E Ensure Kuna’s clean air, water and soil through natural resource management and watershed protection | <ul style="list-style-type: none"> • Conduct an environmental conditions assessment. • Develop a protected areas map. • Develop a natural resources management plan. • Establish conservation district boundaries and ordinance. |
| 2.F Provide public safety and emergency services (police, fire, ambulance) | <ul style="list-style-type: none"> • Work with ACHD, ITD and the Union Pacific Railroad to conduct an overpass feasibility study at major railroad crossings. • Conduct a community safety needs assessment. • Support Kuna Rural Fire District special tax levy or other funding mechanism. |

Projects and Actions Table 2

Health and Safety

| Goals | Projects and Actions |
|---|---|
| <p>2.G Engage and invest in planning and maintenance of emergency preparedness and disaster response systems</p> | <ul style="list-style-type: none"> • Continue to work with Ada County to complete actions identified in the 2017 Ada County Multi-Hazard Mitigation Plan. • Create an emergency response plan. • Adopt State and County-wide emergency preparedness plans and incorporate them into Kuna’s local emergency management system. • Organize a Community Emergency Response Team training, response committees, and neighborhood watches. • Develop and maintain a geological hazards map. • Adopt a wildland-urban fire interface overlay district. • Conduct a flood hazards and drainage impacts assessment for the City’s watersheds. • Incorporate the fire safety standards from the Ada County Wildfire Protection Plan. • Implement a stream system management ordinance. • Adopt the National Fire Protection Association (NFPA) Code 1144, Standard for Protection of Life and Property from Wildfire. • Install signage throughout the community that offer escape routes and directions to emergency shelters. |
| <p>2.H. Provide services to special populations within Kuna (seniors, youth, individuals with disabilities).</p> | <ul style="list-style-type: none"> • Create an aging improvement district or an age-friendly city run program initiative. • Develop a youth community center. |
| <p>2.I Ensure Kuna’s residents are food secure and have access to readily available healthy foods</p> | <ul style="list-style-type: none"> • Establish a healthy corner store initiative. |



3

Kuna's land use will support a desirable, distinct and well-designed community

Goal Area 3: Kuna’s Land Uses will Support a Desirable, Distinct and Well-Designed Community.

Land Use and Community Design: Planning Principles

Community design and character encompasses the principles by which the City manages land use and regulates new and existing development. Community character and design seek to make Kuna a desirable place to live, work, and play, while simultaneously providing opportunities for present and future economic development, room for growth and preservation of land resources. Community design and character planning includes:

- Encouraging a sustainable land use pattern and sensible mix of commercial, agricultural, industrial, public facilities and residential development that meet community demands.
- Providing a variety of housing options and strengthening neighborhoods.
- Maintaining and enhancing special places that are treasured within the community and reflect Kuna’s values and culture.
- Protecting private property rights.

The goals and policies described in this chapter serve as the basis for how community design and character are encouraged and perpetuated in Kuna.

This section also contains descriptions of land use categories identified on the Future Land Use Map (FLUM), with examples of the types of uses generally intended in each category. The land use designations on the FLUM are correlated to existing city of Kuna zoning categories, for ease of cross-reference.

Land Use and Community Design AT-A-GLANCE:

| | | | | | | |
|-----------------------------|--------------------------|-------------------------|------------------------|-------------------------|------------------------|--------------------------------|
| <i>Sustainable Land Use</i> | <i>Areas of Interest</i> | <i>Commercial Areas</i> | <i>Housing Options</i> | <i>Industrial Areas</i> | <i>Hazardous Areas</i> | <i>Private Property Rights</i> |
|-----------------------------|--------------------------|-------------------------|------------------------|-------------------------|------------------------|--------------------------------|



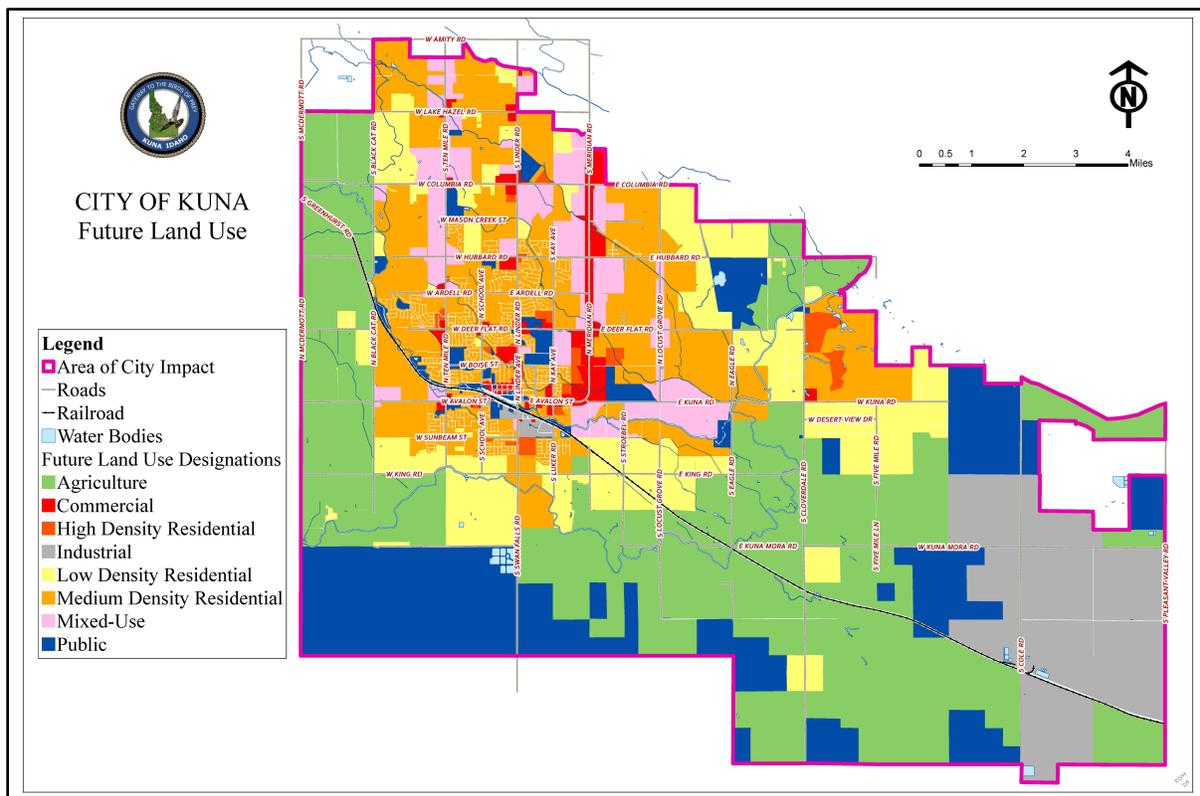
Goal 3.A. Ensure community design directs growth and implements sustainable land use patterns.

Community design is concerned with the appearance, function, and compatibility of land uses within a community. Successful community design recognizes the importance of shaping and managing the built environment in a way that compliments the topography and natural features of the area, preserves existing land uses and creates inviting places. Good community design also meets the needs of the community in terms of commercial, housing, recreation, employment demands and contributes to a tax base that is in line with the demand for public infrastructure and services. Community design should reflect what the community values about Kuna and strengthen Kuna’s unique sense of place.

Future Land Use Map

In this Comprehensive Plan, the City intentionally streamlined its land use category designations to more easily communicate the intent of the Future Land Use Map, create more flexibility for development, and simplify correlation with the City’s zoning structure. A full scale and detailed version of the FLUM can be found in Appendix A.

Figure 6: City of Kuna Future Land Use Map



A full-scale version of the FLUM to be used in conjunction with the Future Land Use Interpretive Table, both can be found in Appendix A.

The following tables compares the 2015 Future Land Use categories verses the updated version in this Plan.

Figure 7: 2015 Land Use Categories and Proposed Future Land Use Categories

| 2015 Future Land Use Map | Current 2019 Future Land Use Map |
|-------------------------------------|----------------------------------|
| Agriculture | Agriculture |
| Commercial (Community Neighborhood) | Commercial |
| Community Center | - |
| Light Industrial | Industrial |
| Heavy Industrial | Heavy Industrial |
| High Density Residential | High Density Residential |
| Medium Density Residential | Medium Density Residential |
| Low Density Residential | Low Density Residential |
| Mixed Use – City Center | Mixed-Use |
| Mixed Use – General | |
| Neighborhood Center | Neighborhood Commercial |
| Neighborhood District | Commercial |
| Professional Office | Commercial |
| Public | Public |
| Rural Cluster | Agriculture |

 **Objective 3.A.1. Use the Future Land Use Map and land use regulations to direct development, encourage complementary and compatible land uses, and achieve good community design.**

Policies:

3.A.1.a. Concentrate a mix of medium-to-high density residential, commercial and mixed-use areas in Kuna’s core.^{xx}

3.A.1.b. Concentrate commercial and mixed-use areas along main entryway corridors, and reserve areas for low-density residential development, open space, industrial and agricultural uses at Kuna’s outer areas and along the rail line.

3.A.1.c. Define “mixed-use” designations in Kuna’s adopted zoning code to encourage a mix of uses at several scales – within zones, on individual and adjacent parcels, and within single structures – that encourage complementary residential, commercial and industrial activities to achieve true mixed uses.

3.A.1.d. Use design standards such as facades, streetscaping, building orientation, setbacks, buffers and parking requirements to encourage pedestrian-friendly environments and improve connectivity.

3.A.1.e. Identify and implement mechanisms to preserve and encourage agricultural land uses at small and large scales in both urban/suburban areas and create policy that supports agricultural activities.

3.A.1.f. Create specific overlay district zoning ordinances along designated commercial corridors; in particular, Meridian Road/Highway 69 (review and update existing ordinance), Ten Mile Road, Linder Road, Cloverdale Road, and Kuna Road (new ordinances needed) to influence compatible and improved design, as well as regulate access, parking, setbacks, densities and other corridor characteristics (see also Goal Area 4).

| How do communities integrate with urban agriculture? | |
|--|---|
| <p><i>Within urban and suburban areas (in city limits), encouraging:</i></p> | <ul style="list-style-type: none"> • Livestock such as chickens, pigs or bees • Access to vacant land for gardening (e.g., community gardens or plots) • School gardens or teaching gardens • Availability of irrigation infrastructure • Rooftop gardens • Farmers markets, produce stands and seasonal markets • Nurseries and commercial farms under a certain size • Agri-tainment and agritourism-based businesses |
| <p><i>Within rural areas and on agricultural lands, allowing and encouraging:</i></p> | <ul style="list-style-type: none"> • Retention of available land for commercial farms, dairies, and aquaculture • Formation of agricultural or preservation land trusts and community land trusts • Farm to market access and events |



Objective 3.A.2. Encourage development in priority areas.

Policies:

3.A.2.a. Promote development and concentrate mixed land uses to create and support strong commercial activity centers.

3.A.2.b. Encourage infill development to maximize the use of developable land, minimize infrastructure costs and preserve agricultural and open spaces.

3.A.2.c. Develop flexible design standards to encourage infill that preserves valued characteristics of surrounding area and promotes compatible uses.

3.A.2.d. Regularly inventory developable and/or re-developable lands within non-agricultural/non-open space designated areas to assess infill opportunities.

| Priority Areas | | |
|---|---|---|
| <p>Areas Identified in the Comprehensive Plan to be developed to support strong community activity and commercial centers.</p> | <ul style="list-style-type: none"> • Downtown • Entryway Corridors <ul style="list-style-type: none"> ○ Meridian Road/Highway 69 ○ Ten Mile Road ○ Linder Road ○ Kuna-Mora Road ○ Kuna Road ○ McDermott Road, ○ Lake Hazel Road | <ul style="list-style-type: none"> • Swan Falls Road • Cloverdale Road • Rail line • Indian Creek Greenbelt |

Goal 3.B Preserve and enhance areas of interest within the community.

Special places help define Kuna’s character and promote community vibrancy and activity. Many of these places offer opportunities to engage with friends, family and the larger community, and strengthen important social connections. The city of Kuna strives to enhance special areas in Kuna that are already serving this role in the community and seek opportunities to create new locations as growth occurs. Special places include activity centers and gathering locations, natural features, and places of historical or cultural significance.

Goal 3.B Focuses mainly on Kuna’s “activity centers and gathering spaces;” objectives and policies related to “cultural assets” can be found in Goal Area 5 (Educated and Cultured), and “natural resources” are addressed in Goal Area 2 (Health and Safety).





Objective 3.B.1. Ensure Kuna’s downtown is distinct, vibrant, and walkable.

Policies:

3.B.1.a. Continue to implement the 2016 *Kuna Downtown Revitalization Plan* and 2012 *Kuna Downtown Corridor Plan*.

3.B.1.b. Establish a downtown “welcome” theme, particularly along designated entryway streets into downtown.

3.B.1.c. Highlight areas of cultural and social significance within downtown.

3.B.1.d. Expand downtown boundaries to include the residential area north of W 4th Street, and South of W Shortline Street. See Downtown Overlay Map in Appendix A.

3.B.1.e. When possible, connect other activity centers and recreational opportunities to downtown through additional pedestrian and bicycle facilities and through wayfinding signage. (see *also Goal Area 4*)

3.B.1.f. Integrate mixed use/light industrial/commercial development around the edge of downtown and along Indian Creek to create opportunities for a brewery/dining/retail district that will serve as community gathering locations and draw visitation to downtown.

3.B.1.g. Review zoning ordinances to promote continuous downtown revitalization for existing and future improvements and developments.

3.B.1.h. Continue to promote City-sponsored activities in downtown Kuna and ensure City policies encourage activities by downtown businesses and organizations (parades, festivals, entertainment activities, markets, concerts, etc.).



Kuna's Areas of Interest

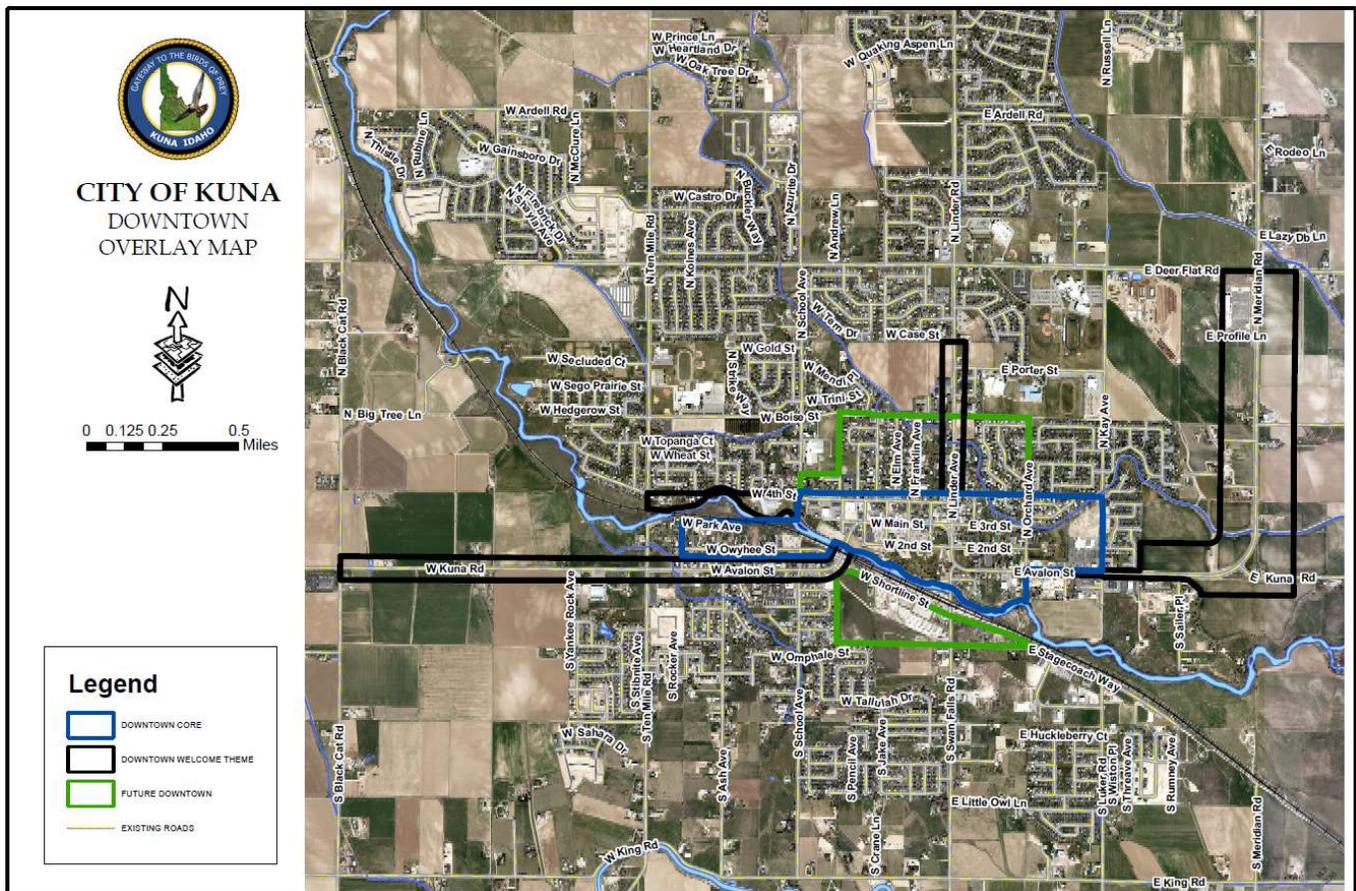
| | |
|---|---|
| <p>Activity Centers and Gathering Spaces</p> | <ul style="list-style-type: none"> • 4th Street Gym • Downtown • Kuna Event Center • Kuna Senior Center • School Facilities • Wineries (Indian Creek Winery, Sandstone Vineyards, Vizcaya Winery) |
| <p>Cultural Assets</p> | <ul style="list-style-type: none"> • Kuna Cemetery • Kuna Community Hall • Kuna History Center • Kuna Grange Hall • Kuna Library • Kuna Performing Arts Center • Kuna Visitor Center • Pioneer Cemetery • Swan Falls Dam • Western Heritage Historic Byway |
| <p>Natural Resources</p> | <ul style="list-style-type: none"> • Arbor Ridge Park • Bernie Fisher Park • Butler Park • Chapparosa Park • Crimson Point Park • Dedication Point • Farm Estates • Hubbard Reservoir • Indian Creek Greenbelt • Initial Pointe • Kuna Butte • Kuna Caves • Morley Nelson Snake River Birds of Prey National Conservation Area • Nicholson Park • Sadie Creek Park (Dog Park) • Swan Falls Dam • Winchester Park |

Kuna Downtown

To facilitate the community’s vision, three areas have been identified on the “Downtown Overlay Map” see Appendix A for a full-scale version of the map. Each area (described in the table below) has its own distinct contribution to the vitality of the vibrancy and of downtown Kuna. Efforts should be made to promote connectivity to the Indian Creek Greenbelt in all of these areas.

| Downtown Areas | |
|--------------------------------------|--|
| <p>Downtown Core</p> | <p>The purpose of the downtown core area is to preserve the character and enhance the historic downtown district. Within the downtown core area, streetscape improvements would include elements consistent with the Kuna Main Street project, such as decorative street lighting, wider sidewalks, visual appeal, stamped and colored concrete, public art, bike racks, benches, new buildings, building renovations, roadway work, sidewalks, etc.</p> <p>The downtown core should embrace the history of Kuna, whenever possible, and include pedestrian and bicycle-accessible facilities to promote non-motorized transportation in downtown Kuna. Additional design elements to be incorporated include building orientation, mixed uses, upgraded façades, driveways, etc. conducive to the downtown feel (i.e., alley-loaded parking, buildings up to the sidewalk, etc.). Efforts should be made to promote connectivity to the Indian Creek Greenbelt.</p> |
| <p>Downtown Welcome Theme</p> | <p>The purpose of the downtown welcome theme is to provide visual reference to the traveling public along the main entrances into downtown Kuna. Within the downtown welcome theme area, streetscape improvements would include elements consistent with the Main Street project, such as decorative street lighting, wider sidewalks, visual appeal, stamped and colored concrete, public art, bike racks, benches, etc. “Welcome to Downtown Kuna” (or similar) signage with artistic elements should be incorporated where appropriate.</p> |
| <p>Future Downtown</p> | <p>The purpose of the future downtown area is to preserve areas adjacent to the downtown core for possible inclusion in the downtown core as Kuna grows. This area should promote and be compatible with downtown Kuna through site improvements, frontage improvements, uses, etc. Mixed residential and commercial uses are strongly encouraged in this area.</p> |

Figure 8: Downtown Areas Map



A full-scale map of Kuna’s downtown areas can be found in Appendix A.

Objective 3.B.2. Actively engage in placemaking activities that enhance Kuna’s culture and character.

Policies:

3.B.2.a. Develop citywide branding elements which could include logos, signage, public art or other similar features. Integrate the brand into wayfinding and interpretive signage programs.

3.B.2.b. Activate underutilized spaces – such as parking lots or low-traffic areas downtown – within the community through events and temporary uses and installations. Identify targeted places in Kuna where development is desired and support pop-ups to test and call attention to the potential of these spaces.

3.B.2.c. Seek opportunities for assistance and funding in placemaking efforts, such as the Main Street Program.

3.B.2.d. Encourage landscaping and beautification efforts throughout the community particularly along major corridors and in mixed-use activity centers.

3.B.2.e. Where appropriate, utilize historical protection designations to preserve historic structures and locations of cultural and historical significance that contribute to the broader character of Kuna.

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

Mixed-use areas accommodate a variety of uses at several scales within mixed-use zones, on individual parcels and within single structures including retail, residential, commercial and in some cases, light industrial uses. These areas should be complemented by access to sufficient transportation options and intentionally designed to create activity centers where residents and visitors can live, work and play.

Objective 3.C.1. Create well-planned regional commercial centers that provide employment and services.

Policies:

3.C.1.a. Concentrate regional commercial centers in proximity to entryway corridors for good visibility and access. Whenever possible, ensure access to commercial centers is from mid-mile collectors to prevent added congestion on entryway corridors. Use overlays to control access

3.C.1.b. Use overlays to regulate regional commercial center design to ensure attractiveness and consistency of form and identify, desired locations for parking, delivery access and related site design considerations.

3.C.1.c. Support commercial centers with high- and medium-density residential and mixed-use designations in surrounding areas, while providing transitions and buffers between commercial and residential development. Require integration of bike and pedestrian access to commercial centers from nearby neighborhoods.

3.C.1.d. Ensure that commercial centers have multi-modal transportation access.

3.C.1.e. Work to attract a mix of regional and small-business employers to commercial centers.



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

Policies:

3.C.2.a. Integrate neighborhood-serving mixed-use centers both vertically and horizontally.^{xxi}

3.C.2.b. Use placemaking principles in neighborhood-serving mixed-use center design.

3.C.2.c. Integrate light industrial and commercial into mixed-use areas and activity centers where appropriate to create a mix of available services that match the intended development goals of the area.

Mixed-Use Development Overview

Land parcel or combination of parcels that contain at least two types of complimentary and integrated uses, e.g., residential, commercial or office uses (with an emphasis on residential components) intentionally clustered with recreation/public spaces and other public service uses. Some industrial uses such as breweries or light manufacturing are compatible.

Mixed-use areas can be developed in two ways:

Horizontal Mixed-Use consists of single-use buildings within a mixed-use zone/parcel

Vertical Mixed-Use combines uses within the same building, e.g., ground floor retail and restaurants and upper floors residential and office

➔ **Objective 3.C.3. Develop activity centers along Indian Creek Greenbelt in designated areas.**

Policies:

3.C.3.a. Concentrate appropriate uses and development in designated Indian Creek Greenbelt activity centers. (See Appendix A for Pathways Master Plan Map.)

3.C.3.b. Encourage intensive recreational and retail use along activity centers near Indian Creek.

3.C.3.c. Acknowledge that strong activity centers along the Indian Creek Greenbelt will come in a variety of shapes and sizes. Work with developers to ensure appropriate uses can be accommodated in the overlay zone.



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

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

Policies:

3.D.1.a. Encourage preservation and development of housing that meets demand for household sizes, lifestyles and settings.

3.D.1.b. Encourage scale and location of housing that provides opportunities for Kuna’s older citizens to age-in-place, with walkable neighborhoods served by transit and easy access to food stores, health and assisted living services and community amenities such as parks and libraries.

3.D.1.c. Encourage preservation and development of housing that meets demand for all economic segments, including rental and owner-occupied options for households earning less than 120 percent area medium income^{xxii}.

3.D.1.d. Provide incentives to encourage desired types of housing such as density bonuses, expedited application processes and parking reductions.

3.D.1.e. Work with housing developers and partners to develop projects that include below-market-rate housing, including utilizing financing opportunities such as the federal Low-Income Housing Tax Credit (LIHTC) program administered by Idaho Housing and Finance Association (IHFA).

3.D.1.f. Evaluate the housing demand and supply and adjust policies and regulations, as needed, to encourage development of diverse housing types and densities to accommodate Kuna’s economic groups, lifestyles and ages.

3.D.1.g. Work with community partners to ensure needed housing services are provided in the community, including homelessness prevention and rapid re-housing services.





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

Policies:

3.D.2.a. Maintain small block pattern with sidewalks and streetscaping in downtown to sustain and support development of walkable neighborhoods.

3.D.2.b. In urban and suburban residential areas, encourage development of neighborhood-serving mixed-use and commercial activity centers that allow residents to play, shop, eat and interact with neighbors without leaving their neighborhood. Utilize mechanisms such as planned unit developments, subdivision ordinances, development agreements, payment and use of impact fees for needed infrastructure and amenities or other regulatory means or incentives to achieve this result.

3.D.2.c. Ensure that Kuna’s land use and zoning designations allow for and encourage “traditional neighborhood development”^{xxiii} in mixed-used areas.

3.D.2.d. Work to ensure that all neighborhoods in Kuna benefit from good connectivity through sidewalk, pathway and trail, on-street and transit infrastructure. (see also Goal Area 4 “Connected”)

3.D.2.d. Develop tools that allow and encourage neighborhoods to invest in placemaking and character-building such as historic preservation or character conservation districts, neighborhood investment funding for small projects, and requiring developers to include neighborhood amenities such as public spaces, landscaping and art with new development.

3.D.2.e. Ensure that neighborhood-level programming (e.g., festivals, block parties, parade of homes, etc.) is encouraged through city-sponsored neighborhood events and programming. To the extent possible, ensure that the permitting and application processes for neighborhood events in city-owned spaces is easy for residents and provide information about other agency and partner processes and resources (e.g., street closure requests through ACHD).

3.D.2.f. As neighborhoods in Kuna grow in size and develop distinct character, consider creating and implementing neighborhood sub-area plans.

Traditional Neighborhood Development Overview

Traditional Neighborhood Development (TND) is also known as village-style development and includes a variety of housing types, land uses and features activity centers and walkable areas. Some core elements of TND include:

- A range of housing types
- A network of well-connected streets and blocks
- A variety of public spaces such as parks or plazas
- Amenities such as stores, schools and places of worship within walking distance of residences
- Should be implemented at a neighborhood scale

Goal 3.E Strategically locate and develop industrial areas.

Objective 3.E.1. Establish areas sufficient in size and scope for industrial uses and locate so they are protected from incompatible land uses.

Policies:

3.E.1.a. Review and evaluate applications for industrial developments to ensure conformance with health, safety, and environmental standards.

3.E.1.b. Provide adequate space for industrial developments, so they may benefit from economies of scale and proximity to one another.

3.E.1.c. Encourage the development of industrial land uses in areas that are not averse to neighboring areas.

3.E.1.d. Locate industrial areas within proximity to major utility, road and rail transportation, and future service facilities. Water pressure and water supply in industrial areas should be adequate for fire protection.

3.E.1.e. Evaluate infrastructure needs to support expansion of existing industrial uses and development of new industrial areas.

3.E.1.f. Evaluate benefits of creating specialized industrial areas such as “innovation centers,” “technology parks” or “economic expansion zones” to encourage rapid investment and business growth in targeted areas. These specialized zones can be enhanced through expedited development approval processes, joint marketing, and small area and strategic plans specific to the site.

3.E.1.g. Establish infrastructure plans and provide services to industrial areas to encourage development.

Objective 3.E.2. Encourage industrial development or relocation within Kuna by promoting the Union Pacific Railroad Line.

Policies:

3.E.2.a. Locate industrial uses along the Union Pacific Railroad Line to facilitate manufacturer’s transportation access to the marketplace from Kuna Mora Road, South Cole Road and Highway 69.

3.E.2.b. Promote industrial development that allows for the utilization of the rail line.

3.E.2.c. Network with Union Pacific Railroad representatives regarding the availability of future industrial lands and possible expansion of existing industrial uses along the rail line.

Goal 3.F Identify and manage hazardous areas.



Objective 3.F.1. Reduce the risks of damage and injury from natural hazards such as earthquakes, landslides, flooding, and wildland/structure fires.

Policies:

3.F.1.a. Regulate development, with respect to water diversion, vegetation removal, grading and fills to minimize flooding potential.

3.F.1.b. Incorporate safety standards recommended in the *Ada County Wildfire Protection Plan*.

3.F.1.c. Ensure developments are designed to reduce the risks of damage and injury from geological hazards.

3.F.1.d. Rely upon Federal Emergency Management Agency (FEMA) maps for flood assessment and mitigation purpose.

3.F.1.e. Participate in hazard mitigation planning with Ada County.

3.F.1.f. Seek FEMA funding for flood mitigation projects to protect surrounding properties and enhance the community.



Objective 3.F.2 Establish a public information database to assist in identification of hazardous areas or potentially hazardous conditions.

Policies:

3.F.2.a. Provide flood hazard information to the public.

3.F.2.b. Educate homeowners in techniques for protecting their homes from known perils. Require all new homes constructed within the City's wildfire-urban interface area to have sufficient defensible space.

3.F.2.c. Work with the Kuna Rural Fire District (KRFD) to establish best practices for farmers, homeowners and businesses in regulating vegetation buildup and disposal in an effort to reduce wildfire risk.

3.F.2.d. Communicate with the public in conjunction with ACHD during heavy snow and rain events.

3.F.2.e. Provide public access to Ada County's digital hazardous areas maps.

3.F.2.f. Review hazardous area maps with proposed developments to ensure appropriate mitigation measures and permitting requirements are met.

Goal 3.G Respect and protect private property rights.

The protection and consideration of private property rights is mandated at both the federal and state level. Idaho State Code requires that local land use regulations and policies do not adversely impact property values or create unnecessary technical limitations of the use of property and analysis as prescribed under the declarations of purpose established in Chapter 80, Title 67 of Idaho Code.

The city of Kuna Comprehensive Plan was created with the intention of being consistent with state law and protecting private property rights. The Plan strives to balance the needs of the community with the private interests of individuals.

Objective 3.G.1. Ensure land use policies, restrictions, and fees do not violate private property rights.

Policies:

3.G.1.a. Utilize a consistent review process for proposed actions that may result in private property “takings.”^{xxiv}

3.G.1.b. Ensure City land use actions, decisions, and regulations will not cause an unconstitutional regulatory taking of private property; and do not effectively eliminate all economic value of the subject property.

3.G.1.c. Ensure City land use actions, decisions, and regulations do not prevent a private property owner from taking advantage of a fundamental property right. Ensure city actions do not impose a substantial and significant limitation on the use of the property.

3.G.1.d. Closely review land use actions, decisions, and regulations that have the potential to meet the criterion of a property taking.

3.G.1.e. Ensure land use regulations are designed in the interest of health, safety and welfare of the community.



Community Design and Character Implementation

Table 3 shows specific projects and actions identified during the Comprehensive Plan process that would help achieve the goals, objectives, and policies identified in the Plan. The top projects and actions for this goal area are listed below. For the purposes of the Comprehensive Plan, a priority project is any project or action the City has identified as actionable within the next one to three years and is anticipated to receive resource allocation to help achieve its implementation. These priority projects will help guide short-term implementation of the Plan; however, if a project is not included on the priority projects list that does not preclude it from implementation or resource allocation.

Top Community Design and Character Projects and Actions

1. Define “mixed-use” designations in Kuna’s adopted zoning code.
2. Develop a city of Kuna housing needs analysis to address future housing demand, inventory and strategies to increase diverse housing options.
3. Seek funding opportunities to develop specific infrastructure plans (i.e., water, sewer, roads, utilities) to enhance services for existing and new industrial areas and development.
4. Implement the City of Kuna Downtown Revitalization Plan.
5. Identify and implement mechanisms to preserve and encourage agricultural land uses at small and large scales and create policy that supports agriculture.
6. Consider the creation of an innovation district that supports technology clusters.

Projects and Actions Table 3 on the following page highlights all the projects and actions identified to implement the objectives and policies in this goal area and includes the top priority projects listed above. Other health and safety projects and policies that are priorities for the City may not be listed in the table as they are less likely to be actionable implementation items.

Key Community Design and Character Focus Areas

Core guiding policy areas for objectives, policies and actions related to this goal area include:

1. Growth and land use management
2. Neighborhoods and areas of interest
3. Commercial and industrial development
4. Housing
5. Property rights

Projects and Actions Table 3

Distinctive and Well Designed

| Goals | Potential Projects and Actions |
|---|--|
| <p>3.A Ensure Community Design directs growth and implement sustainable land use patterns.</p> | <ul style="list-style-type: none"> • Define “mixed-use” designations in Kuna’s adopted zoning code. • Create and implement design standards to encourage pedestrian-friendly environments and maintain and improve Kuna’s built environment. • Implement overlay districts along designated entryway commercial corridors. • Conduct inventory of developable and/or re-developable lands. • Review and revise Kuna’s zoning ordinance to reflect the intent of the Comprehensive Plan and Future Land Use Map • Identify and implement mechanisms to preserve and encourage agricultural land uses at small and large scales and create policy that supports agriculture. |
| <p>3.B Preserve and enhance areas of interest within the community.</p> | <ul style="list-style-type: none"> • Implement the City of Kuna Downtown Revitalization Plan. • Develop a citywide wayfinding program that provides signage for vehicles, bicyclists and pedestrians. • Develop a citywide placemaking plan that identifies strategies and opportunities to activate and transform spaces within the community. • Seek opportunities for assistance and funding in placemaking efforts. • Consider options to accelerate redevelopment of the downtown, including the creation of a Rails to Ales Creekside District. Potentially establish a business improvement district or an urban renewal district. |
| <p>3.C Encourage development of commercial areas with good connectivity and character.</p> | <ul style="list-style-type: none"> • Use overlays to regulate regional commercial center design, access and connectivity, and integration with adjacent land uses. • Consider the creation of an innovation district or technology cluster. |
| <p>3.D Encourage development of housing options and strong neighborhoods.</p> | <ul style="list-style-type: none"> • Review Kuna’s land use and zoning designations to ensure they allow for and encourage “traditional neighborhood development patterns” in mixed-used areas. • Develop a city of Kuna housing needs analysis to address future housing demand, inventory and strategies to increase diverse housing options. • Evaluate the City’s ability to fund and manage a neighborhood investment grant. |

Projects and Actions Table 3

Distinctive and Well Designed

| | |
|--|--|
| <p>3.E Strategically locate and develop industrial areas.</p> | <ul style="list-style-type: none"> • Seek funding opportunities to develop specific infrastructure plans (i.e., water, sewer, roads, utilities) to enhance services for existing and new industrial areas and development. • Provide future land use map and plan information to the Union Pacific Railroad. • Keep in contact with existing industrial businesses for potential expansion. |
| <p>3.F Identify and manage hazardous areas.</p> | <ul style="list-style-type: none"> • Work with Ada County to incorporate hazardous areas maps into online interactive map. • Improve communication channels with the public in conjunction with ACHD to share information related to heavy snow, flooding and storm events. • Seek grant funding opportunities through the Department of Homeland Security and FEMA for hazard mitigation projects. • Share evacuation and emergency preparedness information with the public. |
| <p>3.G Respect and protect private property rights</p> | <ul style="list-style-type: none"> • Develop and implement a consistent taking review process that is transparent and easily accessible to all interested parties. |



4

**Kuna will be a
connected community
through strong
transportation and
infrastructure systems**

Goal Area 4: Kuna will be a Connected Community through Strong Transportation and Infrastructure Systems.

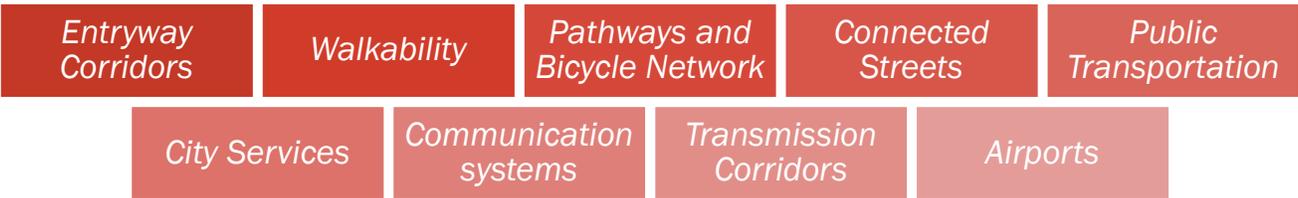
Connected: Planning Principles

This goal is aimed at building upon the community’s connected transportation and infrastructure systems and developing policies to support expansion in a sustainable and responsible manner. Kuna’s current transportation system is standard in many ways, with arterial roads located essentially every mile, but unique in other ways compared to surrounding communities, with the addition of mid-mile collectors as development occurs. Several canals, railroad and natural features create challenges for transportation and infrastructure connectivity; however, these challenges also create opportunities for trail systems and other community amenities. Kuna plans to capitalize on these opportunities, and address connectivity issues, including improving access across the railroad tracks, Indian Creek and canals via planned road connections, utility extensions, overpasses and footbridges.

Connected: Goals, Objectives and Policies

The following goals, objectives and policies are intended to guide Kuna toward a connected and strong transportation and infrastructure systems future.

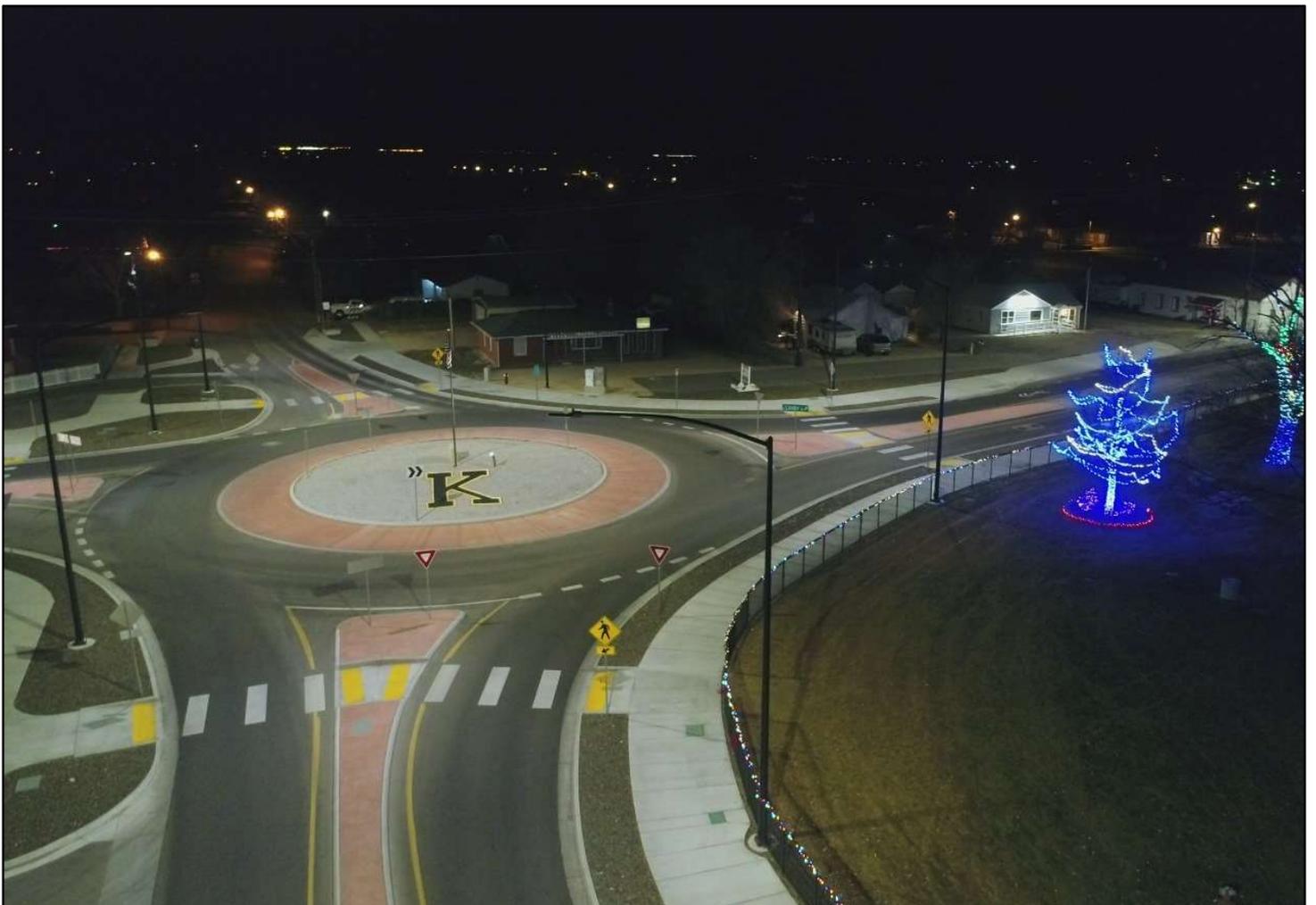
Connected AT-A-GLANCE:



Goal 4.A Use overlay districts to create mixed-use entryway corridors with strong character and managed access.

The purpose of corridor overlay districts is to incorporate aesthetic features, promote consistent street frontage improvements, improve and extend bicycle and pedestrian facilities and manage access. The intent of this policy existed in the last version of the Kuna Comprehensive Plan; however, *Envision Kuna* incorporates additional elements including an updated Entryway Corridor Overlay map, framework for each corridor type, and direction for implementation.

Rapid growth is not only increasing demand on entryway corridors and commuter routes (e.g., Meridian Road/Highway 69, Ten Mile Road, etc.), it is also perceived as creating a lack of connectivity and inconsistent improvements along street frontages. Improving roadway functionality, controlling access and incorporating aesthetics will require the city of Kuna, ACHD and ITD to collaborate along key priority corridors and develop clear guidelines for developers.



Transportation Agencies

Successful implementation of the goals, policies and objectives in this chapter relies upon the coordination of resources and partnerships between the City and state/local transportation agencies. The table below highlights the four agencies that have influence and project authority throughout the planning area.

| Transportation Agencies | |
|---|--|
| State | Idaho Transportation Department (ITD) – statewide transportation department with jurisdiction over state roads throughout Idaho, including jurisdiction over Meridian Road/State Highway 69 in Kuna. |
| Metropolitan Planning Organization | Community Planning Association of Southwest Idaho (COMPASS) – Metropolitan Planning Organization (MPO) for Ada County and Canyon County. COMPASS develops, or updates, a regional long-range transportation plan (Communities in Motion) for Ada and Canyon Counties every four years. Communities in Motion 2040 (CIM) looks 20+ years into the future to help ensure roads, bridges, and transportation services (buses, etc.) are ready by helping prioritize projects based on public input and how the region is likely to grow. COMPASS also offers technical and financial assistance for funding transportation projects. |
| Local | Ada County Highway District (ACHD) – roadway jurisdiction for Kuna, including unincorporated Ada County and all the cities within the county. ACHD is governed by five commissioners responsible for maintenance and construction of Kuna’s roadways. ACHD receives funding from gas taxes, vehicle registration fees, property tax and impact fees. The Integrated Five-Year Work Program (IFYWP) identifies projects that are programmed to be funded. On an annual basis, Kuna provides transportation project priority lists to ACHD for potential inclusion in the IFYWP. ACHD also operates CommuterRide offering commuter and employer services to expand transportation options for the Treasure Valley. |
| Transit | Valley Regional Transit (VRT) – transit authority for Kuna, Ada and Canyon counties. The VRT Board of Directors is composed of 29 members comprised of publicly elected or appointed officials from each jurisdiction. |



Objective 4.A.1. Preserve Meridian Road/Highway 69, Ten Mile Road, McDermott Road, Cloverdale Road, Lake Hazel Road, Swan Falls Road, Columbia Road, Linder Road, Kuna Road and Kuna Mora Road as Commuter Entryway Corridors using a coordinated, planned approach

Policies:

4.A.1.a. Ensure high speeds are maintainable along Meridian Road/Highway 69 to preserve its function as a commuter route.

4.A.1.b. Ensure access is reasonably controlled along Meridian Road/Highway 69 to maintain safety.

4.A.1.c. Ensure corridor width is preserved along Ten Mile Road, McDermott Road, Cloverdale Road, Lake Hazel Road, Columbia Road, Swan Falls Road, Linder Road, Kuna Mora Road and Kuna Road to support future widening and capacity improvements.

4.A.1.d. Develop corridor-specific design guidelines (i.e., typical sections) for all Commuter Entryway Corridors, particularly Meridian Road/Highway 69 and Ten-Mile Road to ensure consistency in developer-initiated and agency-initiated improvements.

4.A.1.e Develop corridors specific guidelines for second tier development corridor areas including Kuna Road.

4.A.1.e. Ensure improvements to and along Meridian Road/Highway 69, Ten Mile Road and Kuna Road include community value elements such as: art, aesthetically pleasing, or welcoming theme.

4.A.1.f. Incorporate safe bicycle and pedestrian routes (i.e., protected, detached, wider, or parallel) along commuter entryway corridors with land use planning decisions and capital improvements.

4.A.1.g. Consider public transportation opportunities and needs along all commuter routes with land use planning decisions and capital improvements.

4.A.1.h. Collaborate with ACHD and ITD on local, state and federal funding opportunities to implement capital improvements along all Commuter Entryway Corridors especially Meridian Road/Highway 69 and Ten-Mile Road.

Kuna Transportation Fast Facts

- Average Commute Time - 24.4 minutes compared to the 21 minutes for Meridian City residents and 17 minutes for City of Boise residents.
- According to the American Automobile Association (AAA), this increased commute time translates to 29 percent of a Kuna household income expended on transportation costs.
- The Federal Highway Administration (FHWA) indicates that an average American household spends roughly 19 percent of their income on transportation, and the average automotive dependent suburban resident spends roughly 25 percent on transportation costs.

Objective 4.A.2. Preserve Linder Road as a Neighborhood Entryway Corridor using a coordinated, planned approach.

Policies:

4.A.2.a. Ensure adequate corridor width along Linder Road to support neighborhood connectivity, school bus routes and alternative bicycle and pedestrian routes (serves as a central north-west route between Meridian Road/Highway 69 and Ten-Mile Road).

4.A.2.b. Develop corridor-specific design guidelines (i.e., typical section) for Linder Road to ensure consistency in developer-initiated and agency-initiated improvements.

4.A.2.c. Ensure improvements to and along Linder Road incorporate community value elements (i.e., art, aesthetically pleasing, welcoming theme).

4.A.2.d. Create distinct downtown connections through enhanced bicycle and pedestrian facilities, wayfinding and welcoming theme improvements.

4.A.2.e. Collaborate with ACHD and ITD on local, state and federal funding opportunities to implement capital improvements along Linder Road.

Objective 4.A.3. Preserve Kuna Mora Road as a Freight/Truck Corridor using a coordinated, planned approach.

Policies:

4.A.4.a. Ensure corridor width is preserved along Kuna Mora Road to support future widening, capacity, and geometric improvements.

4.A.4.b. Develop corridor-specific design guidelines (i.e., typical section) for Kuna Mora Road to ensure consistency in developer-initiated and agency-initiated improvements.

4.A.4.c. Collaborate with ACHD and ITD on local, state and federal funding opportunities to implement capital improvements along Kuna Mora Road, as the demand increases with agricultural and industrial growth.



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

Kuna has emphasized the importance of pedestrian connectivity through wider sidewalk requirements, greenbelts and pathway expansions. Despite these efforts, and due to growth occurring in many different parts of the city, a portion of the community is not well-connected, and the pedestrian network needs to be strengthened.

The City requires a minimum of 8' wide sidewalks along arterial roads, as opposed to 7' attached or 5' detached sidewalks required by ACHD. Current efforts in downtown Kuna include sidewalk widening to promote walkability and enhancing the Main Street pedestrian corridor. *Envision Kuna* proposes to continue these efforts through further corridor planning efforts and street frontage design standards. This will greatly improve pedestrian connectivity and facility functionality.

Kuna requires new developments to meet Americans with Disabilities Act (ADA) standards. A Section 504 Self-Evaluation plan that identifies projects to improve ADA accessibility on city-owned properties, facilities and buildings was recently conducted.

On a regular basis, Kuna coordinates with ACHD to identify and prioritize pedestrian and bicycle improvements. Through these coordinated efforts and ACHD's Community Programs, neighborhood pedestrian enhancement projects are made possible.

Increasing sidewalk connectivity and walkability is a top community priority. The community has expressed that, in order to access major destinations, pedestrians (and cyclists) have to utilize highly trafficked arterials that are uncomfortable to travel on. Alternative and protected pedestrian and bicycle routes/facilities and pedestrian crossing facilities are also essential for neighborhood connectivity and safety.

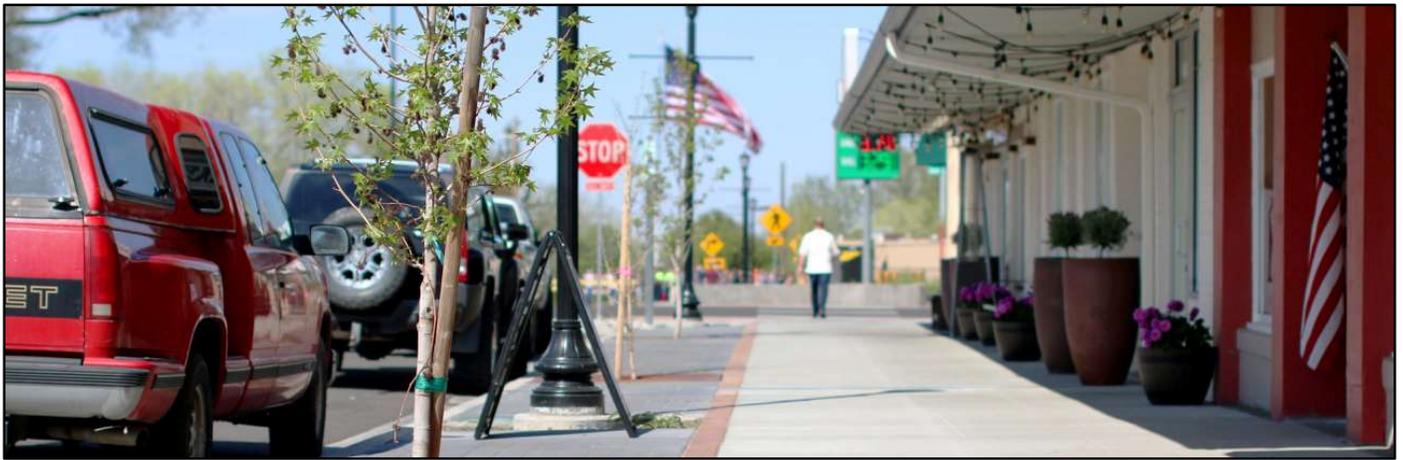


Objective 4.B.1. Maintain widened sidewalks along arterials and collectors throughout the city.

Policies:

4.B.1.a. Expand sidewalk width on arterial and key collector roads such as: School Street, Kay Avenue, Ardell Road, and existing and new collector roads surrounding schools through implementation of developments and capital projects.

4.B.1.b. Expand widened sidewalks throughout downtown Kuna along Main Street, all side streets that connect to Main Street, 4th Street, Avalon Street and Linder Road.



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

Policies:

4.B.2.a. Collaborate with ACHD to maintain and repair existing sidewalks and off-system pedestrian facilities throughout the community.

4.B.2.b. Install detached sidewalks and/or protected pedestrian routes/facilities along high trafficked roads as development occurs.

4.B.2.c. Promote the installation of off-system pedestrian pathways to create neighborhood connections and reduce the length of non-motorized transportation routes.

4.B.2.d. Reinvent and improve underutilized alleyways to create key pedestrian connections.

4.B.2.e. Create pedestrian connections from downtown Kuna to the Indian Creek Greenbelt.

4.B.2.f. Work with ACHD to develop and implement a pedestrian wayfinding signage plan.

4.B.2.g. Coordinate with developers to connect and/or enhance pedestrian facilities, including on and off-system pathways, footbridges (across canals, etc.), road bridges, sidewalks, pedestrian crossings and wayfinding signage.

4.B.2.h. Evaluate all capital projects for the ability to connect and/or enhance pedestrian facilities, including on and off-system pathways, footbridges (across canals, etc.), road bridges, sidewalks, pedestrian crossings and wayfinding signage.

4.B.2.i. Consider other pedestrian-related elements (i.e., lighting, benches, mile markers, trash receptacles, water fountains, “you are here” maps, restrooms, etc.) when pedestrian facilities are installed with developments and/or capital projects.

4.B.2.j. Consider equestrian needs when designing trails and pathways.

4.B.2.k. Work with ACHD and COMPASS to identify and pursue local, state and federal funding sources for pedestrian facilities and pathway expansion.

4.B.2.l. Rely upon American Association of State Highway and Transportation Officials (AASHTO) and ADA design standards for construction of multi-use pathways.

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

This goal has similarities with Goal 2.A in the Health and Safety Goal Area of *Envision Kuna*; however, this goal is more focused towards on-system bicycle routes and facilities.

The Kuna's Pathways Master Plan (Appendix A) primarily identifies off-system routes, with the addition of some on- system bike routes. In addition to the Kuna Pathways Master Plan, the city of Kuna recognizes the ACHD Roadways to Bikeways Plan for additional on-system and future roadway bicycle route connections. As updates are completed to the ACHD Roadways to Bikeways Plan, Kuna will continue to recognize the identified routes and aim to implement improvements through the land use development process as well as capital improvements.

Objective 4.C.1. Maintain and enhance existing pathways, trails and on-street bicycle facilities.

Policies:

4.C.1.a. Expand the bicycle network as identified in the Kuna Pathways Master Plan and ACHD Roadways to Bikeways Plans through land use developments and capital improvement projects.

4.C.1.b. Expand the bicycle wayfinding signage throughout the community.

4.C.1.c. Coordinate with ACHD to maintain, restripe and enhance existing bicycle lanes throughout the community.

4.C.1.d. Work with ACHD to evaluate feasibility of adding bicycle lanes, bicycle routes and facilities into all roadway maintenance and capital projects.

4.C.1.e. Coordinate with developers to connect to and/or enhance bicycle facility connections, including pathways, non-motorized canal crossings, road bridges and wayfinding signage.

4.C.1.f. Evaluate maintenance and capital projects for the ability to connect to and/or enhance bicycle facility connections, including on and off-system pathways, canal crossings, road bridges and wayfinding signage.

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

Policies:

4.C.2.a. Install protected bicycle facilities along high trafficked roads.

4.C.2.b. Promote the installation of off-system bicycle pathways to create neighborhood connections and reduce non-motorized transportation route lengths.

4.C.2.c. Create bicycle connections from downtown Kuna to the Indian Creek Greenbelt.

4.C.2.d. Consider other bicycle-related elements (i.e., bike stations, lighting, benches, mile markers, trash receptacles, water fountains, “you are here” maps, restrooms, etc.) when new bicycle facilities are installed with developments and/or capital projects.

4.C.2.e. Work with ACHD and COMPASS to identify and pursue local, state and federal funding sources for bicycle facilities and pathway expansion.

4.C.2.f. Continue to represent Kuna on the ACHD Bicycle Advisory Committee (BAC).

4.C.2.g. Rely upon ACHD standards and AASHTO for construction of bicycle facilities and multi-use pathways.’



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

Although Kuna's transportation system has arterial roads essentially every mile, the addition of mid-mile collectors as the community develops has been critical to improving connectivity throughout Kuna. Mid-mile collectors reduce trip length by reducing the need to travel through several local roads to get to the arterial roadway system.

School Street, Kay Avenue and Ardell Road are examples of mid-mile collectors that have been successfully expanded as growth occurs. Kay Avenue runs parallel to Meridian Road/Highway 69 on the west side, serving as a critical route to help facilitate reduced access points along the highway. As growth occurs on the east side of Meridian Road/Highway 69, Strobel Road will serve the same function. *Envision Kuna* proposes to further enhance connectivity and preserve the commuter function of Meridian Road/Highway 69 through mid-mile collectors, and frontage or backage roads that run parallel to the highway.

An expanded collector roadway system comes with some challenges, as parcel lines and property ownership can block or inhibit the ability to provide through connections and/or property development. Ongoing collaboration between Kuna, ITD, ACHD and developers will be crucial to working through these issues to come up with solutions that meet the intent of:

1. Reducing access to Meridian Road/Highway 69;
2. Improving connectivity, and
3. Providing viable access to the growing commercial/mixed-use corridor.

Other connectivity challenges include the active railroad tracks and several large canals, creeks and laterals. In some cases, canal crossings may not be built with new developments, but are considered on a case by case basis. A plan to try to determine the most feasible railroad overpass location was completed by ACHD and the city of Kuna in 2014. The need for an overpass was the most requested transportation enhancement through the *Envision Kuna* process.



Objective 4.D.1. Encourage expansion and continuation of section line roads.

Policies:

4.D.1.a. Extend and expand section line roads as growth occurs.

4.D.1.b. Preserve adequate right-of-way along all section line road alignments.

4.D.1.c. Initiate capital projects, including roadway segments and canal crossings, to fill gaps in the section line roadway system.

4.D.1.d. Continue to represent Kuna on COMPASS Boards.

4.D.1.e. Continue to work with ACHD on all transportation-related matters to improve planning efforts and collaboration.



Objective 4.D.2. Ensure the continued expansion/development of a mid-mile collector system throughout the community.

Policies:

4.D.2.a. Extend and expand mid-mile roads as growth occurs.

4.D.2.b. Preserve adequate right-of-way along all mid-mile roads or other approved alternative locations to align roads.

4.D.2.c. Initiate capital projects, including roadway segments and canal crossings, to fill gaps in the mid-mile collector roadway system.

4.D.2.d. Coordinate traffic control needs (i.e., signalization, stop-controls, crossings, etc.) where mid-mile collectors connect to other roadways.

4.D.2.e. Include enhanced bicycle and pedestrian facilities whenever possible.





Objective 4.D.3. Preserve commuter function of Kuna Meridian Road/ Highway 69, Ten Mile Road and other key section line roads.

Policies:

- 4.D.3.a.** Enhance connectivity and preserve commuter function of Meridian Road/Highway 69- and Ten-Mile Road through construction of mid-mile collectors, frontage or backage roads.
- 4.D.3.b.** Develop a detailed roadway corridor plan for Meridian Road/Highway 69- and Ten-Mile Road to address future roadway connections between section line roads, access, traffic controls, bicycle and pedestrian access and frontage improvements.
- 4.D.3.c.** Enforce Kuna’s Highway 69 overlay district ordinance as development occurs and capital projects are proposed.
- 4.D.3.d.** Collaborate with ITD on implementing Kuna’s overlay district ordinance as development occurs and capital projects are proposed.
- 4.D.3.e.** Develop overlay district ordinance for Ten Mile Road and other key section line roads to address access, street network circulation and frontage improvements.
- 4.D.3.f.** Require shared driveway access where possible.
- 4.D.3.g.** Interconnect building entries, parking lots, parks, transit stops, schools and similar facilities with pedestrian routes to reduce the need to travel along high traffic roads.



Objective 4.D.4. Pursue overpass across Indian Creek and the Union Pacific Railroad to improve safety and meet the needs of the community.

Policies:

- 4.D.4.a.** Work with ITD, ACHD and COMPASS to identify the preferred location for an overpass.
- 4.D.4.b.** Work with ITD, ACHD and COMPASS to identify and pursue possible local, state and federal funding sources for an overpass.
- 4.D.4.c.** Preserve corridors in potential overpass locations as development occurs and as capital projects are completed.
- 4.D.4.d.** Incorporate aesthetics and community input into the overpass design.
- 4.D.4.e.** Involve emergency service agencies in overpass planning and design efforts.

Goal 4.E Increase opportunities for public transportation and ride share commuting.

Currently, there are no transit services in Kuna. As Kuna grows, public transportation options should continue to be explored. The closest access to bus transit services are located at the junction of Highway 69 and Interstate 84- and Ten-Mile Road and Interstate 84, approximately seven miles north of Kuna. Both locations include park and ride lots and bus stop facilities. Valleyconnect 2.0, VRT's most recent plan, shows a possible future transit route through Kuna. Currently, ACHD operates CommuterRide vanpool service out of three park and ride lot locations:

1. City park parking lot at Linder and Deer Flat Roads,
2. Albertson's parking lot at Avalon Street and Kay Avenue, and
3. Ridley's at Meridian Road/Highway 69 and Deer Flat Road.

There are currently seven vans operating out of Kuna that each accommodate 10 to 13 commuters during the weekday AM and PM peak periods. Vanpools are a demand driven program and new vanpools can form anytime, when 10 to 13 commuters, with like commutes, decide to vanpool. ACHD CommuterRide maintains a stock of at least five vans for immediate deployment of new vanpools. ACHD also manages four park and ride facilities located between Kuna and key employment centers, as well as an online ridematching program. The ridematching program identifies all vanpool, carpool, bus and bicycling options that may be available to Kuna residents.

The Kuna Senior Center currently operates a bus that accommodates up to 12 senior passengers with a wheel chair lift that can accommodate up to two wheelchairs. There is a set bus schedule that can be adjusted as needs evolve. Through the *Envision Kuna* outreach process, seniors expressed the need for public transportation services in Kuna.



Objective 4.E.1. Enhance opportunities for public transportation options, vanpooling and ride share commuting.

Policies:

4.E.1.a. Consider public transportation needs in land use planning decisions, maintenance and capital projects.

4.E.1.b. Seek input from VRT, COMPASS and ACHD on land use applications along commuter routes, future transit routes and planned park and ride locations.

4.E.1.c. Evaluate public transportation needs with land use applications, particularly for medical facilities, hospitals, recreation centers, higher education and employment center developments.

4.E.1.d. Pursue future park and ride locations.

4.E.1.e. Continue to represent Kuna on VRT Board.

4.E.1.f. Continue to collaborate with ACHD on expanding CommuterRide services.

Goal 4.F Ensure water, sewer, irrigation, street lighting, storm water and solid waste systems are capable of serving the current and future population.

The city of Kuna provides potable (drinking) water, sewer and irrigation services to the community.

Kuna's potable water system consists of the following components:

- 10 active groundwater wells
- 2 storage reservoirs
- 2 booster pump stations
- 106 miles of distribution pipelines

Kuna's Water Master Plan was last updated in 2017. Potable water challenges/capacity issues include keeping up with demand, water supply and being strategic on well placement to ensure a viable potable water system.

The Kuna sewer system is comprised of the following components:

- 2 treatment plants to include the membrane sewer lagoons located south of town and a wastewater treatment plant located on the north side of town.
- 5 regional pumping stations - Ten Mile, Crimson Point, Danskin, Memory Ranch, Springhill, with the new Orchard lift station.
- 8 satellite pumping stations.
- 402 acres of land application irrigated property adjacent to the sewer lagoons.
- 30 miles of force main.

Kuna's Sewer Master Plan was last updated in 2017. Sewer challenges/capacity issues include the Ten Mile lift station nearing capacity, keeping up with demand and accommodating steady growth.

The city of Kuna owns and operates a municipal pressurized irrigation system. Irrigation water is provided through a separate pressure irrigation system and a gravity irrigation system. Surface water is diverted from the New York Canal, and its laterals. The major irrigation canals include the Teed Lateral, Kuna Canal, Kuna Mora Canal and Ramsey Lateral on the north side of Indian Creek, and the South Lateral on the south side of Indian Creek. The Boise-Kuna Irrigation District, Nampa-Meridian Irrigation District, and New York Irrigation District control the surface water; however, all of the system is controlled by the City once the water flow is diverted from the irrigation canals or laterals.

Kuna's Irrigation Master Plan was last updated in 2017. Irrigation challenges/capacity issues include ensuring there is a source and supply for every square mile, system looping and securing water rights with annexation.

Street lighting is managed by the city of Kuna. Kuna has adopted Light Emitting Diode (LED) and Dark Sky street lighting standards for both standard lighting and upgraded/decorative lighting. Standard street lighting is installed by the developer and ultimately owned and maintained by the city of Kuna. Decorative street lighting installed by developers are typically owned and maintained by a private entity and/or homeowner's association.

Kuna is covered under ACHD's National Pollutant Discharge Elimination System (NPDES) permits issued by the Environmental Protection Agency (EPA). These permits require ACHD to implement

programs to ensure water flowing off the roads and through the storm drain system is cleaned before entering receiving surface waters. For proposed developments, ACHD typically requires drainage to be retained on-site with underground and above-ground seepage beds.

Solid waste management services are provided by J&M Sanitation. J&M Sanitation has a multi-year franchise agreement (expires in 2024) with Kuna to provide solid waste management services. Solid waste is disposed of at the Hidden Hollow Landfill, located on Seaman’s Gulch Road in Ada County. A curbside recycling program is also provided by J&M Sanitation as part of Kuna’s solid waste management services. J&M hosts “Kuna Clean-up” events annually, allowing for the disposal of chemicals, appliances and large items.

 **Objective 4.F.1. Provide adequate water, sewer and irrigation services for all Kuna residents and businesses.**

Policies:

4.F.1.a. Update master plans regularly to evaluate needs for the current system through capital projects and routine maintenance.

4.F.1.b. Conduct utility user fee studies that coincide with master plan updates.

4.F.1.c. Expand pressurized irrigation services to older parts of town.

 **Objective 4.F.2. Plan for growth in advance of demands for water, sewer and irrigation services.**

Policies:

4.F.2.a. Update master plans regularly to evaluate future system needs to accommodate growth.

4.F.2.b. Re-evaluate master plans with any Future Land Use Map (FLUM) change.

4.F.2.c. Conduct utility connection fee studies that coincide with master plan updates.

4.F.2.d. Develop cost sharing/reimbursement agreements with developers for system upgrades and/or expansions, when practicable.

4.F.2.e. Continue to implement “To and Through” policy which require developments to carry utilities to the furthest extent of their development and facilitate connection to subsequent additions to the city.

4.F.2.f. Satisfy KRFD requirements for fire hydrant connections and placement.

4.F.2.g. Comply with the most current zoning and engineering development requirements.

4.F.2.h. Serve only annexed properties with city utility services.

4.F.2.i. Ensure that development within City limits connects into the City’s sewer, potable water and irrigation systems.

 **Objective 4.F.3. Provide improved street lighting throughout the community.**

Policies:

4.F.3.a. Install street lighting in accordance with most current city requirements.

4.F.3.b. Provide upgraded/decorative street lighting in downtown Kuna and along the Indian Creek Greenbelt and pathway systems in accordance with the most current city requirements.

4.F.3.c. Provide upgraded street lighting within entryway corridor overlays in accordance with the most current city requirements.

4.F.3.d. Comply with most recent street lighting inventory-related requirements.

4.F.3.e. Maintain street lighting inventory system.

4.F.3.f. Maintain and fix city street lights as needed.

 **Objective 4.F.4. Accommodate stormwater demands and improve water quality.**

Policies:

4.F.4.a. Preserve natural/historic surface drainage channels through properties as they redevelop.

4.F.4.b. Develop a stormwater drainage plan for downtown Kuna.

4.F.4.c. Ensure developers employ stormwater mitigation strategies that retain storm waters onsite, except for natural/historic pass through flows.

4.F.4.d. Follow ACHD's stormwater policy for developments and capital projects.

4.F.4.e. Incorporate green infrastructure elements into developments and capital projects whenever possible.

4.F.4.f. Work with ACHD and Idaho Department of Environmental Quality to develop and obtain funding for stormwater improvement projects.





Objective 4.F.5. Maintain solid waste service for Kuna residents and evaluate needs as the city grows.

Policies:

4.F.5.a. Plan for future solid waste needs as the community grows.

4.F.5.b. Evaluate solid waste disposal needs, facilities and methods with land use applications.

4.F.5.c. Continue providing recycling options for Kuna residents.

4.F.5.d. Work with the Kuna School District (KSD) on educational clean-up opportunities.

4.F.5.e. Maintain adequate access to commercial and multi-family trash enclosures.

4.F.5.f. Provide screening for trash receptacles/enclosures in commercial, industrial, mixed-use and multi-family developments.

4.F.5.g. Seek input from J&M Sanitation on land use planning applications when trash collection services will need to be provided.



Goal 4.G Maintain serviceability of communication systems including broadband internet, phone and cable.

Current communication systems providers within Kuna include:

- Broadband Internet: Cable One, CenturyLink, Hugh's Net, Safelink
- Phone: Verizon, Sprint, T-Mobile, AT&T, CenturyLink, Cable One
- Cable: Direct TV, Dish Network, Cable One

There are several cell phone companies with service areas in Kuna. Kuna has one cell tower, owned by Spectrasite Communications LLC through American Towers LLC, located off Shortline Road between W Avalon Street and S Swan Falls Road. There's also a number of antenna towers throughout Kuna.

Kuna currently has a franchise agreement with Cable One that is set to expire in 2025.



Objective 4.G.1. Provide adequate communications services to all Kuna residents and businesses.

Policies:

4.G.1.a. Maintain and re-evaluate franchise agreements with existing and new communication companies/service providers on a regular basis.

4.G.1.b. Coordinate with service providers to expand broadband internet service to areas not currently served.



Objective 4.G.2. Plan for growth and demand for cell towers, broadband internet, phone and cable.

Policies:

4.G.2.a. Coordinate with service providers to expand broadband internet service to growing areas, particularly commercial and industrial areas.

4.G.2.b. Encourage proposed cell tower design and placement to blend in with the surrounding environment.

4.G.2.c. Provide adequate distance separation from residences for cell towers or other tall utilities.

4.G.2.d. Encourage utility company (retail, commercial, warehouses, call centers, etc.) placement/expansion to and within Kuna.

Goal 4.H Ensure National Interest Electric Transmission Corridors (NIETC), as well as power and gas transmission corridors, are considered in land use planning decisions, and minimize the adverse impacts of transmission corridors in the community.

Idaho Power Co., a subsidiary of IDACORP, Inc., is the electrical utility which provides power to the city of Kuna and Ada County. The company was established in 1916 and is engaged in the generation, transmission, distribution, sale and purchase of electric energy. The company is regulated by the Federal Energy Regulatory Commission (FERC) and the Idaho Public Utilities Commission (IPUC). In general, Idaho Power serves 24,000 square miles of service territory and over 1,000,000 people in southern Idaho and eastern Oregon. In the city of Kuna, the company serves approximately 21,000 customers in residential, commercial, industrial, irrigation and other customer classes. Kuna currently has a franchise agreement with Idaho Power that is set to expire in 2025.

There are no existing or known proposed NIETC's in Kuna's Area of Impact (AOI). Idaho Power's Eastern Treasure Valley Electrical Plan (2012) shows the following existing and planned facilities:

- Existing 138kv transmission line proposed to be upgraded to 230kv that parallels Cloverdale Road from the city of Meridian to the Snake River Birds of Prey.
- Existing 138 kV transmission line extending from E Avalon Street south down S Swan Falls Road.
- Primary 138 kV transmission line located along W King Road.
- Secondary alternative transmission line shown extending along the existing S Swan Falls Road transmission corridor.

Kuna is interested in expanding renewable energy opportunities. Idaho's first utility-scale solar farm, Idaho Solar 1, came to Kuna in 2016, located at the southeast corner of Cloverdale Road and Barker Road in south Kuna. The facility is sized to supply enough electricity for 9,000 homes a year.

Intermountain Gas Company is the sole distributor of natural gas in southern Idaho and provides natural gas services to the city. Kuna currently has a franchise agreement with Intermountain Gas that is set to expire in 2023.





Objective 4.H.1. Consider location of current and future electric transmission corridors as part of land use planning decisions.

Policies:

4.H.1.a. Promote the development of energy services and public utility facilities to meet public needs.

4.H.1.b. Encourage electrical transmission corridors to be located away from urban development.

4.H.1.c. Require adequate buffer widths of electrical transmission line corridors to minimize impacts to surrounding neighborhoods, business, etc.

4.H.1.d. Collaborate with Idaho Power to ensure National Interest Electric Transmission Corridors (NIETC) do not traverse through the city of Kuna.

4.H.1.e. Participate with Idaho Power as updates are made to the Eastern Treasure Valley Electrical Plan to continually address current and future energy and utility needs.

4.H.1.f. Comply with Idaho State Code in regard to NIETC planning.



Objective 4.H.2. Promote renewable sources of energy and energy efficient design.

Policies:

4.H.2.a. Support efforts to bring solar and wind facilities to Kuna, in appropriate locations.

4.H.2.b. Partner with Idaho Power to develop and promote energy efficiency programs for new construction and development as well as for existing businesses and homes.

4.H.2.c. Encourage the enhancement of the capacity and reliability of renewable energy resources.

4.H.2.d. Promote conservation of energy through support of public education, incentives and other tools.

4.H.2.e. Develop guidelines, standards and incentives for energy conservation practices and energy efficient designs.

4.H.2.f. Incorporate energy conservation approaches to planned unit developments, public and mixed-use projects.

4.H.2.g. Encourage LEED™ (Leadership in Environmental and Energy Design) certification for public buildings.

Goal 4.I Encourage public or private airports, airstrips and heliports to strengthen connectivity and to meet the needs of the community.

The city of Kuna does not currently have a public airport within the Area of Impact. The nearest public airport with scheduled airline service is the Boise Airport (BOI) located approximately 10 miles northeast of Kuna. The BOI airport is served by 15 different airlines, charters and commuters. Kuna has three private airstrips located near the following locations:

- Kuna-Mora Road and Eagle Road (FAA approved)
- West Ambrosia Lane and South Blackcat Road
- Hubbard Road and Linder Road

It is anticipated that additional airstrips/heliports will be needed east of Meridian Road/Highway 69 to accommodate future commercial/industrial growth, health care facilities and agricultural land uses.



Objective 4.I.1. Prepare to accommodate new/proposed public or private airports.

Policies:

4.I.1.a. Identify future land use and zoning designations that support public or private airports.

4.I.1.b. Develop guidelines and standards for public or private airports.



Objective 4.I.2. Support the preservation, expansion and addition of new airstrips and heliports.

Policies:

4.I.2.a. Consider existing airstrips in land use planning decisions.

4.I.2.b. Encourage preservation and expansion of existing airstrips.

4.I.2.c. Work with emergency service agencies and incoming healthcare industries to identify possible heliport locations.

Connected Implementation

The table on the following page shows specific projects and actions identified during the Comprehensive Plan process that would help achieve the goals, objectives, and policies identified in this Plan. The top projects and actions for this goal area are listed below. For the purposes of the Comprehensive Plan, a priority project is any project or action that the City has identified as actionable within the next one to three years and is anticipated to receive resource allocation to help achieve its implementation. These priority projects will help guide short-term implementation of the Plan, however if a project is not included on the priority projects list that does not preclude it from implementation or resource allocation.

Top Connected Projects and Actions

1. Apply for Idaho Department of Parks and Recreation Recreational Trails Program (RTP) and other grants to implement pathway extensions, trailhead improvements and footbridge crossings.
2. Develop a wayfinding system plan for key areas such as downtown Kuna, Indian Creek Greenbelt, and expanded pathways systems.
3. Design and implement Indian Creek Greenbelt extension projects.
4. Develop a map showing sidewalk gaps to be filled, sidewalk repairs needed, sidewalk expansion areas and pedestrian crossing improvement locations.
5. Develop new overlay ordinance(s) including design guidelines for select entryway corridors.
6. Develop standards to implement welcoming districts or areas along entryway corridors by incorporating art, aesthetically pleasing elements and welcoming theme into entryway corridors.
7. Design and implement sidewalk capital improvement projects in coordination with ACHD.
8. Work with VRT and ACHD to apply for grants to incorporate park and ride facilities and senior bus upgrades.

Projects and Actions Table 4 on the following page highlights all of the projects and actions that have been identified to implement the objectives and policies in this goal area and includes the top priority projects listed above. Other connected projects and policies that are priorities for the City may not be listed in the table as they are less likely to be actionable implementation items.

Connected Policy Focus Areas:

Core guiding policy areas for objectives, policies and actions related to this goal area include:

1. Entryway corridors and character improvements
2. Pedestrian and bicycle facilities and connectivity
3. Neighborhood connectivity
4. Infrastructure development and improvements
5. Public and alternative transportation

Projects and Actions Table 4: Connected

| Goals | Potential Projects and Actions |
|--|--|
| <p>4.A Use overlay districts to create mixed-use entryway corridors with strong character and managed access.</p> | <ul style="list-style-type: none"> • Review and revise Meridian Road/Highway 69 overlay ordinance. • Develop design guidelines for all or select entryway corridors. • Develop new overlay ordinance(s) for select entryway corridors. • Design and implement capital improvement projects along Meridian Road/Highway 69, Ten Mile Road and Linder Road. • Develop standards to implement welcoming districts or areas along entryway corridors by incorporating art, aesthetically pleasing elements and welcoming theme into entryway corridors. |
| <p>4.B Increase sidewalk coverage and connectivity and invest in pedestrian facilities to increase walkability.</p> | <ul style="list-style-type: none"> • Develop a wayfinding system plan for key areas such as downtown Kuna, Indian Creek Greenbelt, and expanded pathways systems. • Develop a map showing sidewalk gaps to be filled, sidewalk repairs needed, sidewalk expansion areas and pedestrian crossing improvement locations. • Design and implement sidewalk capital improvement projects in coordination with ACHD. • Select an alley to convert/transition to a pedestrian place/corridor. • Apply for grants such as the State Transportation Alternatives Program (TAP) grant to implement sidewalk projects. |
| <p>4.C Increase pathway, trail and on-street bicycle facilities to create an expanded and connected bicycle network.</p> | <ul style="list-style-type: none"> • Design and implement Indian Creek Greenbelt extension projects. • Fill pathway gaps with capital improvement projects. • Apply for Idaho Department of Parks and Recreation Recreational Trails Program (RTP) grants to implement pathway extensions, trailhead improvements and bicycle/pedestrian crossings. • Conduct a Kuna specific industry analysis that highlights market demand, assets and risks. • Create standards for bicycle and pedestrian connectivity evaluation from developments to existing and proposed school sites. |
| <p>4.D Promote a connected street network that incorporates mid-mile collectors/crossings for improved neighborhood connectivity.</p> | <ul style="list-style-type: none"> • Collaborate with ACHD to design and implement capital projects that fill mid-mile collector gaps. • Develop detailed plan showing proposed crossing locations to connect all section line roads in Kuna. • Apply for grants to implement transportation capital projects, overpass, bridges, etc. |
| <p>4.E Increase opportunities for public transportation and ride share commuting.</p> | <ul style="list-style-type: none"> • Provide information on the city of Kuna website and/or social media outlining vanpooling and ride sharing options for Kuna residents. • Work with VRT and ACHD to apply for grants to incorporate park and ride facilities and senior bus upgrades. • Establish public transportation routes to and from higher education facilities for Kuna residents. |

Projects and Actions Table 4: Connected

| Goals | Potential Projects and Actions |
|--|---|
| <p>4.F Ensure water, sewer, storm water, irrigation and solid waste systems are capable of serving the current and future population.</p> | <ul style="list-style-type: none"> • Develop street lighting standards for entryway corridor overlays, Indian Creek Greenbelt and downtown Kuna. • Design and implement capital projects to bring pressurized irrigation service to older parts of town. |
| <p>4.G Maintain serviceability of communication systems including broadband internet, phone and cable.</p> | <ul style="list-style-type: none"> • Re-evaluate and update franchise agreements with utility companies. • Collaborate with the appropriate agencies to increase the availability of high-speed internet in Kuna. • Evaluate options to implement a public WIFI program in downtown Kuna and other select areas. |
| <p>4.H Ensure National Interest Electric Transmission Corridors, as well as power and gas transmission corridors, are considered in land use planning decisions, and minimize the adverse impacts of transmission corridors in the community.</p> | <ul style="list-style-type: none"> • Create guidelines, standards and incentives for energy conservation practices and energy efficient designs. |
| <p>4.I Encourage public or private airports, airstrips and heliports to strengthen connectivity and to meet the needs of the community.</p> | <ul style="list-style-type: none"> • Create guidelines and standards for public or private airports and heliports. |



5

Kuna will invest appropriately in education, community facilities and cultural heritage

Goal Area 5: Kuna will Invest Appropriately in Education, Community Facilities and Cultural Heritage.

Educated and Celebrated: Planning Principles

The city of Kuna prides itself in providing high-quality educational opportunities in collaboration with the Kuna School District (KSD), while creating a vibrant, small-town culture enriched with an agricultural presence. As the city continues to grow in population, it is important to plan for future infrastructure to accommodate the increased population, while preserving open-space that provides for the agricultural heritage that citizens hold near and dear.

With the population increase within the city of Kuna, a statistic was published stating that for each new home built in Kuna, an average of 0.76 additional individuals between the ages of 5 to 19 will be added to the Kuna population.^{xxv}

The city of Kuna is anticipating approximately 580 homes to be built over the next year (October 2018 - October 2019) which would equate to approximately 440 new students being added to the KSD within that timeframe. The KSD is readily prepared for the increase in students while strategizing for higher educational opportunities for those seeking postsecondary education within Kuna.

While the City is well celebrated through community events such as Kuna Days, Mayor’s events and Farmer’s Market, the city lacks specific and diverse cultural and community facilities that could assist in creating a better sense of unity. Additionally, it is necessary to strategize an efficient way to prioritize agricultural preservation in the midst of anticipated community expansion.

The following goals are intended to help guide Kuna with development of future educational opportunities, growth, preservation of community facilities, and cultural heritage.

Education and Culture AT-A-GLANCE:



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

The Kuna School District (KSD) offers quality programs in varying academic areas to over 5,000 students. The KSD boundary encompasses the entire city of Kuna, as well as some unincorporated areas of Ada and Canyon Counties. The boundaries stretch as far northwest as Airport Road and Robinson Road in Canyon County, and as far southeast as W. Barker Road and S. Cloverdale Road to Swan Falls Dam in Ada County.

There are ten existing schools located within KSD. The ten schools include six elementary schools: Hubbard, Reed, Indian Creek, Ross, Crimson Point, and Silver Trail; two middle schools: Kuna Middle and Fremont Middle; and two high schools: Kuna High and Initial Point High, which serves as an alternative high school for the community. A third high school is planned to be located near the intersection of Columbia Road and Linder Road and is anticipated to be opened for the 2020-2021 school year. Their main focus will be professional technology education.

The KSD illustrates their preparedness to meet population demands as they anticipate the openings of a new high school by 2021, additions to Reed and Silver Trail Elementary Schools completed in early 2019, and an expansion of middle schools by Fall of 2019.^{xxvi}

The Performing Arts Center is located on the Kuna High School campus and provides a venue for a wide variety of events. The Performing Arts Center is dedicated to the promotion of the performing arts for both students and residents within the community.

The city of Kuna’s AOI transects with the West Ada School District to the north and southeast of City limits. The West Ada School District is located in the AOI north of the city from Amity Road to Lake Hazel Road, and southeast along W. Kuna Mora Road from S. Five Mile Road to Kuna Mora Road.

The city of Kuna is also home to two charter schools. These schools are public, though attendees are chosen by a lottery. Falcon Ridge Public Charter School provides a curriculum for children in kindergarten through eighth grade. The PIStem academy opened their doors for the first time for the 2018-2019 school year, and will eventually provide a curriculum extending from kindergarten through 12th grade.

Objective 5.A.1. Help ensure Kuna’s school facilities meet increasing population demands.

Policies:

5.A.1.a. Support KSD in planning for adequate school capacity for present and future enrollment through regular demographic updates and notifications regarding additional residential development, etc.

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

5.A.1.c. Consider access and bus stop safety when developing school sites to make travel to school safe and efficient.

5.A.1.d. Ensure developments include features that provide safe and connected bicycle, pedestrian, bus stop and vehicular access to schools.

5.A.1.e. Incentivize developments for providing land and/or school-related facilities.

5.A.1.f. Continue to seek input from KSD on proposed developments for consideration of transportation, school facility and connectivity needs.

5.A.1.g. Coordinate with West Ada School District as new facilities are required to meet population demands.

 **Objective 5.A 2. Provide framework for varying pre-K educational opportunities to be developed for Kuna citizens.**

Policies:

5.A.2.a. Work with KSD and Charter Schools to consider providing educational resources to pre-K students.

5.A.2.b. Identify areas on Zoning and Future Land Use maps that would best serve as development areas for future pre-K facilities.



Goal 5.B Attract opportunities for higher education and training in Kuna.

While the city of Kuna and the KSD consider primary and secondary education top priorities, the city lacks the framework for postsecondary education as well as the transportation resources to and from higher education facilities (College of Western Idaho, Boise State University, University of Idaho and Idaho State University, etc.) located in neighboring cities.

Currently there is a lack of technical trade facilities in Kuna. The technical trade programs offered at Kuna High School are facilitated through neighboring school districts (i.e., Boise School District and Meridian School District). Students must travel off-site to access these programs. However, with the opening of the new high school in 2020, Kuna students will have access to local professional technology facilities and programs.

Located on the east side of Meridian Road/Highway 69 in Kuna's AOI, the Northwest Lineman College is a postsecondary private vocational college offering training programs for the power delivery industry. Many Lineman College students temporarily live in Kuna while attending school.

South of the Lineman College on the northwest corner of Meridian Road/Highway 69 and Hubbard Road is a private Baptist College that provides a postsecondary education in the Christian Doctrine.

Objective 5.B.1. Develop resources to foster higher education and training opportunities in Kuna.

Policies:

5.B.1.a. Work with industry to assess feasible sites for postsecondary, vocational/technical training facilities and/or colleges that serve Kuna residents and the surrounding area. Pursue the possibility of a technical/trade school to enrich student's career prospects.

5.B.1.b. Consider appropriate resources, such as the promotion of a satellite campus, to encourage and provide for higher education or any type of vocational training.

5.B.1.c. Establish public transportation and non-motorized routes (i.e., bike routes, bike lanes, crossings, wider sidewalks, etc.) to and from higher education facilities for Kuna residents.

5.B.1.d. Seek or establish joint venture possibilities between the City, KSD, Charter Schools and area colleges/universities that could allow for varying educational and technical opportunities.



Goal 5.C Identify and develop cultural and community facilities.

This goal has similarities to Goal 2.C in the Health Goal Area of *Envision Kuna*; however, this goal focuses more on community facilities as gathering places. Due to the growing population, Kuna is in dire need of expanded and new community gathering places to be enjoyed by all ages.

Cultural and Community Facilities/Ownership

- Kuna Senior Center / city of Kuna, in partnership with the Kuna Seniors
- Kuna History Center / city of Kuna, in partnership with the Kuna Historical Society
- Kuna Community Hall / Privately-owned
- Kuna Library / Kuna Library District
- 4th Street Gym / KSD
- Kuna Performing Arts Center / KSD
- Kuna Visitor Center / Privately owned (building only)
- Kuna Grange Hall / Kuna Grange #59
- Kuna Event Center / Privately-owned
- Kuna Cemetery / Privately-owned
- Pioneer Cemetery / Privately-owned



Objective 5.C.1. Identify and expand existing cultural and community facilities to be used as distinct gathering places within the community.

Policies:

5.C.1.a. Continually maintain functionality of and accessibility to the Kuna Senior Center.

5.C.1.b. Encourage the expansion and enhancement of the Kuna Community Hall.

5.C.1.c. Work with Library District representatives on the expansion and enhancement of Kuna Library.

5.C.1.d. Protect the 4th Street Gym property through public or public-private partnership to create enhanced public/community gathering space in downtown Kuna.

5.C.1.e. Collaborate on the expansion and enhancement of the Kuna Visitor Center facility, access, signage and parking area.

5.C.1.f. Protect the integrity and character of the Kuna Grange Hall.

5.C.1.g. Support efforts to enhance and support the Kuna Event Center, as well as future, similar privately- owned gathering space facilities.

5.C.1.h. Collaborate with the Kuna Cemetery on the possible expansion of the Kuna Cemetery.

5.C.1.i. Preserve the land and incorporate the story of the Pioneer Cemetery into Kuna history and cultural projects.

5.C.1.j. Incorporate the story of the Kuna Railroad into history and cultural projects.

5.C.1.k. Encourage property owners and developers to maintain the integrity and character of historic and cultural resources and employ techniques to restore such resources.

5.C.1.l. Pursue educational and entertaining walking tours that tell the story of Kuna History through signage, participant-activated recordings, art and displays.

 **Objective 5.C.2. Work to develop new cultural and community facilities to be used as distinct gathering places within the community.**

Policies:

5.C.2.a. Support the development of new community facilities, including multi-purpose facilities (recreation, meeting spaces, etc.).

5.C.2.b. Consider developing an outdoor amphitheater within existing or new community spaces.

5.C.1.c. Work with Library District representatives on an expansion of the Library as the population increases.

5.C.1.d. Create new public/community gathering space in downtown Kuna, possibly located at the 4th Street Gym property.

5.C.1.e. Encourage developers to incorporate elements of Kuna culture through design, art, signage, etc.



Goal 5.D Identify specific strategies to preserve Kuna’s open space, agricultural lands and heritage.

Agriculture, open space, and dairies are a few of the things that describe Kuna. From the very beginning, agriculture and farming have been major industries within the city as they are characteristics that residents have grown to love.

As the population increases, open space/agricultural land is some of the first to be considered for development. Identifying specific strategies to encourage new development to consider infill projects, incorporate open space, and include elements of Kuna’s identity as an agriculturally-rich community, will be vital in preserving Kuna’s agricultural heritage.

Objective 5.D.1. Encourage specific strategies to assist in the preservation of Kuna’s open space, agricultural lands and heritage.

Policies:

5.D.1.a. Support agricultural partnerships, programs and activities through the Kuna Grange, Kuna Farmers Market, Future Farmers of America (FFA), 4-H, etc.

5.D.1.b. Incorporate agricultural and open space elements into development projects.

5.D.1.c. Support efforts to develop community-wide agri-tourism and agri-tainment establishments, activities and opportunities.

5.D.1.d. Support industries that directly connect agriculture to the community (i.e., brewery with restaurant, dairy with store/public access, winery, garden/farm with restaurant, etc.).

5.D.1.e. Increase more agri-tainment or agri-tourism opportunities available to the public in Kuna (i.e., rodeo grounds, petting zoo, corn mazes, seasonal farming/activity festivals/carnivals, etc.).

5.D.1.f. Encourage clustered development patterns to preserve agricultural uses and/or promote historical education on remaining lands, when appropriate.

5.D.1.g. Identify key areas on the Future Land Use Map that should remain as agricultural/open space.

5.D.1.h. Identify agricultural areas and sites that are vulnerable to development pressures and when feasible, work with the development community to preserve these areas.



Educated and Celebrated Implementation

Table 5 shows specific projects and actions identified during the Comprehensive Plan process that would help achieve the goals, objectives, and policies identified in this Plan. The top projects and actions for this goal area are listed below. For the purposes of the Comprehensive Plan, a priority project is any project or action that the City has identified as actionable within the next one to three years and is anticipated to receive resource allocation to help achieve its implementation. These priority projects will help guide short-term implementation of the Plan, however if a project is not included on the priority projects list that does not preclude it from implementation or resource allocation.

Top Connected Projects and Actions

1. Create public gathering spaces in downtown Kuna.
2. Work with industry to assess feasible sites for postsecondary, vocational/technical training facilities and colleges to serve residents of Kuna and the surrounding area.
3. Create standards for bicycle and pedestrian connectivity evaluation from developments to existing and proposed school sites.
4. Start focus group to encourage recruitment of agri-tourism and agri-tainment establishments, activities and opportunities.
5. Recruit industries that directly connect agriculture to the community (i.e., brewery with restaurant, dairy with store/public access, winery, garden/farm with restaurant, etc.).

Projects and Actions Table 5 on the following page highlights all of the projects and actions that have been identified to implement the objectives and policies in this goal area and includes the top priority projects listed above. Other educated and celebrated projects and policies that are priorities for the City may not be listed in the table as they are less likely to be actionable implementation items.

Connected Policy Focus Areas:

Core guiding policy areas for objectives, policies and actions related to this goal area include.

1. Support education
2. Attract higher education opportunities
3. Develop community/cultural spaces and facilities
4. Preserve open spaces and agricultural heritage

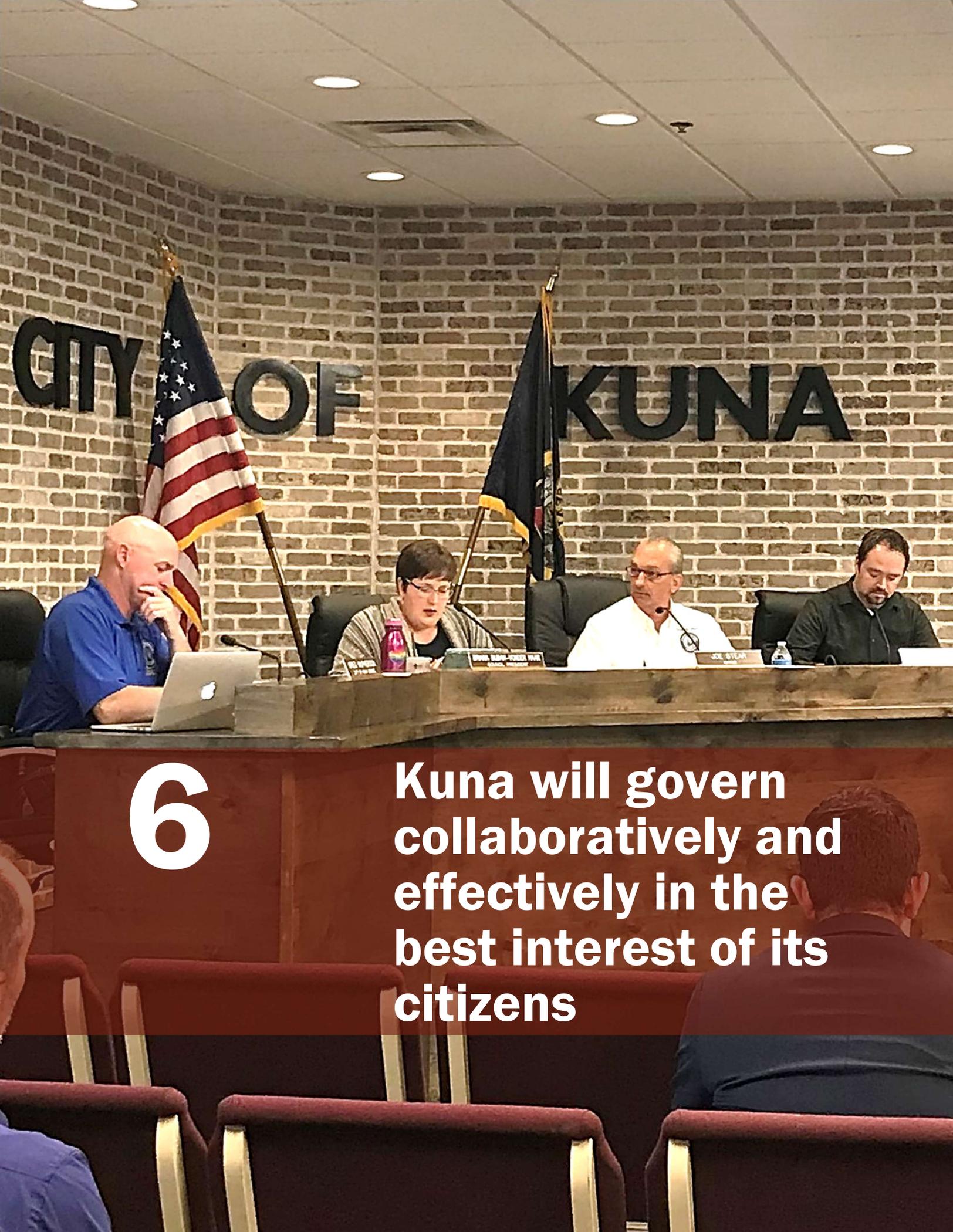
Projects and Actions Table 5: Educated and Celebrated

| Goals | Potential Projects and Actions |
|--|---|
| <p>5.A Support Kuna’s schools and pre-K education opportunities to meet population demands.</p> | <ul style="list-style-type: none"> • Continue to coordinate development reviews with KSD and Charter Schools. • Cooperate with the KSD and the Charter Schools to address future program and facility needs. • Seek or establish joint venture possibilities between the City, the School District and Charter Schools that could allow for varying educational and technical opportunities, using approaches such as the community schools model. |
| <p>5.B Attract opportunities for higher education and training in Kuna.</p> | <ul style="list-style-type: none"> • Work with industry to assess feasible sites for a postsecondary, vocational/technical training facilities and colleges that serve residents of Kuna and the surrounding area. • Consider appropriate resources, such as the promotion of a satellite campus, to encourage and provide for higher education or vocational training. • Pursue the possibility of a technical/trade school to enrich student’s career prospects. |
| <p>5.C Identify and develop cultural and community facilities.</p> | <ul style="list-style-type: none"> • Develop design standards for restoration, rehabilitation and incorporation of history, culture and character into projects. • Identify specific capital improvement projects that improve public access to privately and publicly owned event centers and gathering spaces. • Work with Kuna Grange Hall representatives to identify specific projects to improve accessibility to the facility. • Incorporate Kuna Grange Hall in historical and cultural projects when appropriate. • Create public gathering spaces in downtown Kuna. • Create maintenance and capital improvement plan for Kuna Senior Center. • Work with Historical Society and railroad representatives on the inclusion of the Pioneer Cemetery and railroad in history and cultural projects. • Develop a specific educational and entertaining walking tour plan that identifies specific projects to tell the story of Kuna History through signage, participant-activated recordings, art and displays. • Develop a specific plan with Kuna Chamber of Commerce to identify specific projects and funding sources to improve access, signage and parking area at the Kuna Visitor Center. • Identify capital improvements to improve access to the Kuna Library branch sites, mobile library program, participation in regional library network. |

Projects and Actions Table 5: Educated and Celebrated

| Goals | Potential Projects and Actions |
|--|---|
| <p>5.D Identify specific strategies to preserve Kuna’s open space, agricultural lands and heritage.</p> | <ul style="list-style-type: none"> • Identify key areas on the Future Land Use Map that should remain as agricultural/open space. • Develop specific standards for agricultural and open space elements to be included in projects. • Start a focus group to encourage recruitment of agri-tourism and agri-tainment establishments, activities and opportunities. • Create focus group to identify specific strategies to increase agriculture establishments (i.e., rodeo grounds, petting zoo, corn mazes, seasonal farming/activity festivals/carnivals, etc.). • Recruit industries that directly connect agriculture to the community (i.e., brewery with restaurant, dairy with store/public access, winery, garden/farm with restaurant, etc.). • Identify specific agricultural partnerships, programs and activities through the Kuna Grange, Kuna Farmers Market, Future Farmers of America (FFA), 4H, etc. • Develop standards and incentives for clustered development patterns that preserves agricultural uses and/or promotes historical education on remaining lands. |





6

Kuna will govern collaboratively and effectively in the best interest of its citizens

Goal Area 6: Kuna will Govern Collaboratively and Effectively in the Best Interest of its Citizens

Governance: Planning Principles

Governance encompasses the principles by which City decisions are made, and how processes and projects are implemented, including:

- Encouraging meaningful citizen participation in governing processes and decisions about the community.
- Providing accessible information and operating transparently.
- Maintaining a responsive city government comprised of elected and appointed officials and City staff.
- Ensuring financial solvency.
- Equitably applying the City's policies, procedures and codes.
- Effectively and efficiently implementing projects, providing services and maintaining operations.

The city of Kuna strives to provide citizens access to information and attempts to inform residents of opportunities to be involved in the decision-making process.

The goals and policies described in this chapter serve as the basis for how leadership, governance, and citizen interaction are encouraged and perpetuated in Kuna.

Governing Collaboratively AT-A-GLANCE:

*Citizen
Involvement*

*Organizational
Capacity*

*Regional
Collaboration*

*Transparent
Finances*



Goal 6.A. Involve citizens in decisions about Kuna’s future.



Objective 6.A.1. Kuna will continue to cultivate a customer service-oriented approach when interacting with the public.

Policies:

6.A.1.a. Provide regular opportunities for citizen feedback about City services.

6.A.1.b. Develop and implement customer service standards and practices, citywide.



Objective 6.A.2. Kuna will maintain information-sharing resources and engage in regular communications to inform citizens.

Policies:

6.A.2.a. Develop and maintain citywide communications standards and protocols for all departments.

6.A.2.b. Regularly evaluate the effectiveness of web and print communications.

6.A.2.c. Maintain a well-designed and easily accessible website to provide modernized access to core information about City operations, departments, policies, maps, and planning and zoning cases.

6.A.2.d. Ensure commonly-requested City forms, applications and information are readily available online and in print.

6.A.2.e. Utilize updated e-mail lists to inform the public about City projects and events.



Objective 6.A.3. Kuna will offer meaningful public participation opportunities for substantial projects.

Policies:

6.A.3.a. Examine ways to improve required official public notice standards.

6.A.3.b. Collect and utilize public feedback on all substantial projects and developments, using effective public outreach and engagement techniques, including the use of technology and in-person forums.

6.A.3.c. Highlight how public input and feedback is incorporated into plans.

6.A.3.d. Utilize an appropriately wide range of publicity options when announcing and advertising public input opportunities.

Goal 6.B Maintain adequate organizational capacity to efficiently manage city government and implement this plan.

➔ Objective 6.B.1. Regularly collect, monitor and report on growth and demographic trends in Kuna.

Policies:

6.B.1.a. Regularly evaluate and share updated statistical information when it becomes available.

6.B.1.b. Work with COMPASS to evaluate growth trends and improve accuracy of growth projections.

➔ Objective 6.B.2 Kuna will monitor, evaluate and report on City performance.

Policies:

6.B.2.a. Create a priority projects list and strive towards timely implementation of the highest priority items.

6.B.2.b. Share regular updates with citizens on projects and highlights of City business to keep the community informed.

6.B.2.c. Establish a set of metrics and goals for each city department and conduct annual data collection and evaluations on performance metrics.

6.B.2.d. Evaluate the use of City resources and identify areas for improved efficiency, allocation and management.

6.B.2.e. Assess the City's ability to provide services during times of stress through the review of continuity and resilience principles.^{xxvii}

6.B.2.f. Assess the overall satisfaction of city of Kuna employees to help retain an effective, qualified and competent staff.

6.B.2.g. Assess the overall satisfaction of the public on the delivery of city services on a regular basis.



Objective 6.B.3. Monitor and evaluate the implementation of *Envision Kuna*.

Policies:

6.B.3.a. On an annual basis, utilize the Planning and Zoning Commission, or a subgroup of the *Envision Kuna* Advisory Committee, to monitor Plan implementation.

6.B.3.b. Establish a set of metrics and goals for Comprehensive Plan implementation and evaluate the course of implementation.

6.B.3.c. Adopt subarea and program specific plans into the Plan and implement these plans along with other Comprehensive Plan goals.

Objective 6.B.4. Build City capacity by highlighting opportunities for department collaboration.

Policies:

6.B.4.a. Continue to work interdepartmentally to create plans and projects that align with department needs and long-range goals.

6.B.4.b Consider the integration of department strategic plans into Comprehensive Plan updates.

6.b.4.c Report to all department heads regarding new and ongoing projects that address goals of the Comprehensive Plan.



Goal 6.C Engage in regional collaboration to leverage City and partner agency resources on behalf of the community.

Objective 6.C.1. Continue to work with partner agencies and neighboring jurisdictions to provide essential services and build needed infrastructure in Kuna.

Policies:

6.C.1.a. Continue to work with local, regional, and state transportation agencies to plan, design and develop transportation infrastructure and services in accordance with Kuna's Comprehensive Plan.

6.C.1.b. Annually evaluate and communicate Kuna's transportation priorities to partner agencies.

6.C.1.c. Work with county and neighboring jurisdictions to monitor, evaluate and respond to Kuna's needs; including, but not limited to the following areas: transportation, emergency response, school facilities, irrigation district infrastructure, and public lands and natural resource management.

6.C.1.d. Report on entitlements and building permit activity to regional groups and non-profits such as the Building Contractors Association of Southwestern Idaho to relay the community's desire for diverse development.

Objective 6.C.2. Initiate new regional and statewide collaboration to plan for needed services and manage regional growth.

Policies:

6.C.2.a. Collaborate with neighboring cities, Canyon County and Ada County to preserve rural land and agricultural resources.

6.C.2.b. When appropriate, include representatives from neighboring jurisdictions and partner agencies on planning committees and/or meetings to review impacts of large-scale developments.

6.C.2.c. Consider funding options such as taxing districts to help fund regional amenities such as transit systems and energy and communications infrastructure.

6.C.2.d. Encourage the expansion and integration of a county-wide library system.

6.C.2.e. Work with the Boise City Ada County Housing Authority and neighboring jurisdictions to meet community housing needs.

6.C.2.f. Participate in the creation of regional economic development initiatives.

6.C.2.g. Encourage the creation of a regional trails system that provides connectivity to city trail systems.

Goal 6.D Maintain sustainable and transparent financial operations and proactively manage City budgets and investments.

Objective 6.D.1. Ensure spending aligns with the best interest of Kuna’s citizens and City goals.

Policies:

- 6.D.1.a.** Evaluate program and department performance and adjust budgets accordingly.
- 6.D.1.b.** Conduct due diligence and obtain third-party assessments about project costs and investments prior to committing City resources to projects.
- 6.D.1.c.** Annually review department budgets and performance.
- 6.D.1.d.** Utilize funding for land acquisition that supports specific City goal areas and priority projects.
- 6.D.1.e.** Ensure City financials and the financial decision-making process are transparent.

Objective 6.D.2 Evaluate new forms of revenue to provide expansion of essential services, community improvements and the development of priority projects.

Policies:

- 6.D.2.a.** Work with the Idaho Department of Commerce to secure additional funding and revenue through external financing that includes: Small Business Administration grants and loans, small business loan programs, industrial loan bonds, REDIFit loans, and funding through the Idaho Housing and Finance Association.
- 6.D.2.b.** Develop funding strategies, mechanisms and revenue sources in advance of anticipated service demands.
- 6.D.2.c.** Develop a plan for funding the City’s Long-Range Capital Improvements Plan and related operations. Identify various funding sources for these improvements.
- 6.D.2.d.** Establish a rational, equitable basis for calculating the type of exaction or the amount of any impact fee.
- 6.D.2.e.** Regularly review fee structures to ensure they are meeting infrastructure project needs.
- 6.D.2.f.** Evaluate the rate of fee collection to ensure projects and new developments are paying in a timely fashion.

Governance Implementation

Table 6 shows specific projects and actions identified during the Comprehensive Plan process that would help achieve the goals, objectives, and policies identified in this Plan. The top projects and actions for this goal area are listed below. For the purposes of the Comprehensive Plan, a priority project is any project or action that the City has identified as actionable within the next one to three years and is anticipated to receive resource allocation to help achieve its implementation. These priority projects will help guide short-term implementation of the Plan, however if a project is not included on the priority projects list that does not preclude it from implementation or resource allocation.

Top Governance Projects and Actions

1. Create an official orientation and training program for newly elected officials.
2. Support the implementation of Police and Kuna Rural Fire District impact fees.
3. Conduct a third-party biannual citizen survey to gauge City performance and citizen satisfaction.
4. Create a master projects calendar available to the public online.
5. Create an outreach/publicity checklist to ensure consistent and effective communications.

Projects and Actions Table 6 on the following page highlights the projects and actions that have been identified to implement the objectives and policies in this goal area and includes the top priority projects listed above. Other governance projects and policies that are priorities for the City may not be listed in the table as they are less likely to be actionable implementation items.

Governance Policy Focus Areas:

Core guiding policy areas for objectives, policies and actions related to this goal area include:

1. Citizen involvement
2. Organizational capacity
3. Regional collaboration
4. Sustainable and transparent finances

Project and Actions Table 6: Governing Collaboratively

| Goals | Potential Projects and Actions |
|--|--|
| <p>6.A Involve citizens in decisions about Kuna’s future.</p> | <ul style="list-style-type: none"> • Create a master projects calendar available to the public online. • Create an outreach/publicity checklist to ensure consistent and effective communications. • Conduct a comprehensive website review process and modernize website elements. • Audit City website annually to optimize design and performance. • Conduct a bi-annual third-party citizen survey to gauge performance and citizen satisfaction. • Host an annual citizen conversations event. • Publish annual State of the city document in conjunction with State of the city address. • Develop customer service standards and practices, citywide. |
| <p>6.B Maintain adequate organizational capacity to efficiently manage city government and implement this plan.</p> | <ul style="list-style-type: none"> • Create an official orientation and training program for newly elected officials. • Collect data and annually report on status of Comprehensive Plan implementation. |
| <p>6.C Engage in regional collaboration to leverage City and partner agency resources on behalf of the community.</p> | <ul style="list-style-type: none"> • Develop a citywide strategic plan. • Implement stakeholder satisfaction surveys that identify areas for improvement related to decision-making and service delivery. • Conduct City employee satisfaction surveys and/or interviews to assess areas for improvement. • Represent Kuna at the Building Contractors Association of Southwestern Idaho. |
| <p>6.D Maintain sustainable and transparent financial operations and proactively manage City budgets and investments.</p> | <ul style="list-style-type: none"> • Develop a capital improvement plan that integrates with recommendations from <i>Envision Kuna</i>. • Support the implementation of Police and Kuna Rural Fire District impact fees. |

Glossary

Accommodate – The ability of the community to adapt to change; particularly the ability of the community to meet the needs of future populations.

Affordable Housing – A general rule for determining housing affordability is that the combined annual rent and other housing payments (including utilities) should not exceed 30 percent of gross household income. Lending institutions use a slightly different definition to determine whether housing is affordable for a prospective homeowner. For lenders, the total annual payment (principal, interest, taxes, and insurance) should not exceed 26 to 28 percent of the homeowner's gross annual income. Lending institutions also consider the homeowner's total indebtedness, determining that housing costs plus all other indebtedness should not exceed 33-36 percent of the homeowner's income.

Agriculture Land – The use of land including but not limited to: farming, dairying, pasturage, agriculture, horticulture, floriculture, viticulture, animal and poultry husbandry and the necessary accessory uses for packing, treating or storing the produce.

Annexation – The incorporation of a land area into an existing city with a resulting change in the boundaries of that city.

Area of City Impact (ACI/AOI)– Required by state law (§67-6526). Requires cities to specify an area outside the city limits which it expects to annex or is part of the trade area. Land use authority for this area is negotiated between the City and County. The Kuna AOI is defined as that unincorporated land mass which lies contiguous to the city of Kuna, having as its closest boundary to the city, the city limits of Kuna, as they now exist or as they may be altered by future annexation of land to the city of Kuna.

Bikeway – A facility designed to accommodate bicycle travel for recreation or commuting purposes. This is not always a separate facility but can be designed to be compatible with other travel modes.

Bicycle Route – A segment of a system of bikeways designated by the jurisdiction having authority with appropriate directional and informational markers, with or without specific bicycle route number.

Bicycle Pathway – A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right of way or within an independent right of way.

Buffer – A vegetated strip or berm that helps to absorb excess stormwater, reduce the amount of pollutants entering creeks, streams, and natural areas, and mitigate aesthetic impacts of a project. Also, a strip of land or type of landscaping created to separate and protect one type of land use from another; for example, as a screen of planting or fencing to insulate the surroundings from the noise, smoke, or visual aspects of an industrial zone or junkyard.

Building Permit – A permit issued for various types of building activity that authorizes structural, electrical, heating and cooling, plumbing, or demolition work.

Capital Improvement Projects (CIP) – A proposed timetable or schedule of all future capital improvements to be carried out during a specific period and listed in order of priority, together with cost establishments and the anticipated means of financing each project.

Circulation – Systems, structures and physical improvements for the movement of people, goods, water, air, sewage, or power by such means as streets, highways, railways, waterways, towers, airways, pipes, and conduits, and the handling of people and goods by such means as terminals, stations, warehouses, and other storage buildings or transshipment points.

Commercial – The distribution, sale, or rental of goods and the provision of other services.

Community – When used in a social or political context, refers to the group of people living in an area.

Comprehensive Plan – A general policy statement of a city, including a future land use map, which integrates all functions, natural systems and activities relating to the use of land, which is required by Idaho State Code (§67-6508).

Community Character – The features that define the built and natural environment within the community help to create its character. These include historic buildings, natural stream corridors, woodlands, residential neighborhoods of different types, building density and orientation (auto- or pedestrian-oriented), and the scale and quantity of signage.

Density – Density measures the amount of development located on a tract of land. For residential development, density is usually expressed as the number of housing units per acre. For non-residential development, density is usually expressed as the gross square footage of a building per acre (e.g., 10,000 square feet per acre).

Design Standards – The standards that set forth specific improvement requirements.

Development - Making a material change in the use or appearance of a structure or land, dividing land into two or more parcels, creating or terminating a right of access.

Development Agreement – The Local Land Use Planning Act allows cities and counties to use development agreements, which require an owner or developer to make a written commitment concerning the use or development of the subject parcel as a condition of rezoning. The agreements are binding and recorded so as to bind subsequent owners.

Diversity – Diversity implies the mixture of land use and /or densities within a given area.

Easement – Authorization by a property owner for the use by another, and for a specified purpose, of any designated part of the property.

Economic Development – The addition of a new economic activity.

Floodplain – Lands which are within the floodway and the floodway fringe.

Flood, 100 Year –A flood with a one percent chance of being equaled or exceeded in any given year. This is the type of flood most commonly used for regulatory purposes.

Future Land Use Map – A map showing the existing and/or proposed location extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, educational and other public and private purposes or combination of purposes.

Goal – A statement of intention expressing community values and attitudes intended to provide a guide for action by the community.

Greenway/Greenbelt – An open area, which may be cultivated or maintained in a natural state surrounding development or used as a buffer between land uses or to mark the edge of an urban or developed area.

Incompatible Land Uses – The location of a more-intensive land uses adjacent to less-intensive land uses.

Impact – The consequences of a course of action; the effect of a goal, guideline, plan, or decision.

Impact Fees – A fee, levied by local government on new development, so that the new development pays a proportionate share of the cost of the facilities needed to service that development.

Implementation – Actions, procedures, or techniques that carry out the Comprehensive Plan policy through implementing a standard. Each policy is linked to a specific action-oriented implementing program.

Infill Development – The development of new housing or other buildings on vacant sites within a developed area of the city, where 80 percent of the land within a three hundred-foot radius has been developed. The availability of water, sewer, streets, and police and fire protection have already been developed and provided.

Infrastructure – Facilities and services needed to sustain industry, commercial and residential activities (e.g., water and sewer lines, streets, roads, fire stations, parks, etc.).

Land Trust – Nonprofit organizations with a primary purpose of preservation of undeveloped open land for conservation value to the community. Land trusts are concerned with all kinds of open space land, or they focus on specific resources, such as farmland, prairie, mountain ridges, watersheds, river corridors, lakes, parks, or community gardens. Land trusts can be rural, suburban, or urban, depending upon the geography they serve.

Land Use – A description of how land is occupied or utilized.

Maintain – Support, keep, or continue in an existing state or condition without decline.

Master Plan – A comprehensive long-range plan intended to guide the growth and development of a community or region and one that includes analysis, recommendations and proposals for the community's population, economy, housing, transportation, community facilities and land use.

Mixed Use – Properties on which a minimum of two distinct uses, such as office, commercial, industrial, agricultural and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Multi-Use Building – A building containing two or more distinct uses.

Natural Hazard – A natural characteristic of the land or combination of characteristics which, when developed without proper safeguards, could endanger the public health, safety, or general welfare.

Neighborhood Parks – A neighborhood park is medium sized, containing facilities primarily of interest to the immediate neighborhood. Facilities for a variety of activities should be provided. They should be approximately one acre per 80 residents.

Objective – The objective statement defines the meaning of the goal; describes how to accomplish the goal and suggests a method of accomplishing it. It advances a specific purpose, aim, ambition or

element of a goal. It can describe the end state of the goal, its purpose, or a course of action necessary to achieve the goal.

Open Space (Usable) – Any open land that is predominantly lacking in structural development. Open space includes natural areas, wetlands and open water, wildlife habitats, areas of managed production of resources such as farmlands and grazing areas, open areas requiring special management or regulation to protect public health and safety, and outdoor recreational areas.

Placemaking Principles – A multi-faceted approach to planning, design and management of public spaces. Placemaking capitalizes on community-based participation, a community's assets, inspiration, and potential, with the intention of creating public spaces that promote people's health, happiness, and wellbeing.

Planned Unit Developments (PUD) – An area of land in which a variety of residential, commercial, industrial and open space uses are located under a single ownership or control is developed for the purpose of selling individual lots or estates and are accommodated in a pre-planned environment with more flexible standards such as lot sizes and setbacks. Approval of a planned unit development does not eliminate the requirements of subdividing and recording a plat.

Policy – A decision-making guideline for actions to be taken in achieving goals. The policy is the official position of the City related to a given land use issue. Policies guide actions in recurring situations.

Public Land – Land owned by local, state, or federal government, used for purposes which benefit public health, safety, general welfare and other needs of society.

Public Participation – The active and meaningful involvement of the public in the development of the Comprehensive Plan.

Public Utilities – Refers to key facilities, types and levels of the following: potable water, pressurized irrigation, sewer facilities, storm drainage facilities, government administrative services, energy and other services deemed necessary by the community for the enjoyment of urban life.

Quality of Life – Those aspects of the economic, social and physical environment that make a community a desirable place in which to live or do business. Quality of life factors include those such as climate and natural features, access to schools, housing, employment opportunities, medical facilities, cultural and recreational amenities, public safety and services and inclusionary practices.

Residential Area – A given area of the community in which the predominant character is residential. Uses, which support residential activity such as parks, churches, schools, fire stations, and local utility substations, may also be permitted. In certain instances, existing lots of record and development patterns may exceed comprehensive plan densities.

Review – An inspection or examination for the purpose of evaluation and the rendering of an opinion or decision. Review by the City may involve public hearings, formal approval or denial of development proposals, etc., as provided for in city ordinances.

Ride Share – Sharing a ride (and related costs), usually to an employment location with other commuters, usually by carpooling or vanpooling.

Right-of-Way (ROW) – Right of passage onto another person's land or property and is typically associated with land usage rights.

Rural Land – All land which is not within an urban growth area and is not designated as natural resource land having long-term commercial significance for production of agricultural products, timber or the extraction of minerals.

Section Line – The boundary line of a section in surveying or land distribution that is one mile apart.

Sense of Place – The characteristics of an area that makes it readily recognizable as being unique and different from its surroundings and having a special character and familiarity.

Street, Alley – A minor or secondary way that is used primarily for vehicular service access to the back of properties otherwise abutting a street.

Street, Arterial – A street, which functions primarily to move larger volumes of traffic and serve longer trips. It is usually a continuous thoroughfare, which connects major traffic generators.

Street, Collector – A street, that generally connects arterial streets and provides direct access to schools and shopping.

Strip Development – A development pattern characterized by lots in a continuous manner fronting on streets and resulting in numerous access points to the street.

Subdivision – The division of a lot, tract or parcel of land into two or more lots, tracts, parcels or other divisions of land for sale, development or lease.

Urban – A population and territory within the boundaries of urbanized areas and the urban portion of places outside of the urbanized area that have a decennial census population of 2,500 or more. (U.S Census Bureau).

Wetlands – Areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands may include those artificial wetlands intentionally created from non-wetland areas created to mitigate conversion of wetlands, if permitted by the County or the City.

Zoning – Local codes regulating the use and development of property. A zoning ordinance divides a community into land use districts or "zones," represented on zoning maps, and specifies the allowable uses within each of those zones. It establishes development standards for each zone, such as minimum lot size, maximum height of structures, building setbacks, and yard size.



References

- ⁱ Idaho's Local Land Use Planning Act (1975), TITLE 67 (STATE GOVERNMENT AND STATE AFFAIRS), CHAPTER 65 (LOCAL LAND USE PLANNING), section 67-6508 (PLANNING DUTIES), sub-sections a-q. Code Requirement "Population" addressed in *Executive Summary – Background* and *Appendix A: Context and Existing Conditions*. "Implementation" addressed in *Implementation* section of this plan.
- ⁱⁱ COMPASS IDAHO. 2017 Population Projections.
- ⁱⁱⁱ City of Kuna, 2017. U.S. Census Bureau, 2011-2016 American Community Survey 5-Year Estimates.
- ^{iv} EMSI, Provided by the Idaho Department of Labor 3rd Quarter 2017 Report of Quarterly Employment and wages (QCEW)
- ^v Idaho Department of Labor, 2016.
- ^{vi} Agritainment and Agritourism refer to farm-based entertainment including activities such as hay rides, pony rides, wine tastings, corn mazes, harvest festivals, interactive animal exhibits, dairy tours, etc. Agritainment also embodies farm to table dining experience many small farms offer. <https://www.agmrc.org/business-development/starting-a-business/special-types-of-businesses/agritourism-agritainment>
- ^{vii} Idaho Department of Labor, 2016.
- ^{viii} Maker-space is defined as a collaborative workspace for making, learning, exploring, developing and creating. These spaces can be housed as educational facilities or can be primarily used to serve entrepreneurial efforts. Maker spaces often feature shared technology and tools and provide hands on spaces for anyone with access to the space.
- ^{ix} A living wage position refers to a level of income necessary for an individual or family to live comfortably in the community. Living wage positions cover more than necessities and vary depending on the cost of living index for different states and communities. MIT offers a living wage calculator that can be partitioned down to the County Level. The living wage for an individual in Ada County (as of April, 2019) is \$11.09 per hour. <http://livingwage.mit.edu/counties/16001>
- ^x COMPASS IDAHO, Communities in Motion 2040. Forecast by Demographic Area
- ^{xi} "Trails" are characterized by natural surfaces, while "pathways" are paved (typically asphalt or concrete) surfaces. This infrastructure is differentiated from "on street" bike and pedestrian infrastructure such as sidewalks or bike lanes by virtue of being unconnected to roadways. However, all of these facilities are critical components of a complete bike and pedestrian infrastructure. Sidewalks, bike lanes and pathways within road right of ways are addressed in the "Connectivity" Goal Area of the Comprehensive Plan.
- ^{xii} Green infrastructure uses vegetation, soils, and other elements and practices to restore some of the natural processes required to manage water and create healthier urban environments. At the city or county scale, green infrastructure is a patchwork of natural areas that provides habitat, flood protection, cleaner air, and cleaner water. At the neighborhood or site scale, stormwater management systems that mimic nature soak up and store water. U.S. Environmental Protection Agency (EPA), July, 2018: <https://www.epa.gov/green-infrastructure/what-green-infrastructure>.
- ^{xiii} Walkscore.com
- ^{xiv} Natural resource value can include intact natural habitats or critical watershed and viewshed areas, for example.
- ^{xv} National Recreation and Park Association. Creating Safe Park Environments to Enhance Community Wellness. <https://www.nrpa.org/contentassets/f768428a39aa4035ae55b2aaff372617/park-safety.pdf>
- ^{xvi} U.S. Department of Health and Human Services. Agency for Healthcare Research and Quality. *Access to Healthcare*. 2011. <https://archive.ahrq.gov/research/findings/nhqrd/nhdr11/chap9.html>
- ^{xvii} U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates
- ^{xviii} Evans, Heidi. 2011. The 'Old' Neighborhood: East Harlem is city's first Aging Improvement District. <http://www.nydailynews.com/new-york/manhattan/old-neighborhood-east-harlem-city-aging-improvement-district-article-1.949281>

^{xix} Centers for Disease Control and Prevention: National Center for Health Statistics and National Center for Chronic Disease and Health Promotion Dartmouth Institute for Health Policy & Clinical Practice

http://www.countyhealthrankings.org/sites/default/files/state/downloads/CHR2017_ID.pdfNotes:

^{xx} Kuna's Core is defined as the area between the northern border of W 4th Street, the southern border of the creek and rail line, the western border of N School Ave, and the eastern border of N Kay Ave. Kuna's future downtown areas extend north and south and welcome themes are intended to create seamless transitions into the branding of downtown from major downtown entryway corridors.

^{xxi} Mixed-use development can combine uses "vertically" (within the same building) or horizontally" (buildings within a parcel or block of parcels). These areas are implemented through a form-based code or overlay that allows place-based zoning (rather than conventional zoning). Typically, a regulating plan and design guide are created to implement the mix of uses.

^{xxii} 120 percent area median income suggestion based on HUD over income limits for public housing support in 2018. <https://nlihc.org/article/hud-notice-sets-hotma-over-income-limit>

^{xxiii} National League of Cities

<https://www.nlc.org/resource/traditional-neighborhood-development>

^{xxiv} *Takings* includes all actions from a government that actually or constructively take private property for public use. There are two historical restrictions on takings, 1. The government may only take property and re-purpose it for a public use, and 2. The private property owner must receive just compensation. <https://www.law.cornell.edu/wex/takings>

^{xxv} Kuna Schools Growth Report. 2016.

^{xxvi} KSD Superintendent Update, November 2017.

^{xxvii} Continuity and resiliency principles refer to a city's ability to react to, overcome and continue operating in the face of challenges associated with stressors that can include: natural disasters, economic or demographic changes, funding loss, or even changes in city leadership. <https://www.eda.gov/ceds/content/economic-resilience.htm>



City of Kuna
Comprehensive Plan
2019
Appendices

Amended November 2022

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Appendix A – Comprehensive Plan Reference and Ancillary Maps

Primary Reference Maps

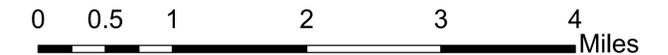
- Future Land Use Map and Interpretive Table
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- Slope Averages
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- Irrigation Service Area
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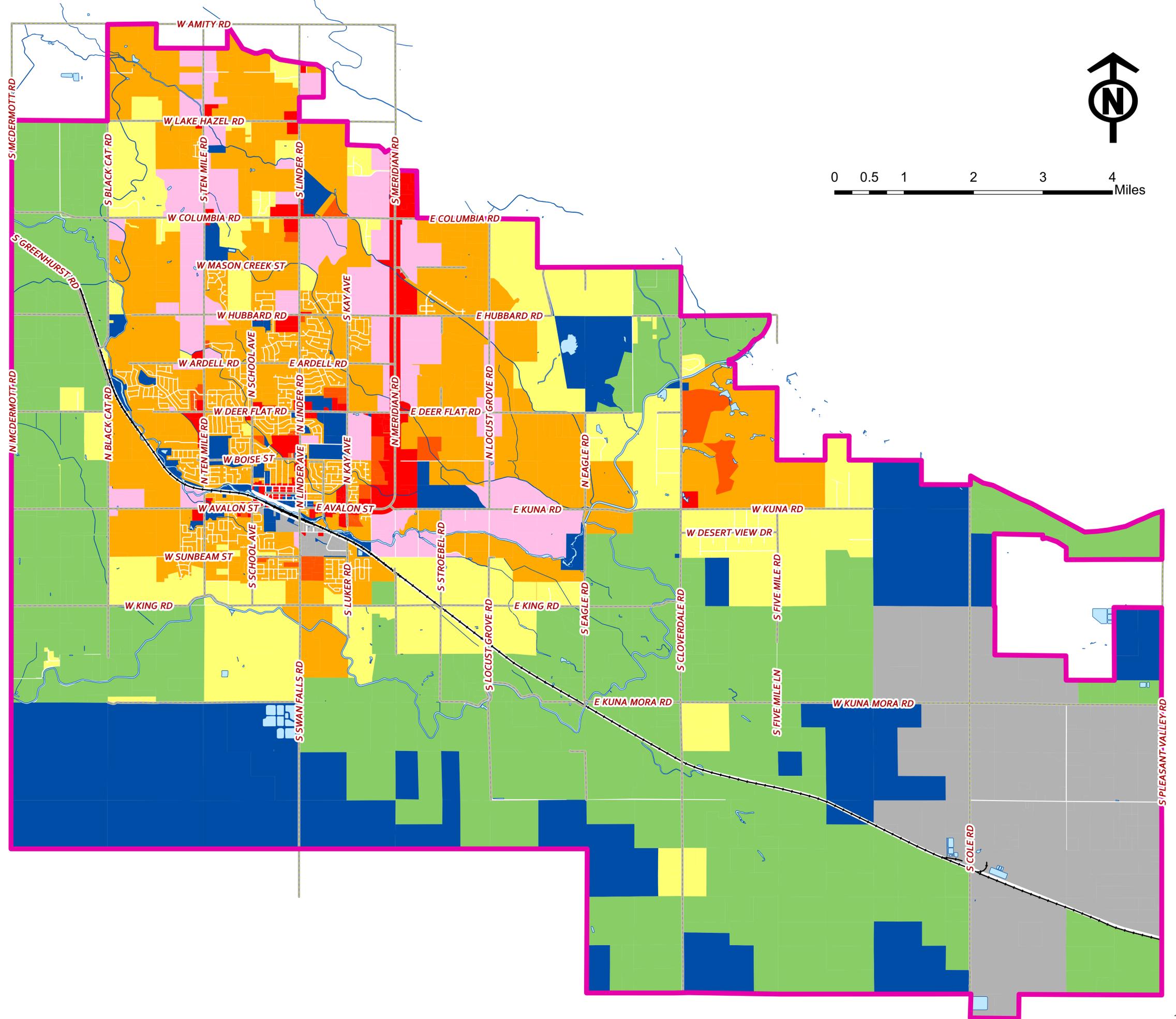


CITY OF KUNA Future Land Use

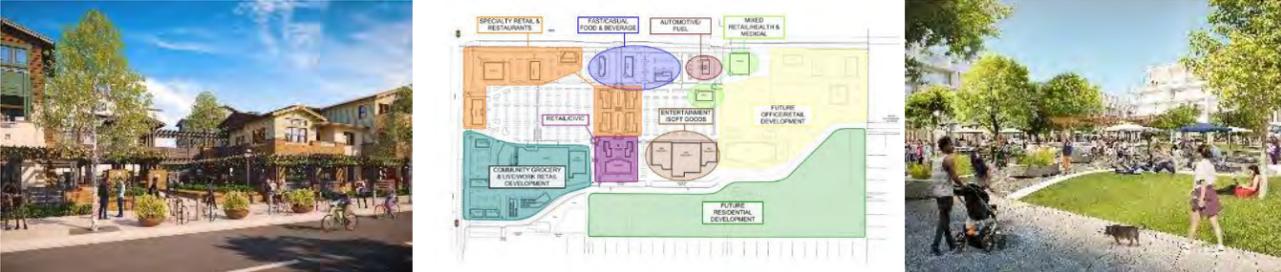


Legend

- Area of City Impact
- Roads
- Railroad
- Water Bodies
- Future Land Use Designations**
- Agriculture
- Commercial
- High Density Residential
- Industrial
- Low Density Residential
- Medium Density Residential
- Mixed-Use
- Public



| Designation | Description | Sample Uses | References |
|--------------------------|---|--|---|
| Agriculture | Lands for farming, dairying, pasturage, agriculture, horticulture, floriculture, viticulture, animal and poultry husbandry, and the accompanying accessory uses for packing, treating, or storing the product | Fields, active farms, nurseries or orchards, ranches, wineries, agritourism businesses, community gardens. Agri-tainment and Agritourism activities are encouraged |  |
| Commercial | Large- and small-scale professional, service, entertainment and retail business areas | Office complexes, shopping malls, service stations and restaurants |  |
| Heavy Industrial | Intended to accommodate manufacturing, processing and warehouse activities. | Food processing, manufacturing, technology, construction materials. Minimize negative impacts to surrounding areas |  |
| Industrial | Light industrial type land uses as well as commercial or agricultural uses | Research and development, clean technology, food packaging, breweries, light manufacturing; also compatible with mixed-use development category |  |
| High Density Residential | Multiple-family attached dwellings in single or multi-story buildings | Apartments, condominiums, townhomes, fourplexes |  |

| Designation | Description | Sample Uses | References |
|----------------------------|--|---|--|
| Medium Density Residential | Single-family detached, single-family attached | Single-Family homes, duplexes cottages, row houses |  |
| Low Density Residential | Single-family detached residential on large parcels (accessory dwelling units allowed) | Farmsteads, open space subdivisions, single family homes |  |
| Mixed-Use | <p>Land parcel or combination of parcels that contain at least two types of complimentary and integrated uses, e.g., residential, commercial or office uses (with an emphasis on residential components) intentionally clustered with recreation/public spaces and other public service uses. Some industrial uses such as breweries or light manufacturing are compatible.</p> <p>Mixed-use areas can be developed in two ways:</p> <p>Horizontal Mixed-Use consists of single-use buildings within a mixed-use zone/parcel</p> <p>Vertical Mixed-Use combines uses within the same building, e.g., ground floor retail and restaurants and upper floors residential and office</p> | <p>Walkable neighborhood centers and regional activity centers; Downtown. parcels integrated with multi-modal circulation within the developments.</p> <p>(all residential development is to be considered the same use regardless of density).</p> | <p>Horizontal</p>  <p>Vertical</p>  |
| Public | Community, public, and quasi-public uses such as those associated with government, nonprofit, and utilities | Public facilities such as libraries, schools and government buildings, parks and open spaces, trails and pathways |  |
| Federal and State Lands | Federal Lands are those owned or administered by the Federal Government. State Lands are those owned or administered by the State of Idaho. The City recognizes that the City has no jurisdiction over them. Uses on property designated as Federal and State Lands will be allowed in accord with applicable federal, state, or local laws or regulations. | Forests and grasslands, wildlife habitat areas, recreational areas, watersheds and water features, conservation areas, national parks, national historic sites and monuments, U.S. military assets |  |

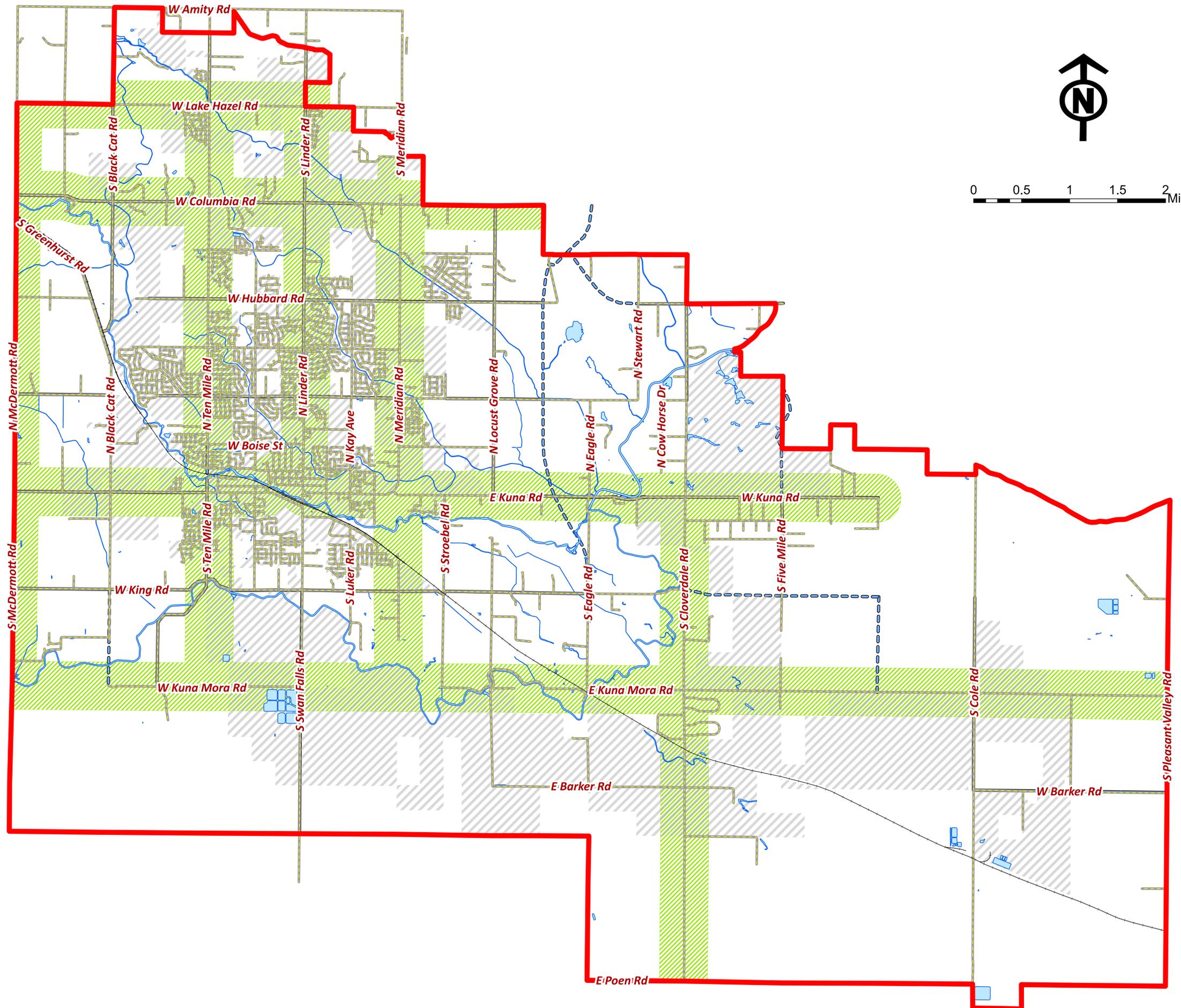


CITY OF KUNA

Entryway Corridor Overlay



0 0.5 1 1.5 2 Miles



Legend

- Area of City Impact
- Union Pacific Railroad
- Roads
- Waterway
- Kuna City Limits
- Residential Arterial (New)
- Residential Arterial
- Entryway Corridor

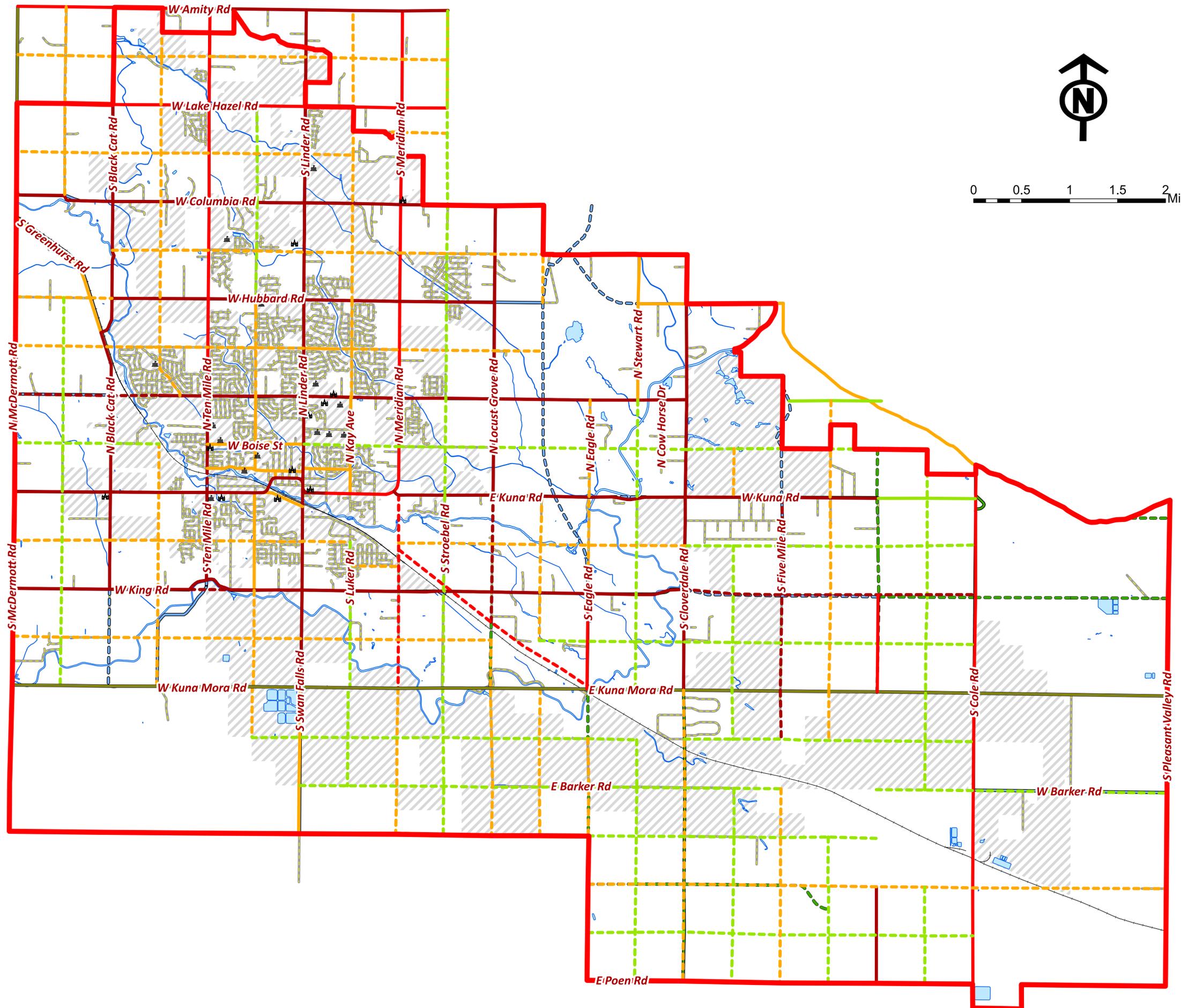


CITY OF KUNA

Street Circulation



0 0.5 1 1.5 2 Miles



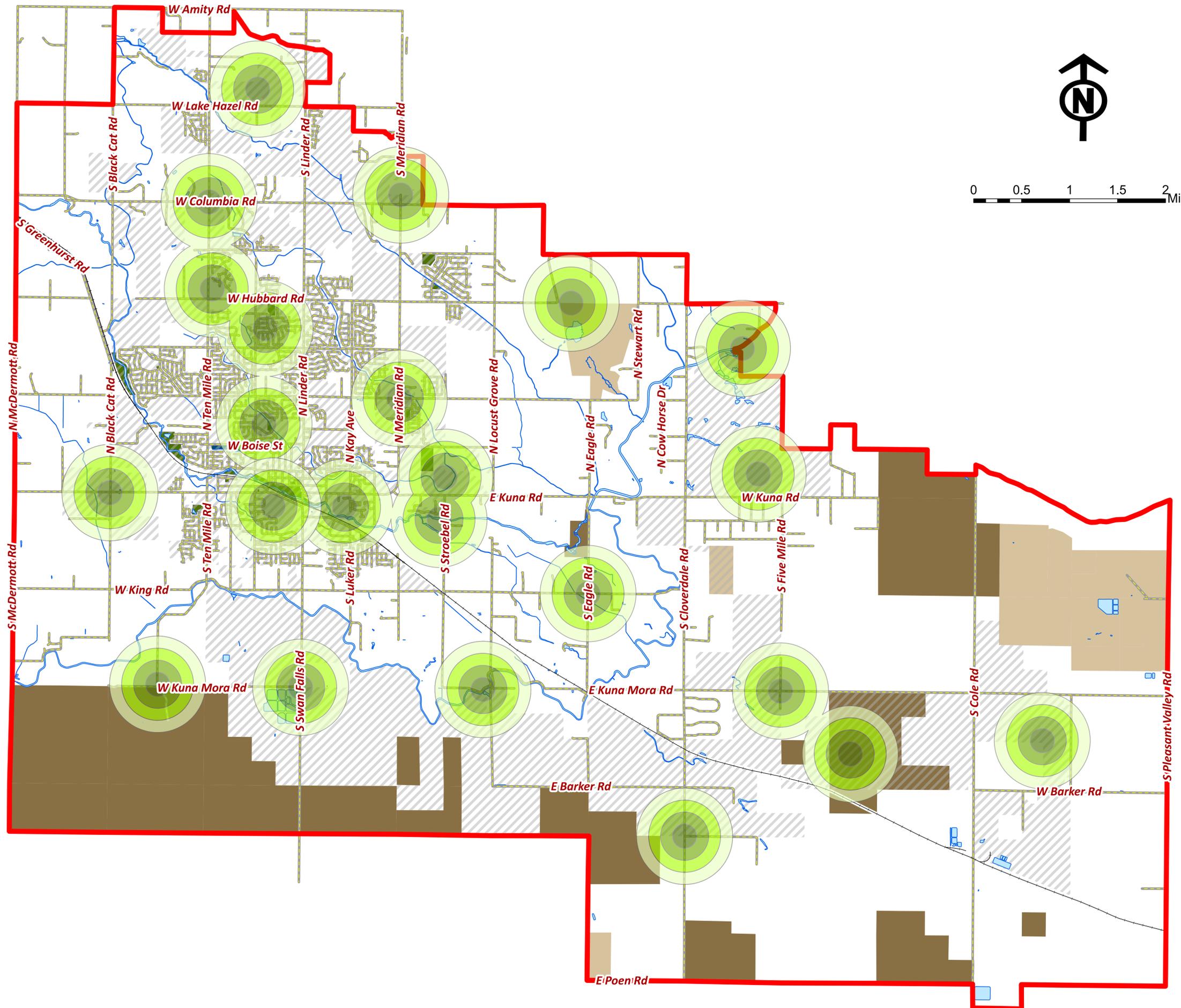
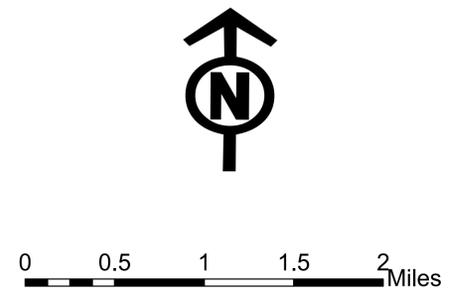
Legend

- ▲ Schools
- ✙ Churches
- Area of City Impact
- Roadway Type**
- Principal Arterial - Section Line (84/120 FT)
- Major Collector - Mid Mile (60/70 FT)
- Minor Arterial - 3 Lane (74/96 FT)
- Minor Collector - 2 Lane (60/70 FT)
- - - Proposed Principal Arterial - Section Line (96/120 FT)
- - - Proposed Major Collector - Mid Mile (70 FT)
- - - Proposed Minor Arterial - 3 Lane (74/96 FT)
- - - Proposed Minor Collector - 2 Lane (62 FT)
- - - Proposed Expressway - (160/260 FT)
- Residential Arterial
- Residential Arterial (New)
- Rural Arterial
- Rural Arterial (New)
- Existing Roads
- Union Pacific Railroad
- Waterway
- Kuna City Limits



CITY OF KUNA

Public Parks & Recreation



- Legend**
- Area of City Impact
 - Union Pacific Railroad
 - Roads
 - ▬ Waterway
 - ▨ Kuna City Limits
 - Kuna Cemetery
 - Kuna Parks
 - State Lands
 - Federal Lands
 - Future Parks (Approximate Locations)



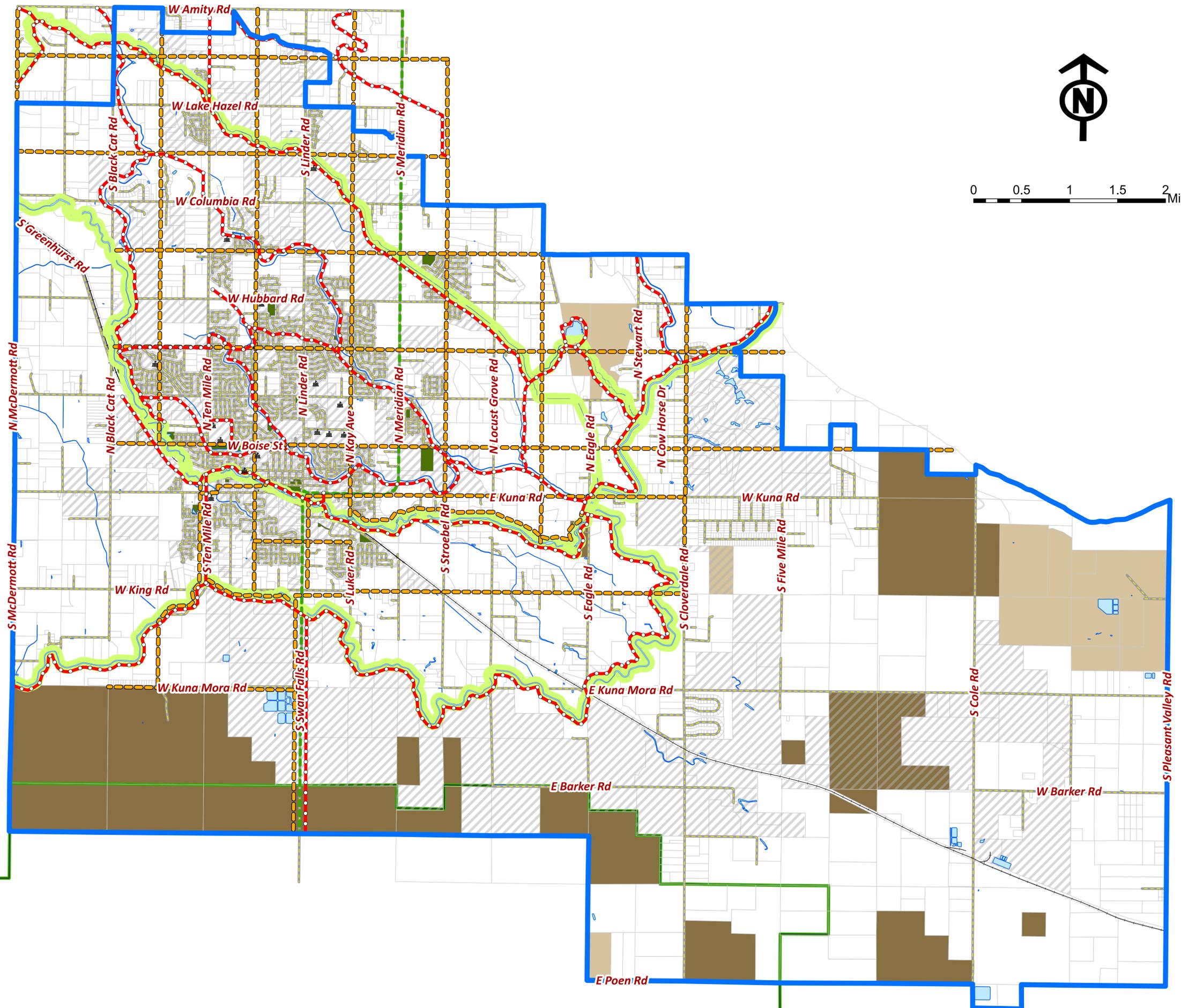
CITY OF KUNA

Pathways Master Plan



0 0.5 1 1.5 2 Miles

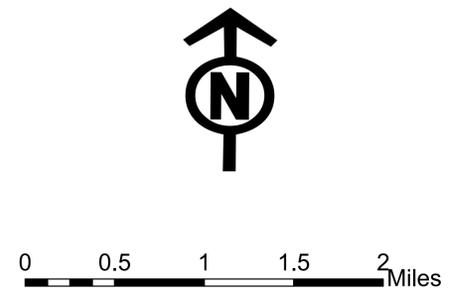
- Legend**
- Area of City Impact
 - Schools
 - - - Future Trails
 - - - Bike Routes
 - Scenic Byway
 - Green Belt Overlay
 - Union Pacific Railroad
 - Roads
 - Waterway
 - Kuna Parks
 - Kuna City Limits
 - Parcels
 - Birds of Prey Boundary
 - State Lands
 - Federal Lands



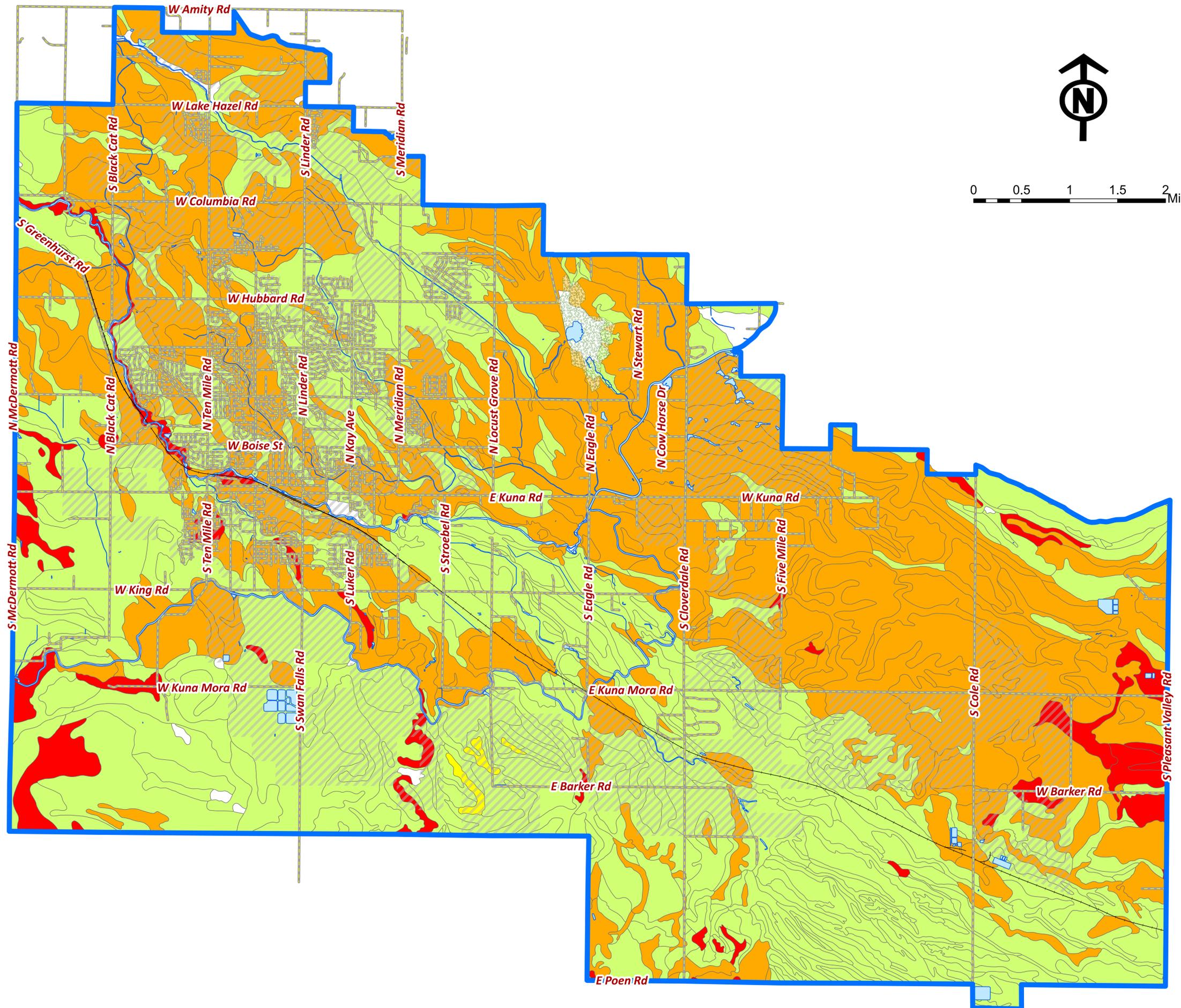


CITY OF KUNA

Bedrock Depth (Approximate)



- Legend**
- Area of City Impact
 - Roads
 - Union Pacific Railroad
 - Waterway
 - Wetlands
 - Kuna City Limits
- Bedrock Depth**
- Approximate Bedrock Depth
- 10"-20"
 - 20"-40"
 - 40"-60"
 - >60"
 - N/A



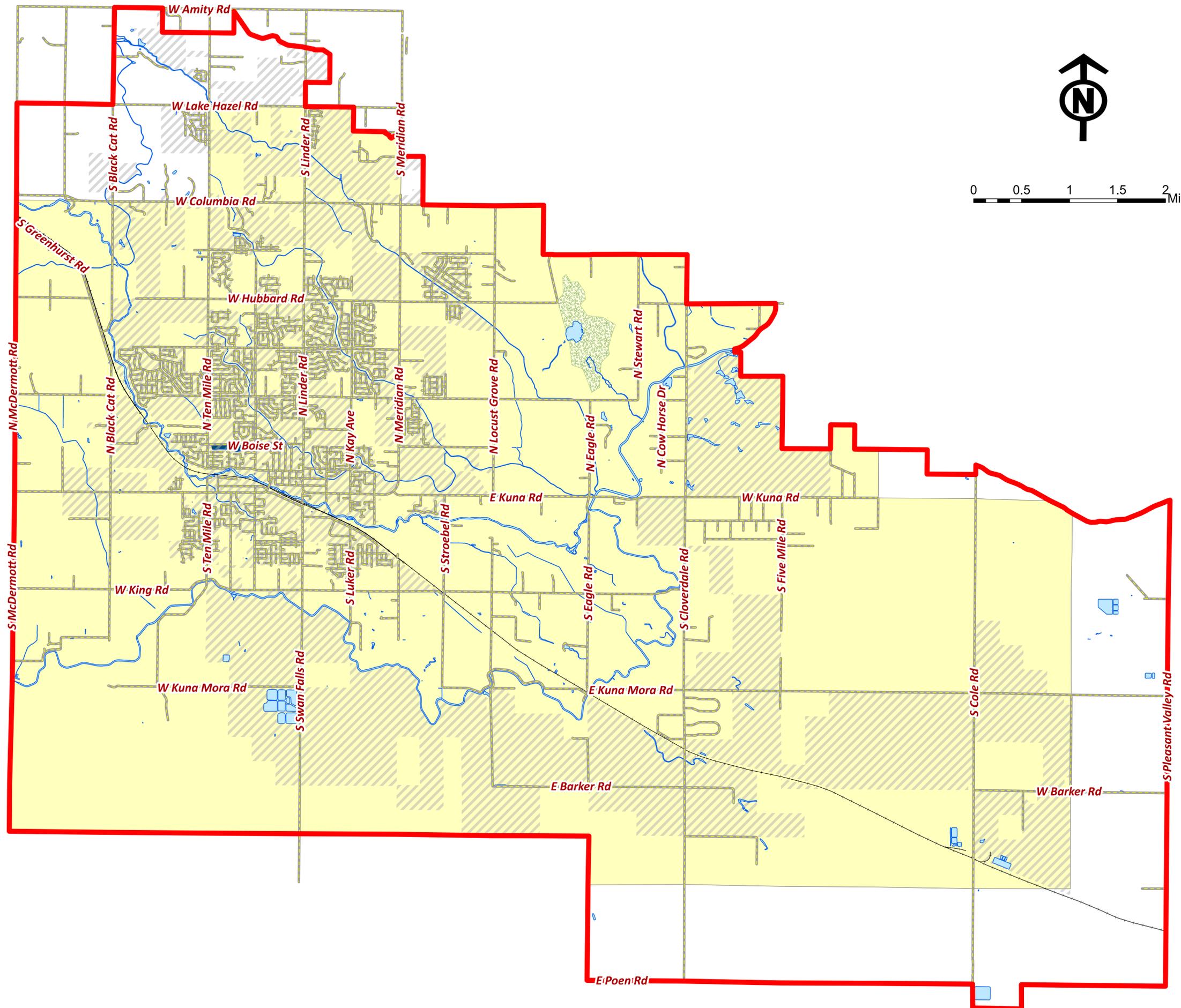


CITY OF KUNA

Cemetery District



0 0.5 1 1.5 2 Miles

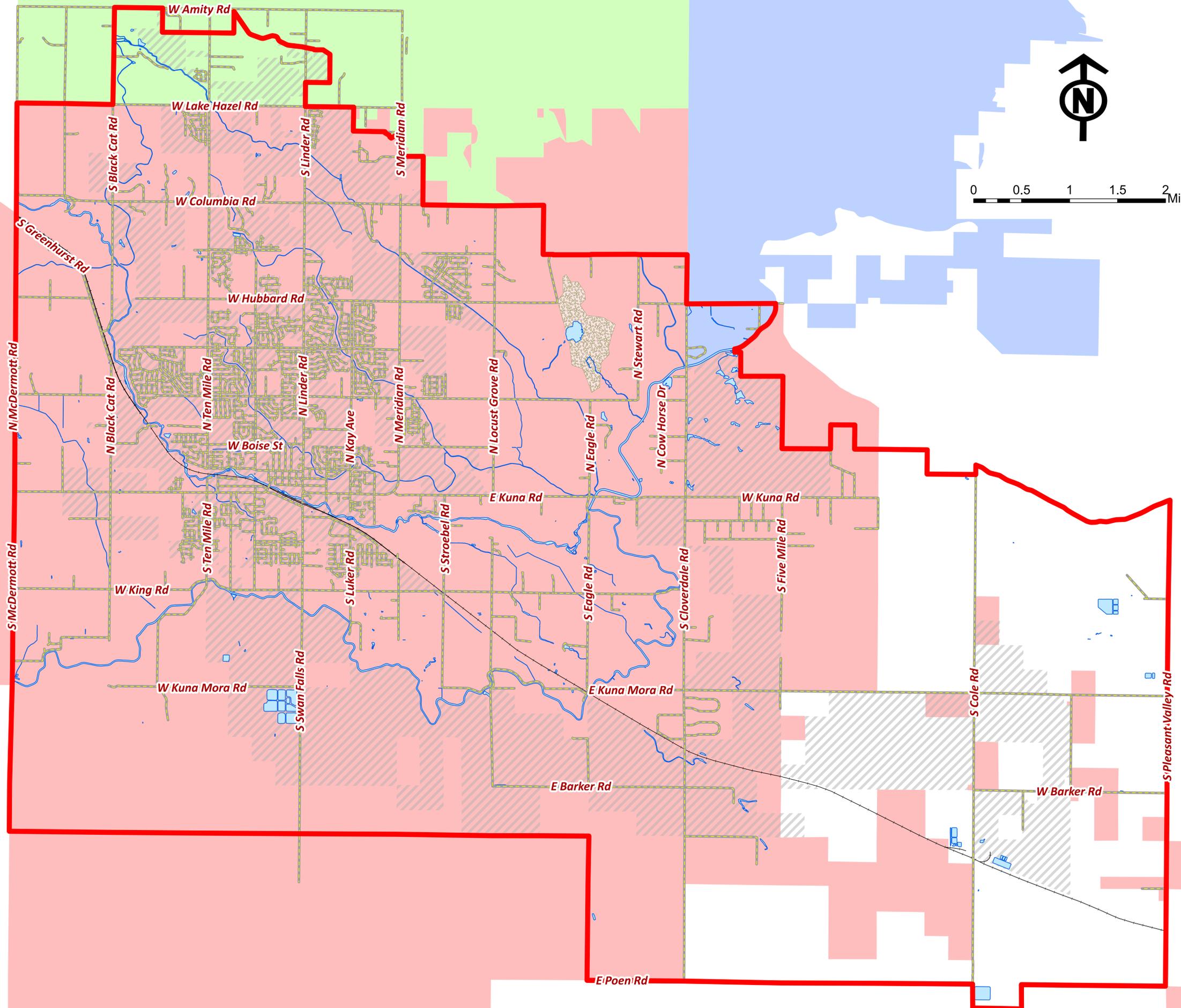
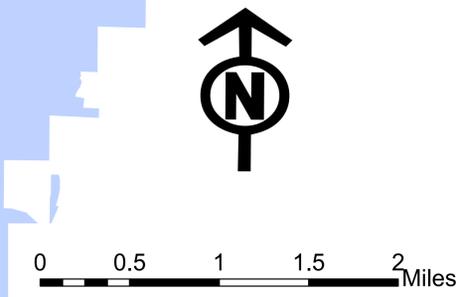


- Legend**
- Area of City Impact
 - Roads
 - Union Pacific Railroad
 - Waterway
 - Kuna City Limits
 - Kuna Cemetery
 - Kuna Cemetery District



CITY OF KUNA

Fire Districts



Legend

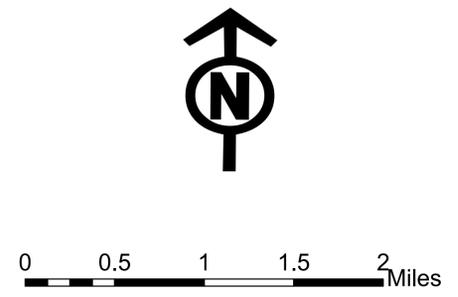
- Area of City Impact
- Roads
- Union Pacific Railroad
- Waterway
- Kuna City Limits

Fire Districts

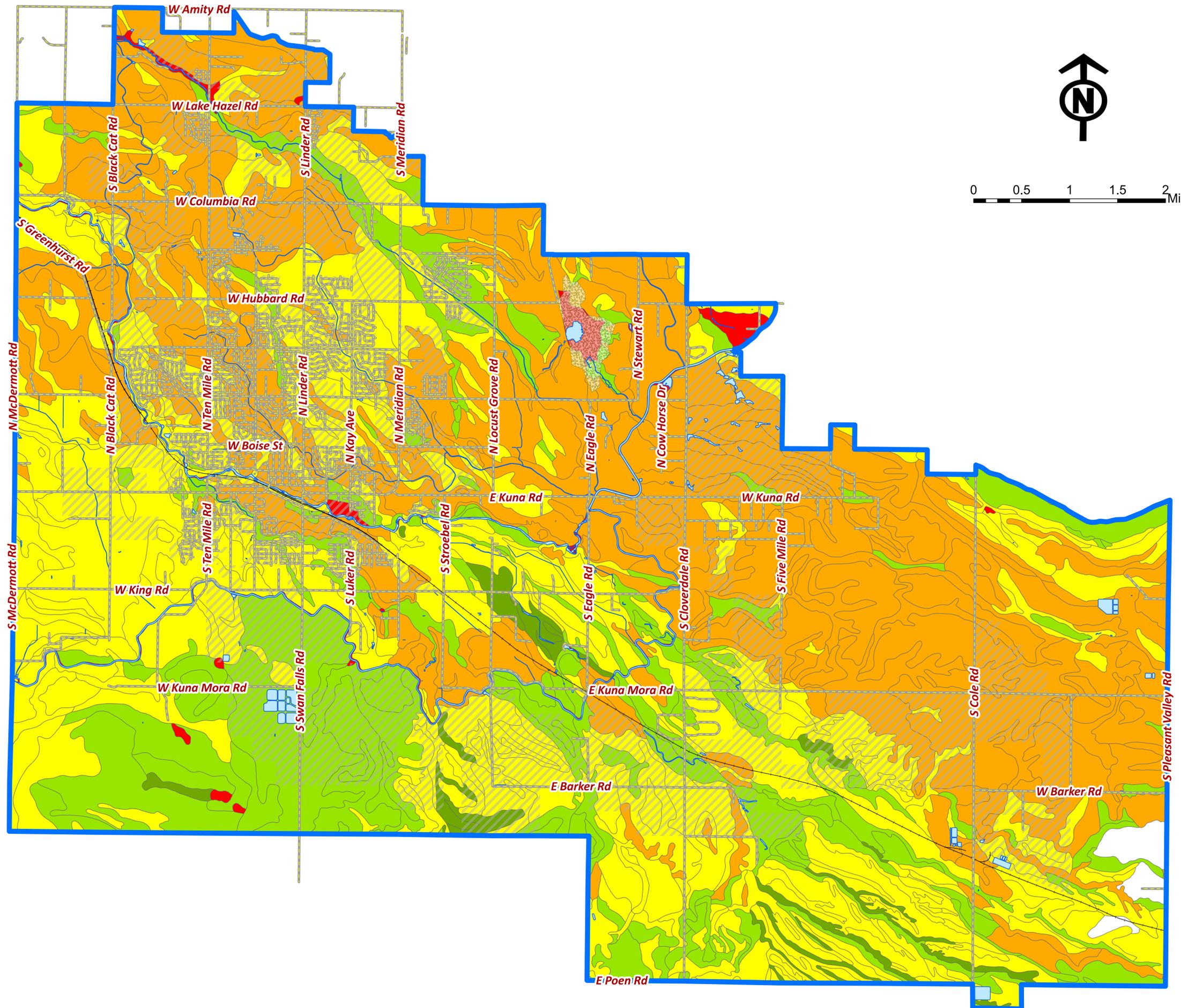
- Kuna
- Meridian
- Whitney



CITY OF KUNA Hydrologic Groups



- Legend**
- Area of City Impact
 - Roads
 - Union Pacific Railroad
 - Waterway
 - Wetlands
 - Kuna City Limits
 - Hydrologic Groups
 - Hydrologic Group
 - Hydrologic Group A
 - Hydrologic Group B
 - Hydrologic Group C
 - Hydrologic Group D
 - Not Rated





CITY OF KUNA

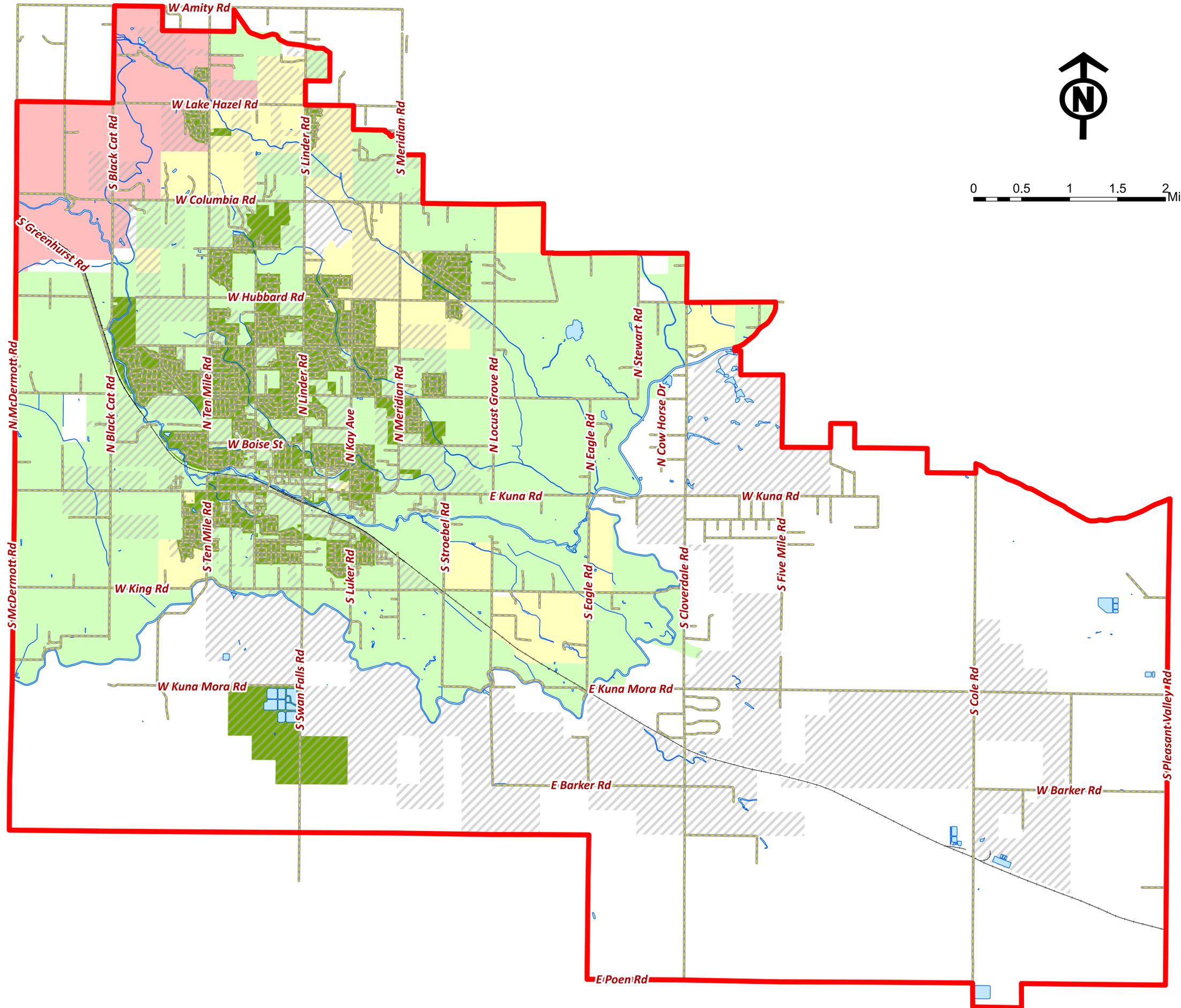
Irrigation Districts



0 0.5 1 1.5 2 Miles

Legend

- ▬ Area of City Impact
- ▬ Roads
- ▬ Union Pacific Railroad
- ▬ Waterway
- ▨ Kuna City Limits
- ▨ Kuna Municipal Irrigation District
- ▨ Boise Kuna Irrigation District
- ▨ Nampa & Meridian Irrigation District
- ▨ New York Irrigation District



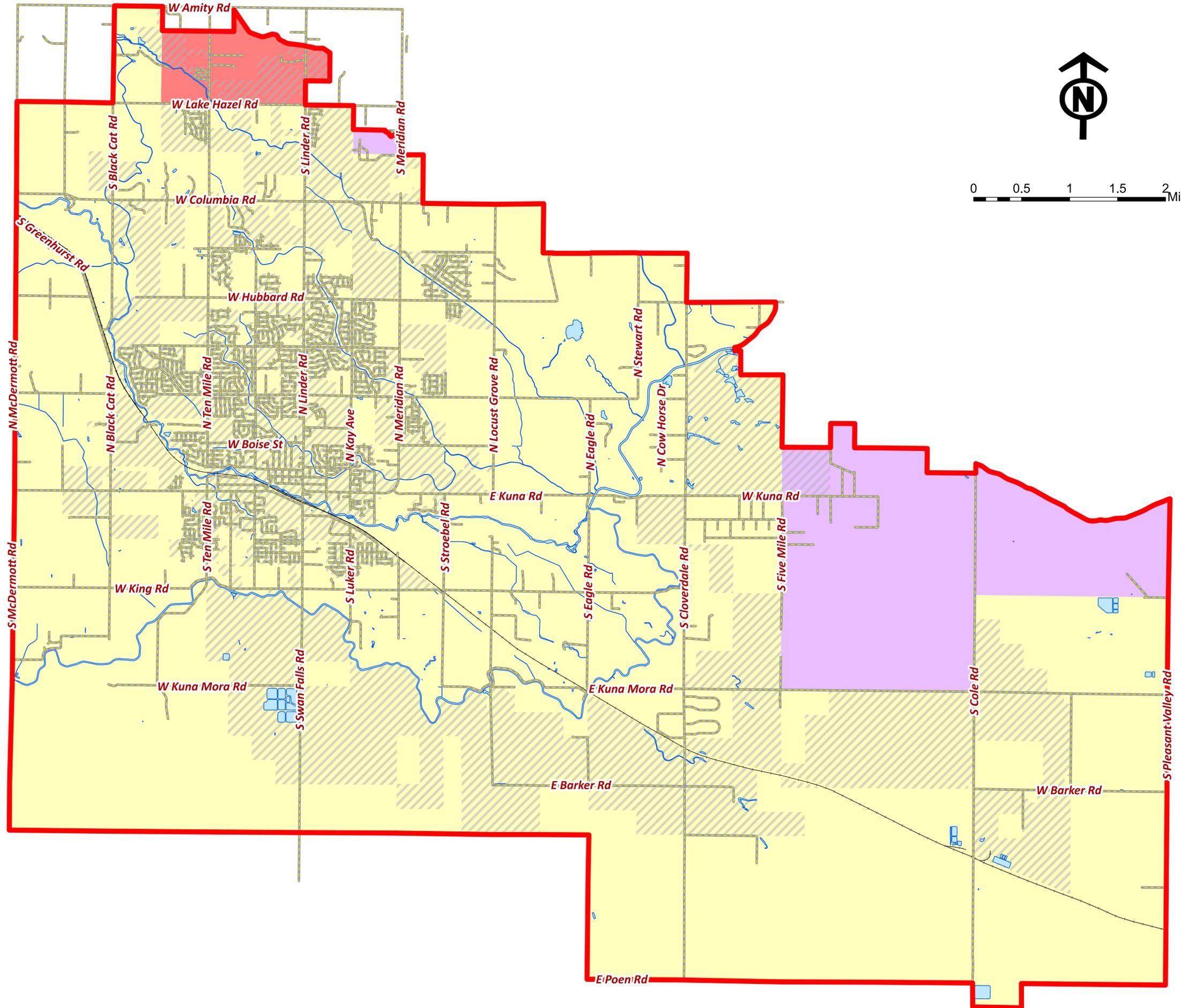


CITY OF KUNA

Library Districts



0 0.5 1 1.5 2 Miles

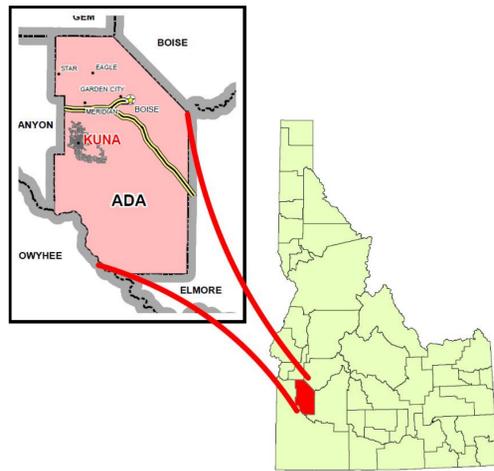


- Legend**
- Area of City Impact
 - Roads
 - Union Pacific Railroad
 - Waterway
 - ▨ Kuna City Limits
- Library Districts
- District
- Ada County Free Library
 - Kuna School Community Library
 - Meridian Free Library

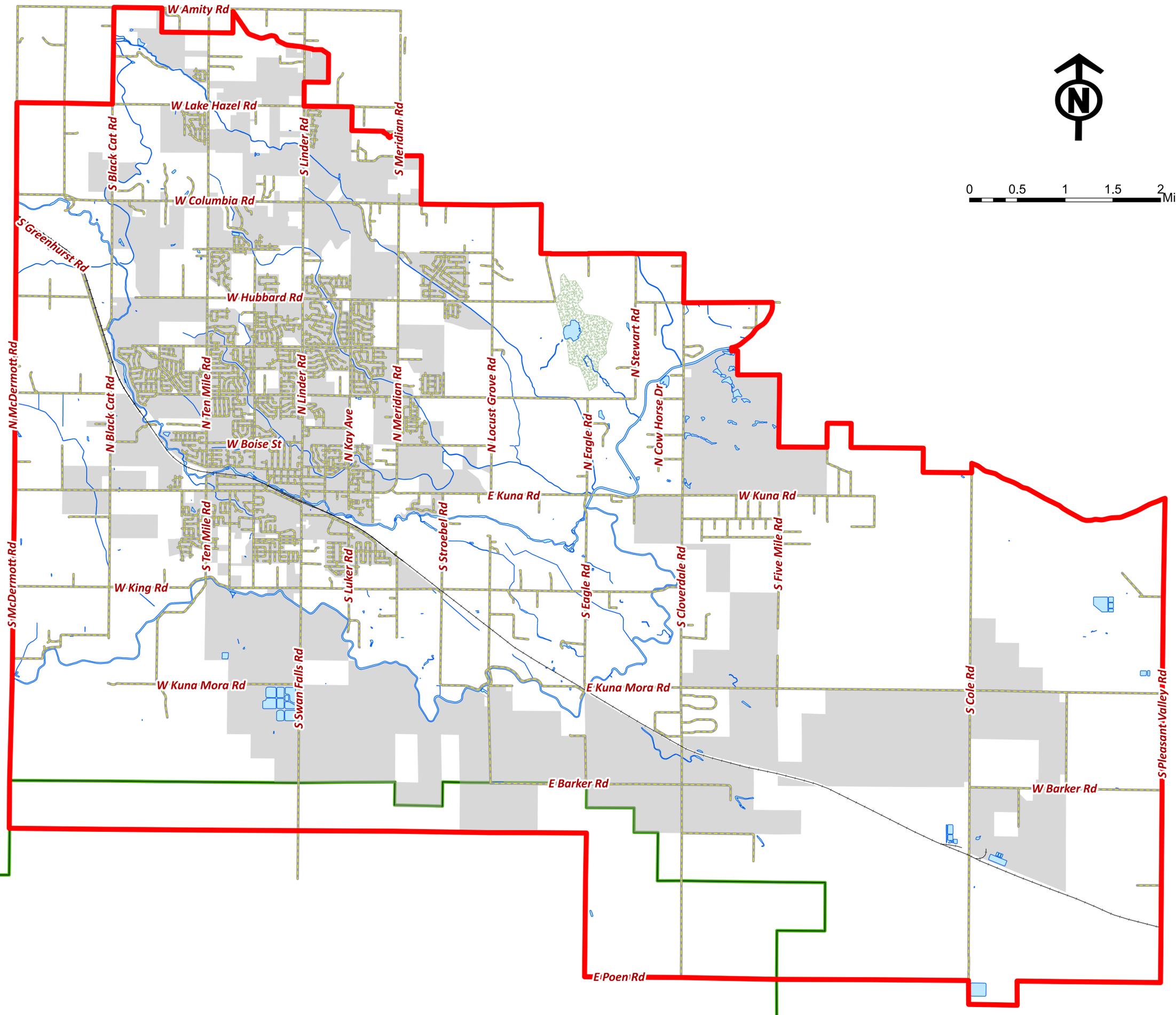


CITY OF KUNA

Location Map



0 0.5 1 1.5 2 Miles



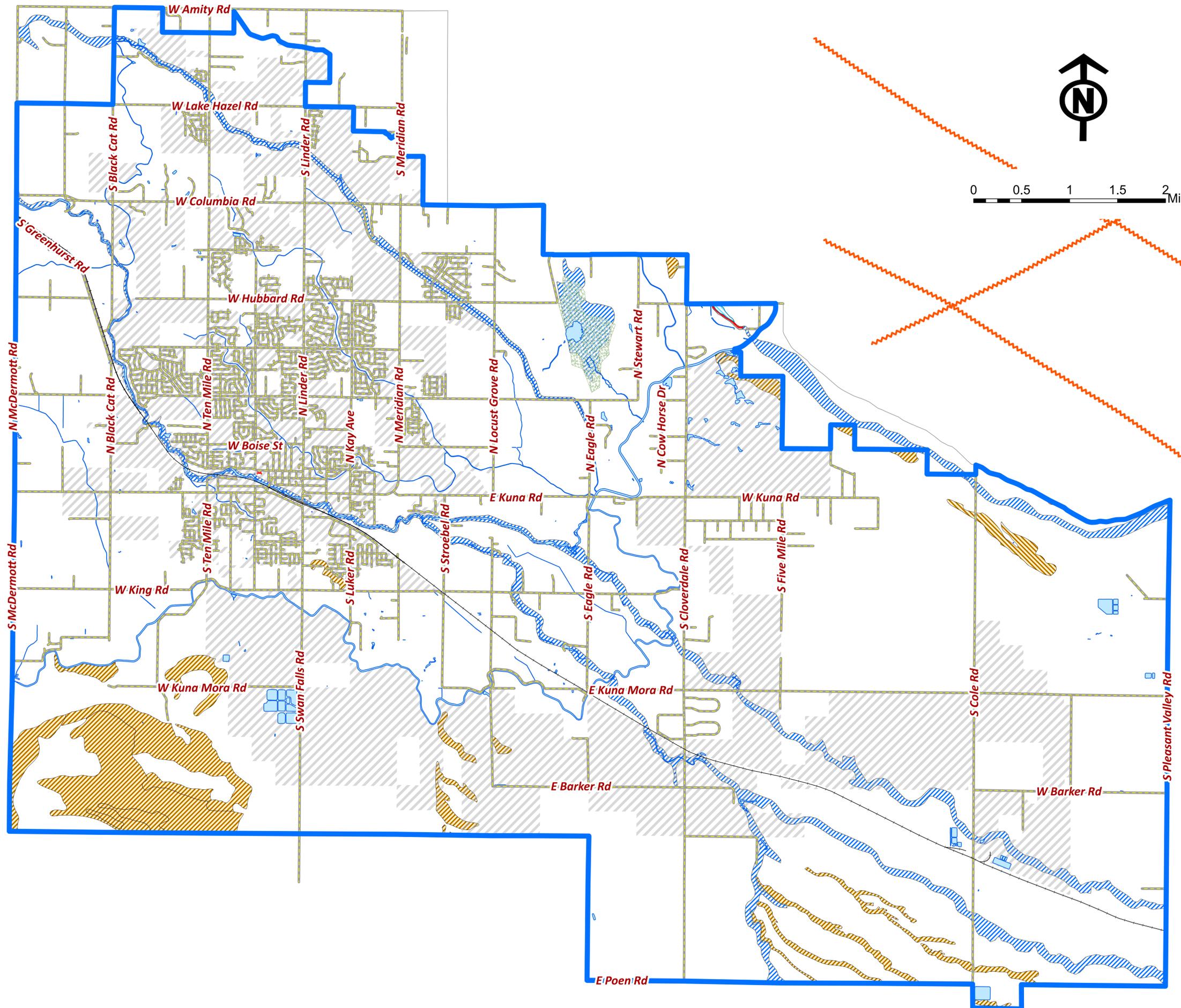
- Legend**
- ▭ Area of City Impact
 - Union Pacific Railroad
 - Roads
 - ▭ Waterway
 - ▭ Kuna City Limits
 - ▭ Birds of Prey Boundary
 - ▭ Wetlands



CITY OF KUNA

Natural Hazards

- Legend**
- Area of City Impact
 - Union Pacific Railroad
 - Roads
 - ▭ Waterway
 - ▭ Kuna City Limits
 - ▭ Wetlands
 - ▭ 500 Year Floodplain
 - ▭ 100 Year Floodplain
 - ▭ Floodway
 - ▭ Zone AE
 - ▭ Zone X
 - ⚡ Fault Lines
 - Steep Slopes
 - Slope Percentage
 - ▭ 8 to 12 Percent Slopes
 - ▭ 12 to 30 Percent Slopes



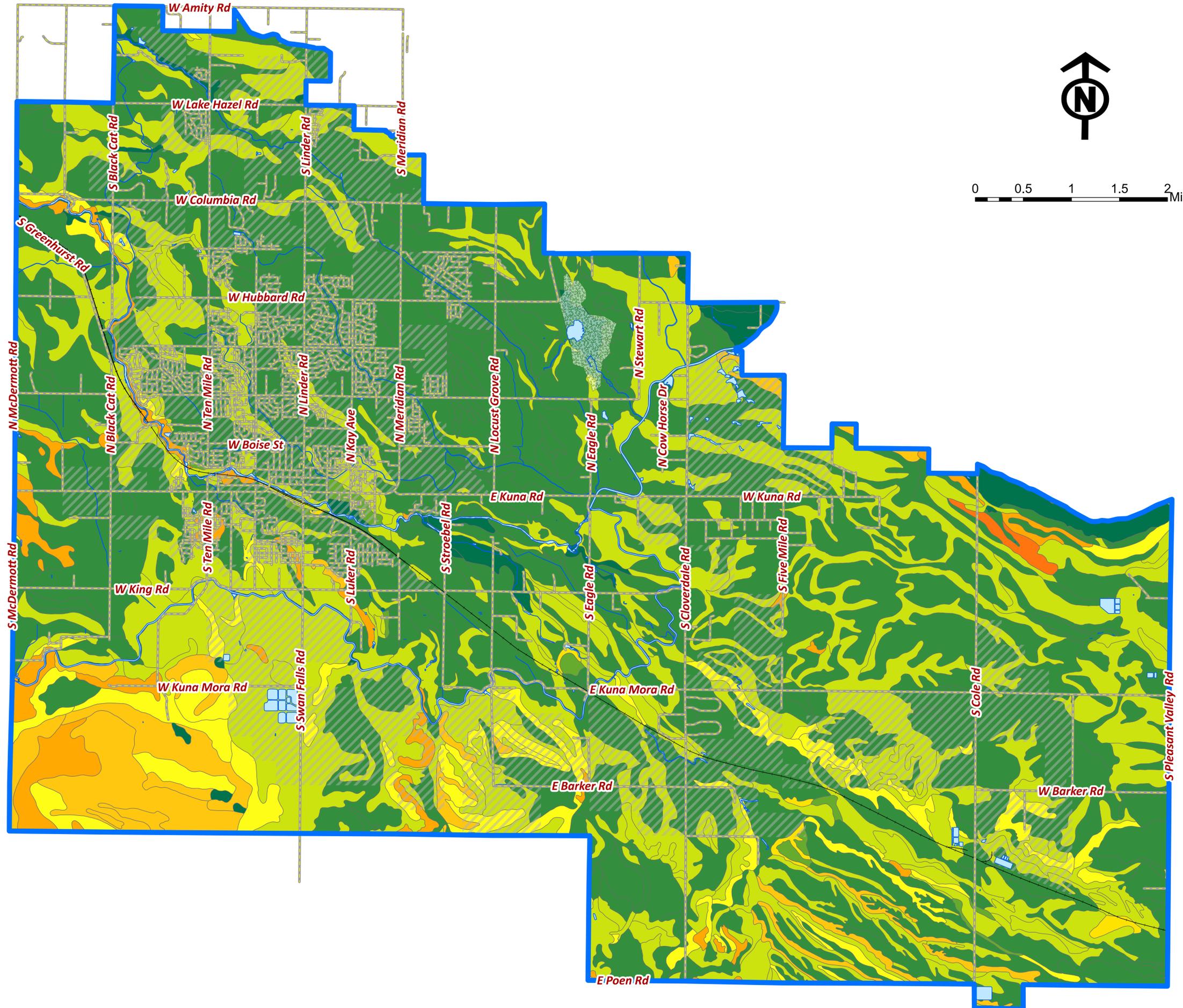


CITY OF KUNA

Slope Averages



- Legend**
- Area of City Impact
 - Roads
 - Union Pacific Railroad
 - Waterway
 - ▨ Wetlands
 - Kuna City Limits
 - Slope
 - Slope Average
 - 0 - 0.9%
 - 1 - 1.4%
 - 1.5 - 1.9%
 - 2 - 2.9%
 - 3 - 5.9%
 - 6 - 7.4%
 - 7.5 - 9.9%
 - 10 - 12.4%
 - 12.5 - 20.9%
 - 21 - 47.4%
 - 47.5 and Greater



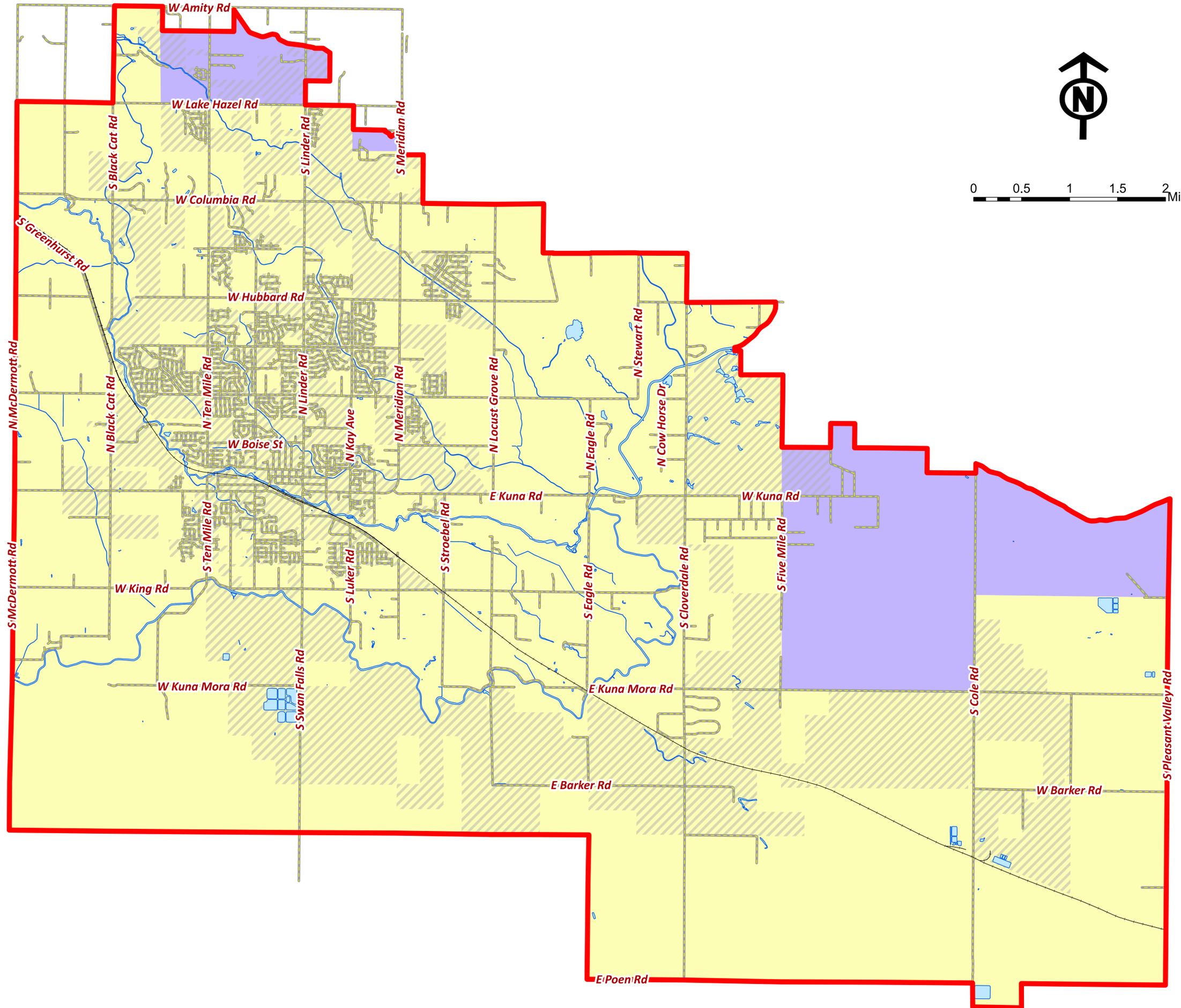


CITY OF KUNA

School Districts



0 0.5 1 1.5 2 Miles

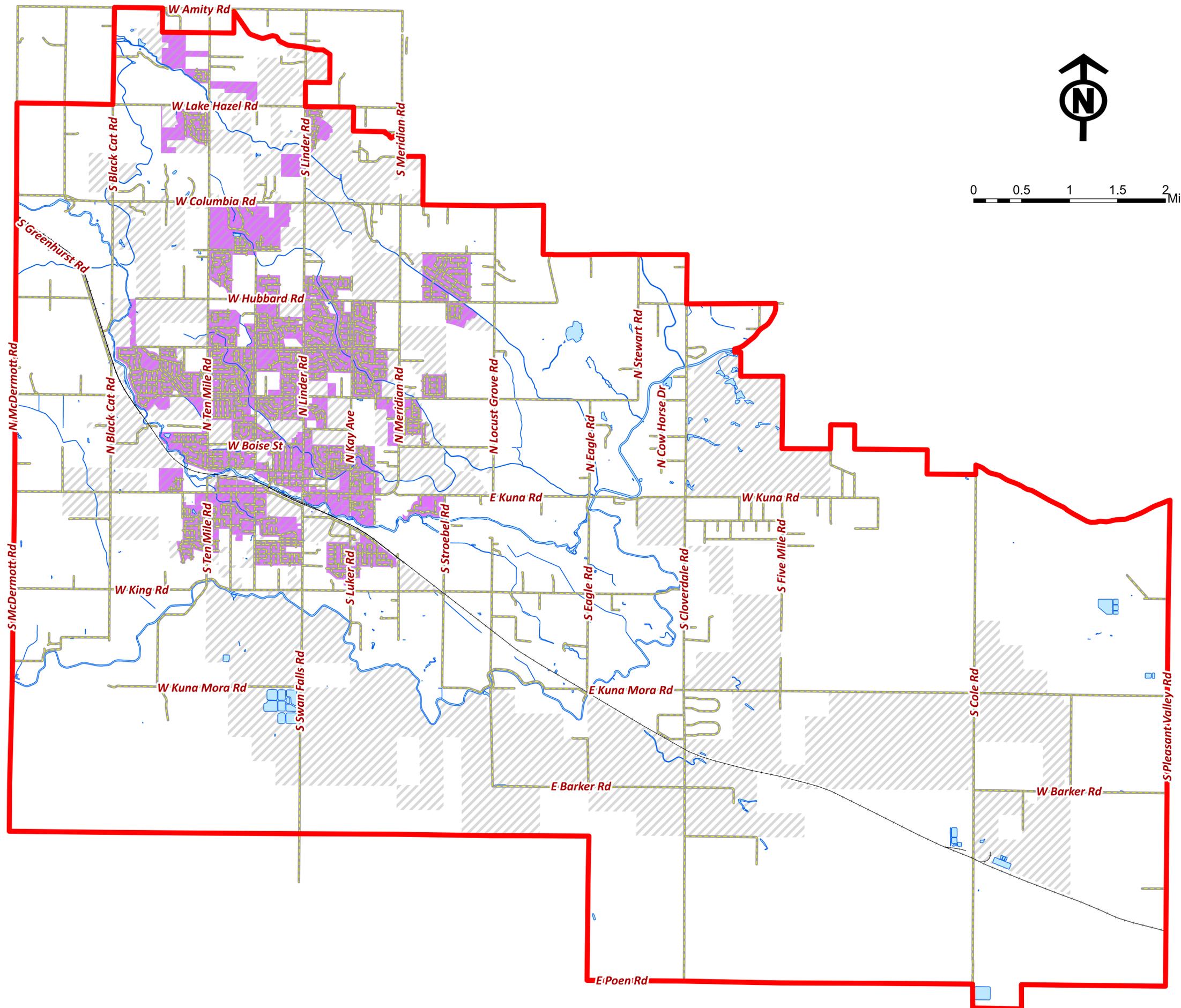
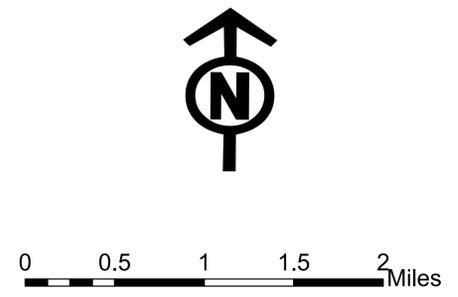


- Legend**
- ▬ Area of City Impact
 - ⊕ Union Pacific Railroad
 - Roads
 - ▬ Waterway
 - ▨ Kuna City Limits
 - School Districts
 - District
 - Kuna Joint School District No. 3
 - Meridian School District No. 2



CITY OF KUNA

Existing Service Area Irrigation



- Legend**
- ▭ Area of City Impact
 - Union Pacific Railroad
 - Roads
 - Waterway
 - Kuna City Limits
 - Irrigation Service Area

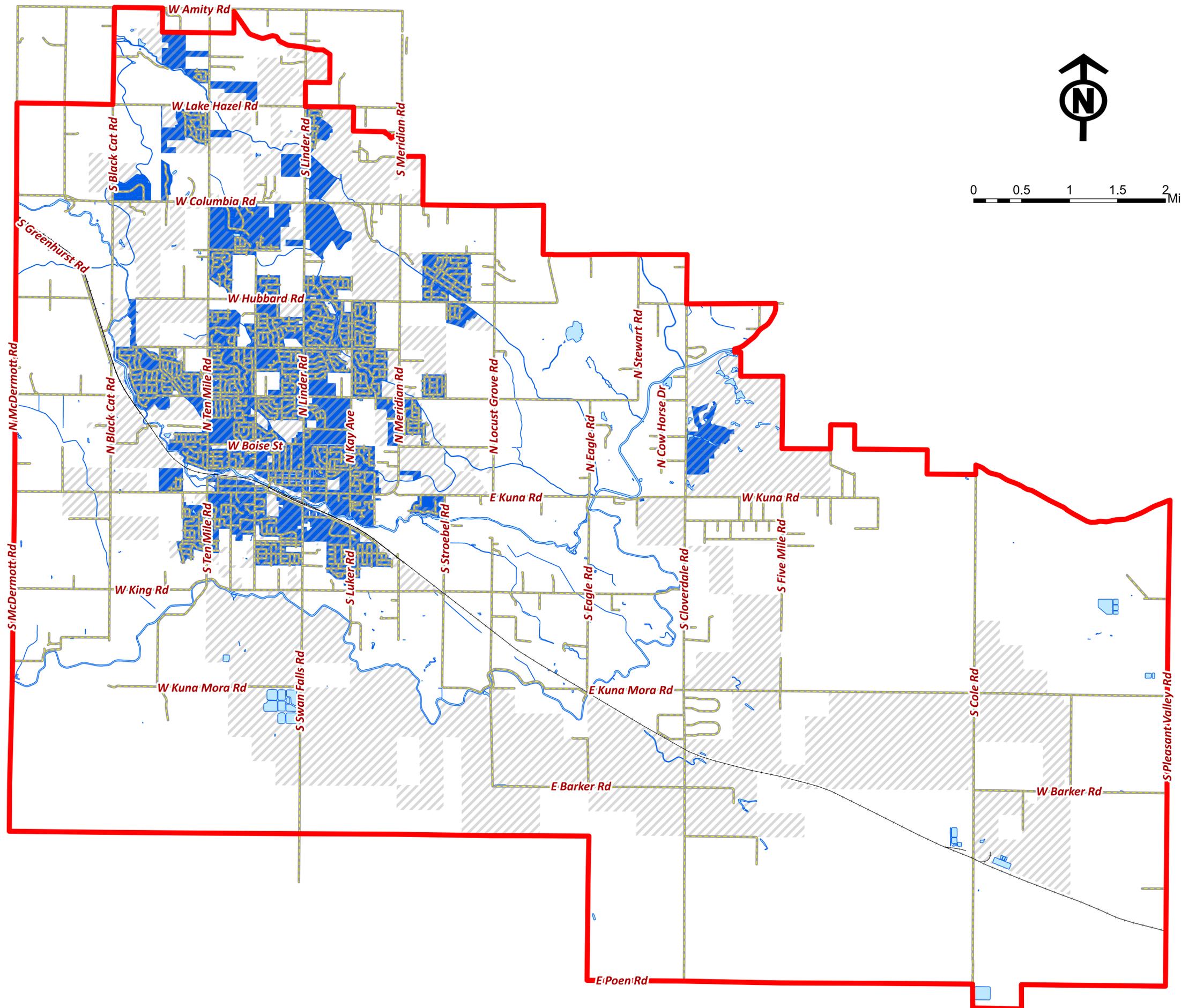


CITY OF KUNA

Existing Service Area Potable Water



0 0.5 1 1.5 2 Miles



Legend

- Area of City Impact
- Union Pacific Railroad
- Roads
- Waterway
- Kuna City Limits
- Potable Water Service Area

Appendix B – Context and Existing Conditions



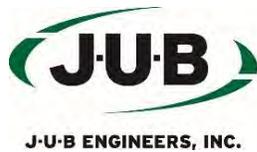
City of Kuna Comprehensive Plan

Listening & Learning Summary Report

December 2017



Prepared for the City of Kuna by Agnew::Beck, J-U-B and PFM.



THE
LANGDON
GROUP



GATEWAY
MAPPING
INC.

OTHER J-U-B COMPANIES



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Introduction

Purpose and Organization of the Report

The purpose of this report is to provide a summary of the “listening and learning” phase 1 of the *Envision Kuna* Comprehensive Plan process. Throughout this phase, the project team conducted research and outreach to gain an understanding of the community needs, desires, and vision for the City. The project team consists of City of Kuna Planning Department representatives and planning consultants. The primary activities that occurred in this phase were:

- Extensive data collection and aggregation
- Review of previous relevant plans
- Preliminary review of the City of Kuna Zoning Ordinances and Code
- Completion of an online survey that received 621 public comments
- Public open house with broad public agency representation, designed to solicit input and ideas from Kuna residents and businesses
- Two meetings of the 46-member *Envision Kuna* Advisory Committee, which included a visioning exercise, Strengths, Weaknesses, Opportunities, Threats (SWOT) analysis, public comment and relevant data review, and identifications of key issues and areas of change within the community
- Additional outreach events in the community

The intent of this report is to convey the key themes and ideas collected in Phase 1 of the comprehensive planning process. Phase 2 of this project – “options and opportunities” – will focus on analyzing and adding to information collected in Phase 1 and will allow the project team to generate goals and strategies for public review.

This document is divided into three main parts:

1. key themes from the initial data collection,
2. summary of public input to date, and
3. an initial review of City of Kuna Code and relevant previous plans.

The document concludes with the identification of potential areas of change that will be discussed further as the comprehensive planning process moves forward. Ongoing updates about the project are available online at www.envisionkuna.com or at www.kunacity.id.gov.

Comprehensive Planning Process

A comprehensive plan is a document that guides the future actions of a community. It presents a vision for the future, with long-range goals and objectives for all activities that affect the community. The plan is developed by Kuna’s citizens and the City, with input from a wide range of community groups, economic development interests and public partner agencies.

The timeline below shows the three phases of the Envision Kuna planning process. This report summarizes the work and public outreach from Phase 1. Phase 2 will focus on generating goals, actions, and strategies for the Comprehensive Plan and will culminate into the draft comprehensive plan. Phase 3 will put the plan out for public review and final edits, resulting in the final Envision Kuna Comprehensive Plan.

Figure 1: Envision Kuna Project Phases and Milestones



Data Trends

Key Trends and Emerging Themes

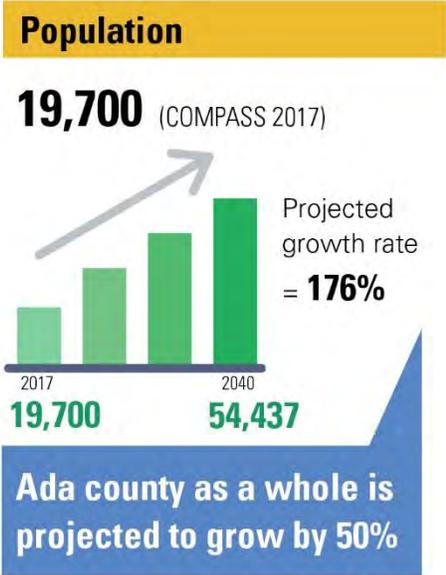
GENERAL THEMES

1. The City of Kuna has experienced substantial population growth over the past 15 years and is expected to experience even greater growth over the next 20 years.

- Kuna’s population grew from 5,382 in 2000 to 19,700 in 2017¹.
- Population growth estimates put the population of Kuna at 54,237 in 2040²
- Kuna’s population has a larger percentage of individuals between the ages of 5-9 when compared to Ada County and the other incorporated cities. The same is true for populations between the ages of 25-29 and 29-34. The City of Kuna has fewer individuals over the age of 80 when compared to Ada County and the other incorporated cities³.
- 34% of Kuna’s population is under the age of 19, compared to 25.1% for the City of Boise and 27.8% for Ada County³
- 61% of Kuna’s population is under the age of 35, compared to 55.6% for Ada County and 55.5% for the City of Boise³

2. Kuna’s economy is shifting from primarily agricultural production to government and service sectors. Kuna has the potential to become a thriving, mixed-economy with more local jobs, as opposed to a bedroom community for the Treasure Valley.

- In 2017, Kuna has a total of 4,549 jobs within the City between all Department of Labor sectors, it is projected that by 2024 there will be 4,888 jobs listed in the City, a growth rate of 10%. ⁴

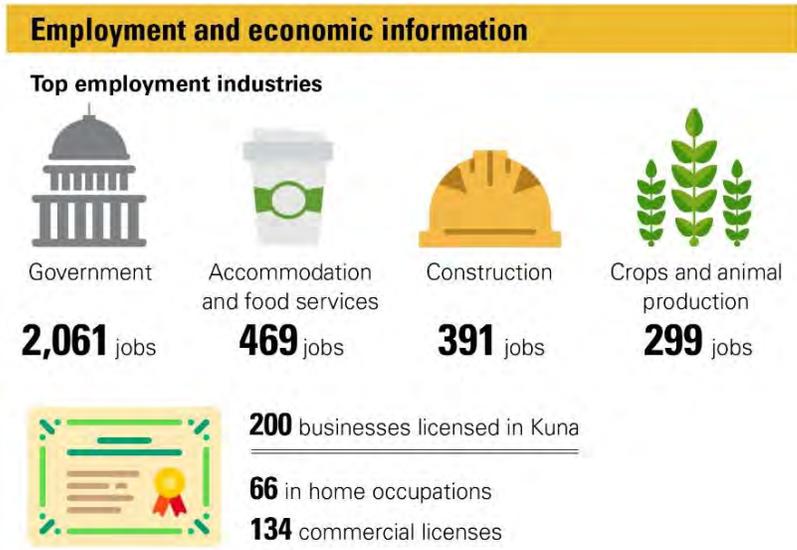


There are **5,335** occupied households in Kuna

The data in this report represents the most up to date information available. In some cases, this is data represents information from 2015, 2016 and 2017 depending on collecting agency and reporting timelines.

¹ Community Planning Association of Southwest Idaho (COMPASS). 2017. Historic Population Estimates by City Limits.
² Community Planning Association of Southwest Idaho (COMPASS). 2017. Forecast Demographic Areas.
³ U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates.
⁴ U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates.

- In 2017, Kuna had a total of 299 crop and animal production positions, but is anticipated to lose 18% of those jobs by 2024. Comparatively Kuna’s governmental sector is expected to grow the number of jobs by 14% by 2020. ⁵ The government jobs category covers all publicly funded positions including employment with the Kuna School District, the City of Kuna, hospitals, recreation centers, parks and maintenance crew members, utility workers, safety inspectors, financial examiners and many other positions.



- Changes in land use patterns show a move away from large field cultivation to housing, commercial and industrial development. The below map series (Figure 3) highlights this shift.
- Kuna’s zoning shows the following breakdown of land uses, 31.6% residential, 1% industrial, 2.5% commercial, 64.8% Agricultural. ⁶
- Figure 2 show a graphic representation of the Kuna’s location quotient analysis. A location quotient shows the concentration of an industry or occupation as compared to the nation. The size of the circles indicates the number of total jobs in Kuna for an industry, while the location of the circle indicates that industry’s location quotient for Kuna and its growth or reduction. As shown in the graphic, four industries in Kuna (Construction, Government, Accommodations and Food Service, and Warehousing and Transportation) have a location quotient larger than one, which means that these four industries have a greater presence in Kuna than averages nationally. A majority of the industries shown in the graphic have experienced a growth in location quotient since 2010, and the largest increase in location quotient growth was for the construction industry (as indicated by its position furthest to the right on the graphic).

⁵ EMSI, Provided by the Idaho Department of Labor 3rd Quarter 2017 Report of Quarterly Employment and wages (QCEW)

⁶ City of Kuna Zoning Percentages. 2017.

Figure 2: Kuna Location Quotient 2010 to 2016.

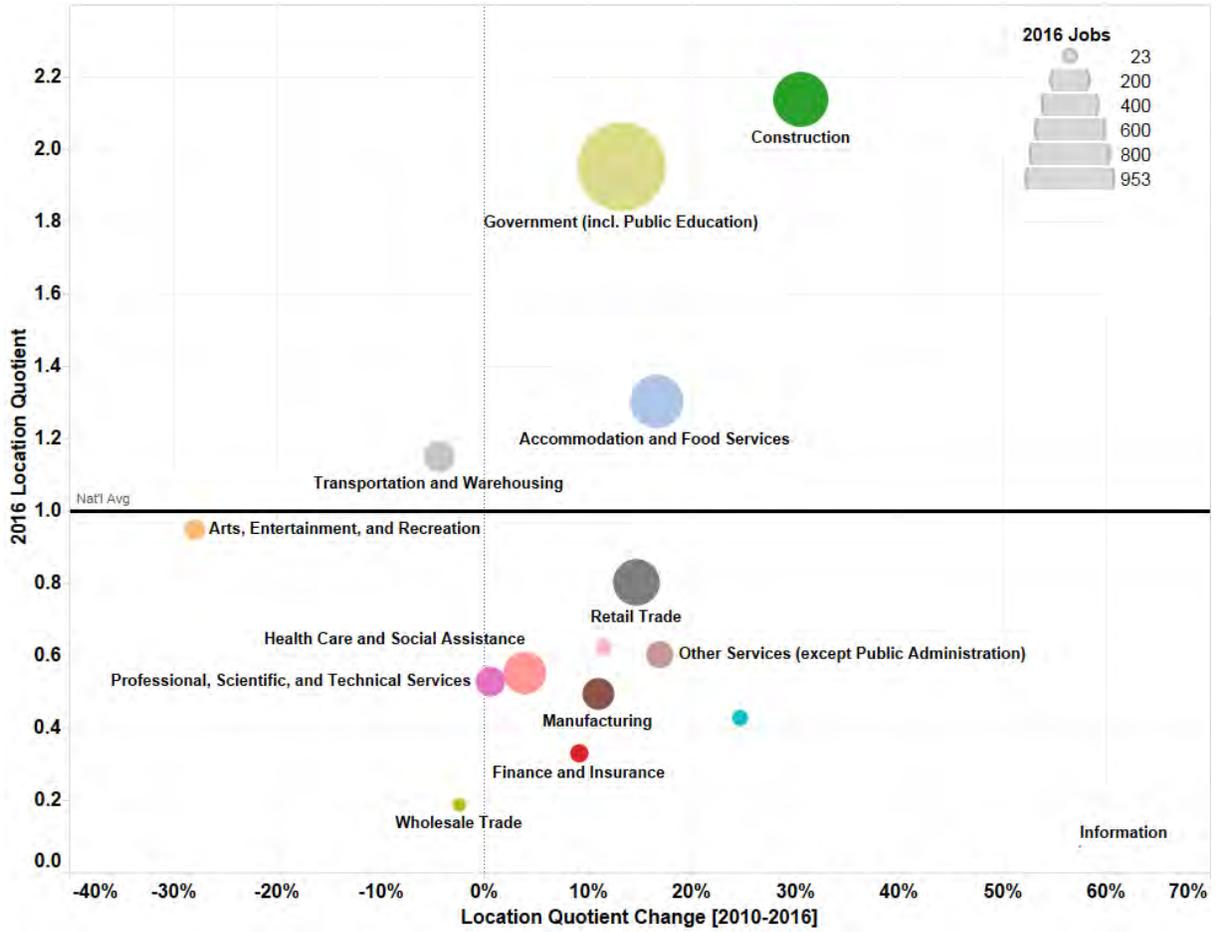
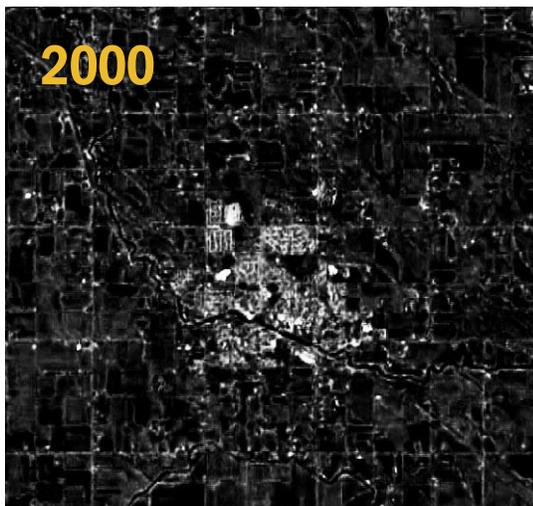


Figure 3: Land Development Time Series 2000 to 2015



3. There is growing demand for housing in Kuna as the City and region’s populations rise. This may be partially driven by younger families and professionals seeking out less expensive housing options in the Treasure Valley.

- The City of Kuna has a larger percentage of households with four or more persons when compared to Ada County, the same is true for three-person households.⁷
- 2016 estimates indicate under 1% housing vacancy in Kuna.⁷
- Kuna households are 82% owner-occupied and 18% renter-occupied. This is the lowest renter occupation rate compared to all of Ada County and incorporated communities within the county.⁷
- 82% of Kuna homeowners have a mortgage.
- More than 60% of Kuna’s housing inventory was constructed after the year 2000.⁷
- The median assessed home value for Kuna is \$183,500⁸. Which is lower than most other locations in Ada County aside from Garden City, The Boise Bench and West Boise.⁷ However, the median home price for new construction in Kuna is \$256,958. Indicating upward movement in Kuna’s home value.⁹

The following sections describe specific trends related to various comprehensive plan elements and provide a more in-depth analysis of the data.

LAND USE

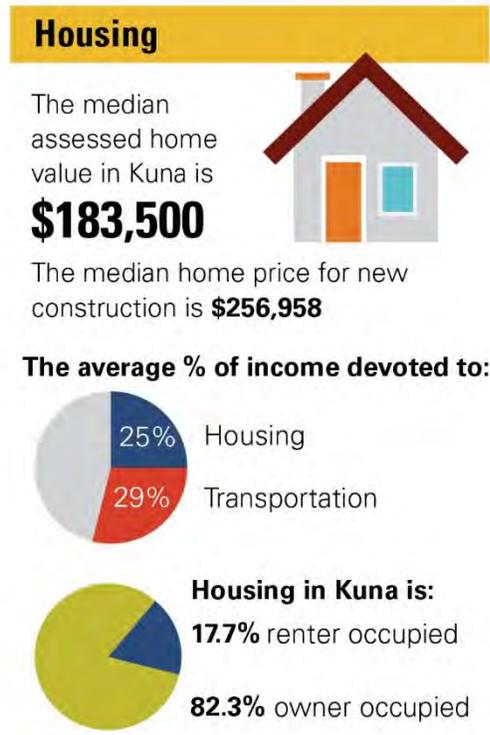
The following comprehensive planning elements are included in the broad category of Land Use in this report. The themes highlighted in this section reflect trends associated with these broad topics.

- Parks, Public Spaces and Community Facilities
- Housing and Neighborhoods
- Mixed-Use and Commercial Areas
- Natural Resources (including air and water, green infrastructure)
- Industrial and Agricultural areas and trends (including hazardous areas)

⁷ U.S. Census Bureau, 2011-2016 American Community Survey 5-Year Estimates.

⁸ Ada County Assessor.

⁹ Idaho Land Report. Third Quarter 2017. New construction



Land Use Key Theme A: *The demand for housing in Kuna is mainly being met with smaller, single-family homes through subdivision development on raw land, rather than a mix of housing types on raw land and redevelopment in existing neighborhoods.*

- 2015 estimates indicate just over 1% housing vacancy in Kuna. ¹⁰
- Kuna households are 82% owner-occupied and 18% renter-occupied. This is the smallest rate of renter-occupied housing when compared to Ada County and the other incorporated cities. ⁸
- 82% of Kuna homeowners have a mortgage. ¹⁰
- Over 60% of Kuna's housing inventory was constructed after the year 2000. ¹⁰
- The median assessed home value for Kuna is \$183,500¹¹. Which is lower than most other locations in Ada County aside from Garden City, The Boise Bench and West Boise. However, the median home price for new construction in Kuna is \$256,958. Indicating upward movement in Kuna's home value. ¹²
- The number of new residential building permits has been steadily increasing since 2011 (six times as many permits were issued in 2016 when compared to 2011). The number of new building permits issued for residential uses in 2016 (337 permits) exceeds pre-recession development in 2007 (309 permits). ¹³
- Kuna's residential zoning is heavily weighted to low to medium density housing development with 65% of residentially zoned land falling into the R-6 category (six housing units per acre) and 33% of residentially zoned land falling into the categories of R-1 through R-5 (one to five units per acre).¹² The majority of new housing construction has been single family R-4 to R-6 zoning.

Land Use Key Theme B: *Kuna is experiencing commercial development growth; however, additional commercial would provide the mix of essential services desired by residents. Currently, there are limited controls along key corridors to help concentrate development.*

- There is currently no mixed-use zoning category in City code.
- Kuna's only walkable, mixed-use district is the downtown core.
- Kuna had 18 new commercial development permits submitted in 2016, which is the greatest number submitted in the past 10 years. For comparison, 2007 had the second largest number of permits submitted with 10 new applications.¹⁴
- Commercial tax revenue for the City of Kuna has increased from \$60,471,100 in 2011 to \$86,117,200 in 2017. However, commercial tax revenues now account for 2.2% less of the total tax base, which is likely due to an even larger increase in residential tax revenue.
- In 2016, there were 18 new commercial development building permits processed, which is the largest number of new commercial development applications received in the last 10 years.
- There are 293 acres of land zoned for commercial use in Kuna. Most commercial development uses fall into office space, retail and restaurants.

¹⁰ U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates.

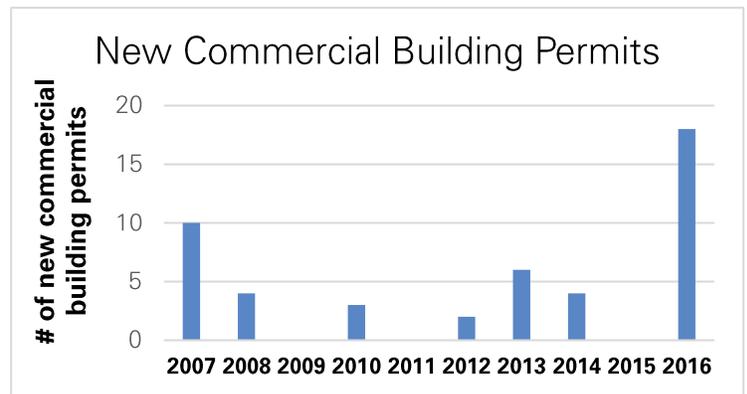
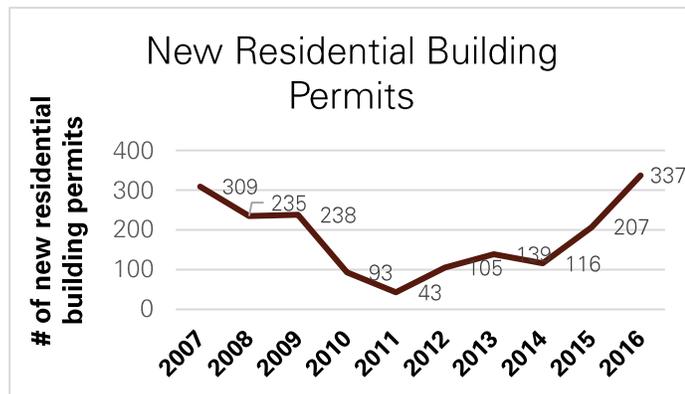
¹¹ Ada County Assessor.

¹² Idaho Land Report. Third Quarter 2017. New construction

¹³ City of Kuna.

¹⁴ City of Kuna

Figure 4: Kuna Commercial and Residential Building Permits 2007 to 2016



Land Use Key Theme C: *The city of Kuna has many well-loved parks and green spaces. As Kuna grows, additional parks, public spaces, and community facilities should be planned and developed.*

- As of August 2016, there is one acre of park and recreation space for every 105 residents in Kuna, which is slightly higher than their goal of 1 acre of park land for every 80 residents. There are 113.11 acres of City Parks in Kuna in 15 locations (3 bare ground neighborhood playgrounds, 8 neighborhood parks and 4 specialized recreation areas).¹⁵
- Many private parks and greenspaces have been incorporated within subdivisions. While only planned unit developments (PUD's) require open space, many subdivisions and developments incorporate open space and areas for recreation in their plans. Sidewalk and pathway connectivity is required in most new development.
- Indian Creek Greenbelt is well-used and could be extended further. Phase 2 of the planning process will look at opportunities to extend. The City has already identified some areas for expansion along the Indian Creek Greenbelt.
- The Hubbard Reservoir and Kuna Butte are other examples of recreation areas to be evaluated for connectivity and improvements.
- 3% of total land in Kuna is being utilized for Parks and Public spaces.¹⁶

Areas for additional research in Phase 2:

- Percentage of acreage zoned residential, commercial, industrial, agricultural, etc.
- Natural Resources (air, water, green infrastructure)
- Industrial uses/ manufacturing
- Agricultural uses (including hazardous areas)

Parks, trails and green spaces

15 city parks, playgrounds and specialized recreation areas

For every **105 Kuna residents** there is **1 acre** of city owned park land. Kuna's goal is to have **1 acre** of park land per **80 residents**.

¹⁵ City of Kuna GIS

¹⁶ Kuna School District, Growth Report 2016.

Figure 5: City of Kuna Parks Map



QUALITY OF LIFE

The following comprehensive planning elements are included in the broad category of Quality of Life. The themes highlighted in this section reflect trends associated with these broad topics.

- Health
- Education, Jobs and Workforce
- Recreation and Visitation
- Public Safety
- Special populations – e.g., Seniors, youth
- Community character – e.g., community facilities, Kuna identity, beautification, events, clean-up, investment



5,342 students
enrolled across
10 schools



61% of Kuna's residents are
under the age of 35

Quality of Life Key Theme A: *The city of Kuna is a relatively safe place to live.*

- In 2015 Kuna experienced 31.6 crimes per 1,000 population, which was lower than all other Treasure Valley communities, except the cities of Star and Eagle.¹⁷

¹⁷ Ada County Sheriff's Office

- As of 2016, there are 0.79 police officers per 1,000 residents in Kuna, compared to 1.6 average officers per 1,000 for the state of Idaho. Kuna aspires to have 1.0 police officer for every 1,000 residents.
- The average annual cost of police services in Kuna is \$85 per resident, whereas the average cost for annual police services is \$228 per resident. ¹⁸
- The Kuna Rural Fire District (KFD) has experienced an increase in call volumes along with Kuna's population increase. Over the last five years, KFD has experienced an average of 0.07 calls per capita. The estimated call volumes for 2017 reflect a one percent increase since 2016.

Quality of Life Key Theme B: *The city of Kuna is developing economically and is experiencing median household income growth.*

- The 2016 median household income for the city of Kuna is \$58,537 which is above the median income levels of the City of Boise, Garden City, Star, and Ada County. Kuna's median household income has grown ~14.7% over the past 7 years, which is the highest rate of growth in Ada County. ¹⁹
- The 2016 U6 Unemployment rate in Kuna sits at 6.9%. The unemployment rate is up from 3.9% in 2009 and down from the high of 9.5% in 2013. This closely mirrors the trends of declining unemployment throughout Ada County. ²⁰ The U6 unemployment rate measures all unemployed individuals as a percentage of the civilian labor force, along with those who are currently not working or looking for work but indicated that they want and are available for a job along with discouraged workers. This number also includes persons that are working part time for economic reasons who want to work full time but had to settle for a part time position. ²¹
- As of 2016, U3 unemployment is 3.3% for Ada County. The U3 unemployment rate only tracks unemployed individuals who are actively part of the labor force. This number is also known as the official unemployment rate. For comparison, the U3 unemployment rate for the State of Idaho in 2016 was 3.6% and the national unemployment rate was 4.7%.²²

| 2016 U6 Unemployment Rates | |
|----------------------------|-------------|
| Ada County | 5.3% |
| Boise | 6.0% |
| Caldwell | 10.6% |
| Eagle | 4.0% |
| Garden City | 7.0% |
| Idaho | 6.2% |
| Kuna | 6.9% |
| Meridian | 4.3% |
| Nampa | 7.8% |
| Star | 2.6% |

¹⁸ Ada County Sheriff's Office

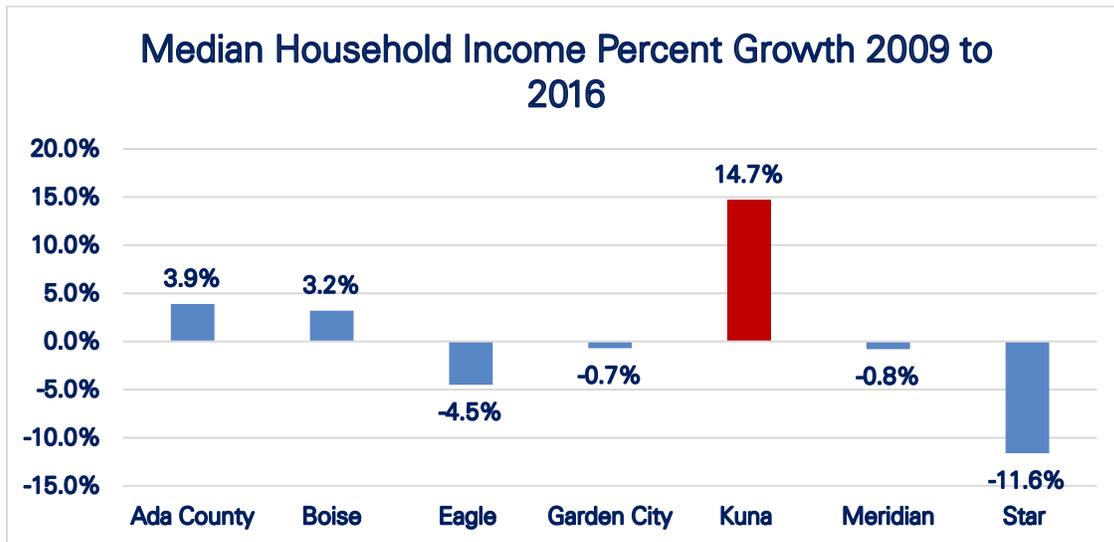
¹⁹ U.S. Census Bureau, 2011-2016 American Community Survey 5-Year Estimates.

²⁰ U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates.

²¹ Bureau of Labor Statistics. Alternative Measures of Labor Utilization.

²² Bureau of Labor Statistics. 2017.

Figure 6: Area Median Household Income Growth



Quality of Life Key Theme C: *The City of Kuna has many opportunities to improve access to primary and behavioral health services as well as prevention and wellness efforts that include access to healthy foods, active living options, open spaces, and community resources.*

- Access to healthy foods, medical care and mental health services are all high priorities for ensuring the health of Kuna residents.
- Ada County ranked 3rd out of 42 Idaho counties in terms of overall health in the United Way 2017 Community Assessment. ²³
- Regular physical activity and a healthy diet are two of the most important factors linked with good health. The environments where we live, learn, work and play affect our access to healthy foods and opportunities for physical activity, which play a part in reducing the risk of being overweight and other chronic diseases.
- Currently, there is no public indoor recreation facility located in Kuna. Residents travel to Meridian, Nampa or Boise to access such a facility. Outdoor public recreation facilities in Kuna include a skateboard park, planned splashpad, existing (and expanding) frisbee golf course, new dog park, fishing ponds, potential new sports park, existing (and expanding) Indian Creek greenbelt and local parks.
- Phase 2 of this planning process will further explore health trends in the City of Kuna.

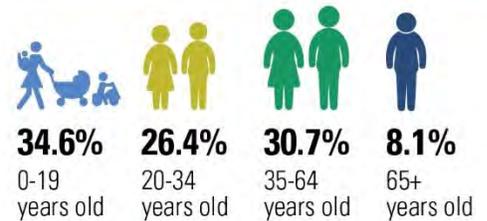
Quality of Life Key Theme D: *Kuna has a relatively young population, including high populations of youth under the age of 19 and few residents over the age of 65. Such a large youth population means a growing school district, and a need for new education facilities.*

- 34.6% of Kuna residents are under the age of 19, substantially higher than the Ada county rate of 27.8%

²³ United Way of Treasure Valley, 2017 Community Assessment.

- 61% of Kuna residents are 34 years old or younger, compared to 48.7% for Ada County as a whole. ²⁴
- 8.1% of Kuna’s population is 65 or older, compared to the Ada County rate of 12% ²⁴
- Kuna currently has 10 schools in the District including seven elementary schools, 1 middle school and 2 high schools. ²⁵ There are two public charter school in Kuna that serves 705 elementary and middle school students.
- The current population of students in the Kuna School District is 5,318 (2016-2017), which is an increase from 4,698 students in the 2008-2009 School year. ²⁵
- Phase 2 of this planning process will explore additional information related to seniors and other specific populations.

Age breakdown



Quality of Life Key Theme E: *The City of Kuna offers many public events and opportunities to engage as a community.*

- There are a series of well-attended annual community events throughout the year, including, but not limited to: Kuna Days, Mayor’s events, Mayor’s Table, Down-n-Dirty, Kuna Clean-up, Easter egg hunt, Kuna-Melba farmers market, auctions, Trunk R Treat, Veterans Day Assemblies, Punk in the Park, Kuna High School sporting events, the flea market, and the Down-Home Country Christmas event.

Quality of Life Key Theme F: *The population of school aged children in Kuna is exceeding the current capacity and is expected to grow.*

- For each new home built in Kuna, an average of .76 additional individuals between the ages of 5-19 will be added to the Kuna population. ²⁶
- 222 new students were added to the Kuna School District from 2015 to 2016. Since 2000, 2,526 new students have been added to the Kuna School District.
- Kuna School District anticipates the opening of a new high school by 2021, additions to Reed and Silver Trail Elementary Schools by 2019, and an expansion of the middle school by 2018.²⁷

Areas for additional research in Phase 2:

- How is landscaping, branding, other beautification accomplished in Kuna?
- What is the development schedule for new Kuna school facilities? Current measure of over-capacity?
- Educational attainment and rate of matriculation at area colleges.

²⁴ U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates.

²⁵ Kuna School District

²⁶ Kuna Schools Growth Report. 2016.

²⁷ KSD Superintendent Update, November 2017.

TRANSPORTATION AND INFRASTRUCTURE

The following comprehensive planning elements are included in the broad category of transportation and infrastructure. The themes highlighted in this section reflect trends associated with these broad topics.

- Greenbelt and Pathways
- Streets and Sidewalks
- Key corridors (Linder Road, Ten Mile Road, Highway 69, Kuna-Mora Road)
- Public transportation and commuting
- Water, Sewer, Storm water, Irrigation, Solid Waste
- Emergency Services – police, fire, ambulance
- Power, gas, transmission corridors, Northwest Pipeline
- Communications: Internet, phone, cable
- Airport facilities: public and private

Transportation Key Theme A: *Kuna has embraced pedestrian and bicycle connectivity through their current and planned greenbelts and pathways system; however, many parts of the community are not well-connected and the bike and pedestrian infrastructure could be strengthened.*

- Kuna has a walk score rating of 57, which indicates that the community is “somewhat walkable.”²⁸
- Existing and planned bicycle and pedestrian facilities such as bike lanes, pathways, sidewalks and bike/ped counts, will be mapped and analyzed during Phase II, Options and Opportunities, of this comprehensive plan update process.

Transportation Key Theme B: *Residents of Kuna are highly dependent upon automotive transportation. The low cost of housing in Kuna is offset by high transportation costs.*

- Kuna has an average of 2 cars per household and an average commute time of 24.4 minutes. This commute average is longer than Boise, Nampa and Meridian.
- 88.7% of Kuna’s workforce drives to work alone, and 3% carpool.²⁹
- The average commute time for City of Kuna residents is 24.4 minutes, compared to the 21 minutes for Meridian City residents and 17 minutes for City of Boise residents.³⁰
- Kuna has no transit bus routes within City limits. The nearest Valley Ride bus pick-up location is in Meridian. There is one Park and Ride Station located within the Kuna Albertson’s parking lot, and one at Ten Mile Road and Overland Road for commuters leaving Kuna for work in Boise, Meridian, Nampa or Caldwell. Valley Regional Transit is currently working on implementing a route to Kuna as established in their master plan.
- There are seven Commuteride van pools that run out of Kuna heading to different destinations including, Gowen Field, the Boise VA Medical Center, Mountain Home Air Force Base, and Downtown Boise. In previous years there have been up to 15 Commuteride Van pools operating. Commuteride operates an additional 72 routes, many of which serve Kuna residents with stops at park/ride locations near Kuna.

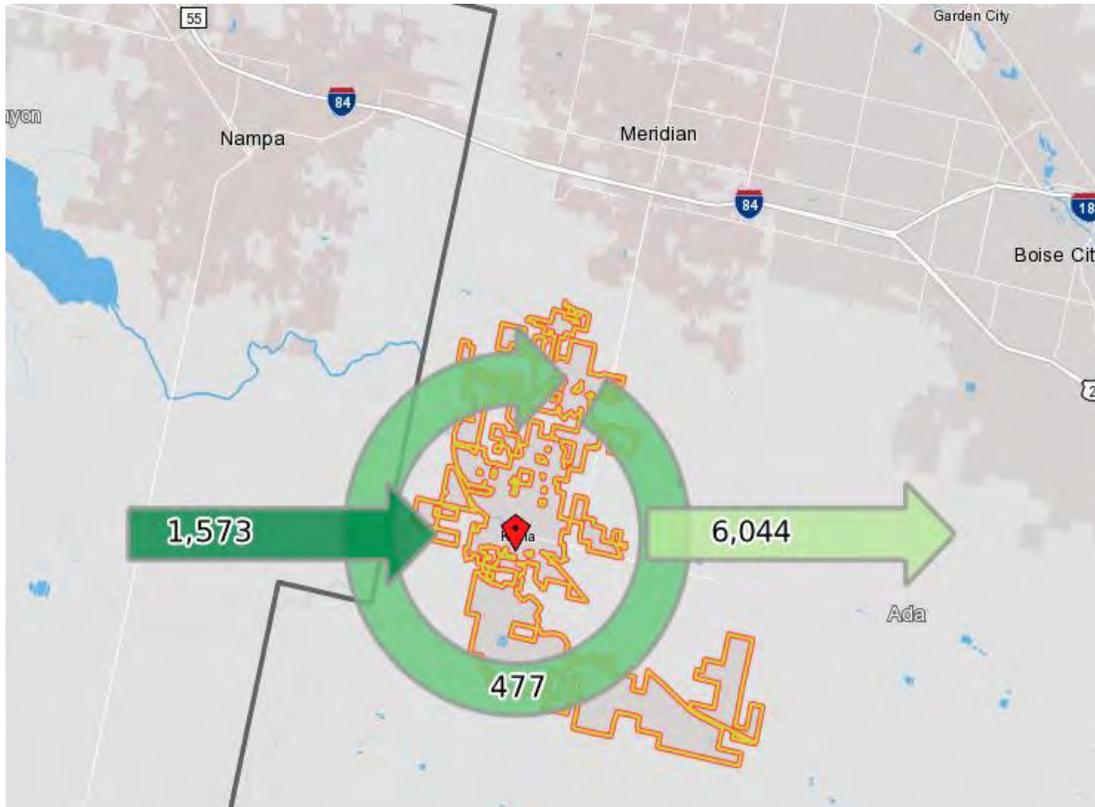
²⁸ Walk Score

²⁹ U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates.

³⁰ Data USA, Kuna, ID

- According to AAA in Kuna 29% of a household's income is expended on transportation costs. The FHWA indicates that an average American household spends roughly 19% of their income on transportation, and the average automotive dependent suburban resident spends roughly 25% on transportation costs.
- Figure 7 below shows the incoming and outgoing commuter traffic on a daily basis in Kuna. Roughly 1,500 individuals come into Kuna for employment, another 477 commute to locations in Kuna and just over 6,000 individuals leave Kuna for employment in the surrounding areas including, Meridian, Boise, Garden City, Nampa, Caldwell, etc. ³¹

Figure 7: Kuna Commuting Patterns



³¹ Idaho Department of Labor. 2016.

Transportation Key Theme C: *Key corridors are experiencing increasing volumes and are projected to increase as population grows and land is more intensely developed.*

- Based on past and current traffic data, traffic volumes have increased on Highway 69/Meridian Road, Ten Mile Road, Linder Road, Deer Flat Road, Kuna Mora Road, Swan Falls Road, and Kay Avenue within Kuna.
- The main north-south access roads into Kuna are Ten Mile Road and Highway 69/Meridian Road. Among other priorities, the City of Kuna has listed two transportation projects on their 2018 Prioritization Request to ACHD for Ten Mile Road:

- Widen Ten Mile Road to 5 lanes from Hubbard Road to Columbia Road
- Install a single-lane roundabout at the intersection of Ten Mile Road and Columbia Road

ACHD has listed the following projects in their five-year work plan:

- Ten Mile Road and Amity Road Roundabout project. The construction for the roundabout is currently programmed for 2022.
- Install an interim signal in cooperation with ITD at Highway 69/Meridian Road and Hubbard Road as well as at the intersection of Highway 69/Meridian Road and Lake Hazel Road; construction is programmed for 2018.

Idaho Transportation Department currently identifies a pavement preservation project scheduled for 2018 construction for the entire length of Highway 69/Meridian Road.

Areas for additional research in Phase 2:

- Water, Sewer, Storm Water, Irrigation, Solid Waste
- Emergency Services – police, fire, ambulance
- Power, gas, transmission corridors
- Communications: Internet, phone, cable
- Airport facilities

Relevant Codes, Plans and Studies

RELEVANT PLANS

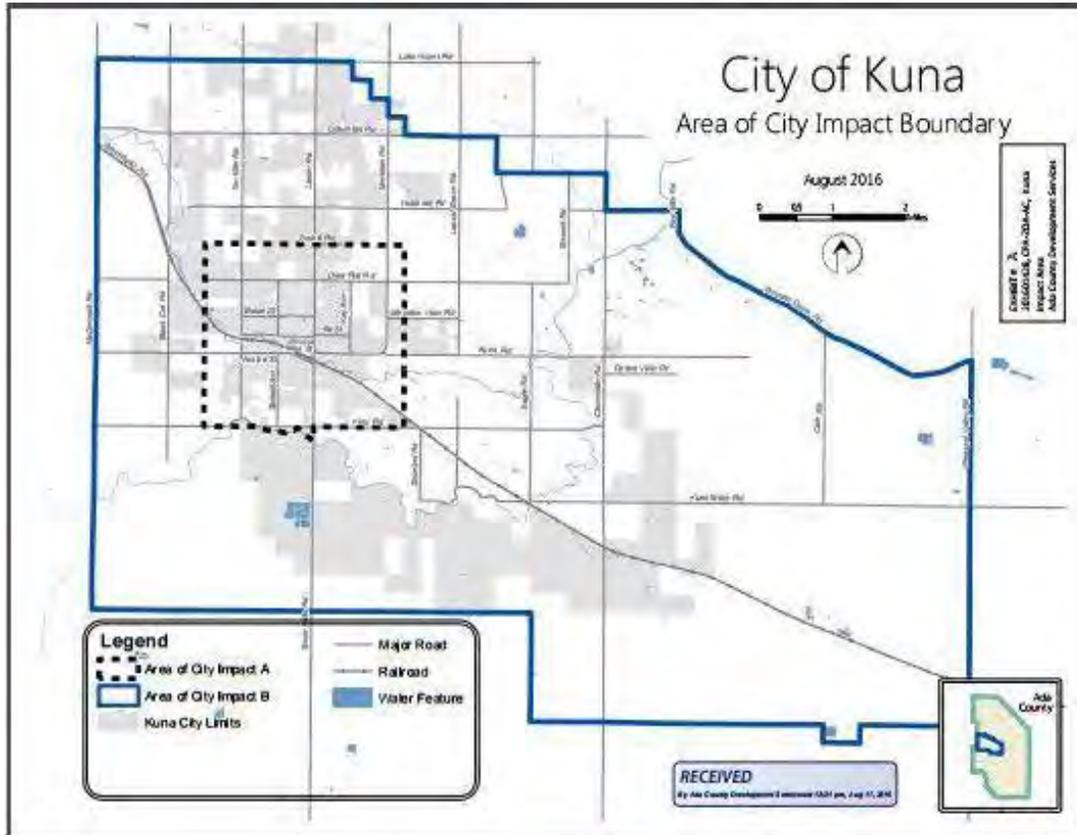
There are many previous plans, initiatives, and reports that have played a role in the development of the City of Kuna. The following plans are particularly relevant in the development of the Envision Kuna Comprehensive Plan:

- **1998 Comprehensive Plan.** The 1998 City of Kuna Comprehensive Plan was a complete revision to the City's 1993 Comprehensive Plan.
- **2015 Comprehensive Plan.** The 2015 comprehensive plan was an update to the 2008 Comprehensive Planning process. The 2015 plan is the most current version of the City's Comprehensive plan, however many of the sections still reflect strategic thinking from the 2008 update. The *Envision Kuna* Comprehensive Planning process is intended to generate a new, highly relevant plan to guide Kuna's future for the next 10-20 years.
- **2012 City of Kuna Downtown Corridor Plan.** The Downtown Corridor plan was adopted in 2012 and provides, recommendations for projects that could be funded to improve transportation for all modes of travel through, and around, Kuna. The plan used projections of future traffic volume, population projections, and intersection and corridor analysis to create concept designs for the City.
- **2015 City of Kuna Downtown Revitalization Plan.** This plan, currently in development, will serve as a roadmap towards retaining and building on what is great about Kuna's downtown, providing recommendations and strategies for Kuna's historic downtown core.
- Additional plans under review as part of comp plan include, the 2016, City of Kuna Parks Capital Improvements and Impact Fee Plan, Kuna public facilities plans (water, sewer, pressurized irrigation, Kuna School District Facilities plan, Kuna Crossing Feasibility and Implementation Plan, Kuna Streets Circulation map, Master Pathway Map, Gateway West Plan, Kuna Rural Fire District Master Plan, Ada County Hazards Mitigation Plan and the Ada County Emergency Response Plan.

AREA OF CITY IMPACT

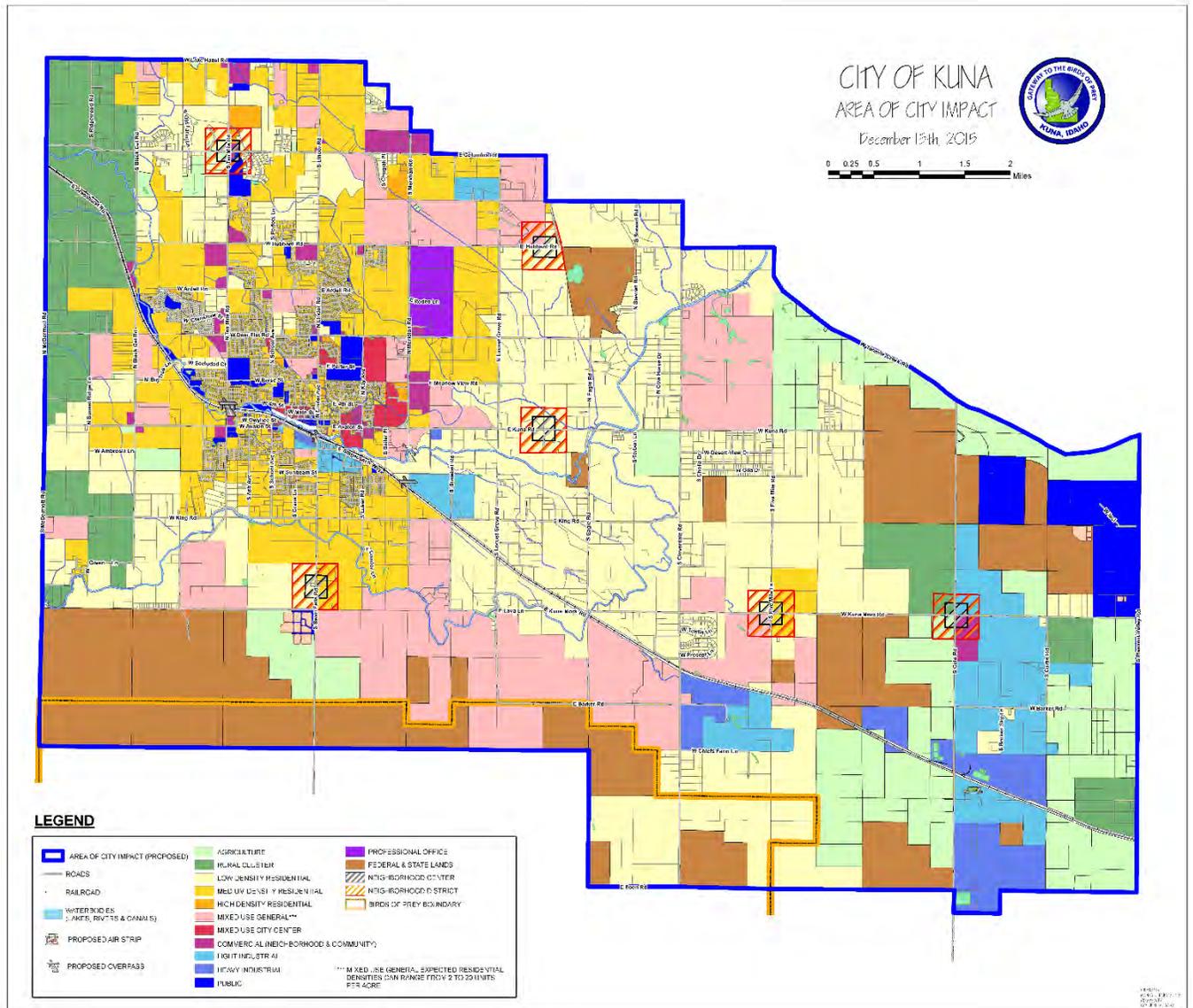
Kuna's area of city impact grew substantially in 2017 when Ada County Commissioners approved updated area of city impact boundaries. The below map shows the previous area of City Impact as a dotted black line, and the recently approved area of city impact boundaries are shown as the blue line.

Figure 8: Kuna Area of Impact 1999 to 2017



The map below shows the proposed future land uses for the City of Kuna and the updated area of city impact.

Figure 9: City of Kuna Future Land Use Map



What We've Heard (Public Input Summary)

Process Overview

Several public involvement techniques were implemented to facilitate direct and web-based interaction with the citizens of Kuna to discuss their issues, concerns and ideas related to the Kuna Comprehensive Plan Update.

The City of Kuna, Agnew Beck and J-U-B Engineers/The Langdon Group (JUB/TLG) employed a comprehensive public outreach strategy to evaluate the needs, issues and opportunities throughout the Area of Impact (AOI) within the City of Kuna. Multiple methods were used to notify stakeholders about the project and invite them to participate in the process. The many public outreach efforts included: a 3P Visual online interactive mapping tool, social media and newspaper ads, two Advisory Committee meetings, a booth at the Kuna Days event, a presentation at the Kuna Senior Citizen Center, a booth at a Kuna High School football game, and a public open house. Below is a more in-depth overview of those public involvement/outreach activities that occurred through the public comment period, which began in June 2017 and ended October 2017.

ONLINE INTERACTIVE MAP

On August 17, 2017, the online comment tool, 3P Visual, was launched. 3P Visual is an interactive comment map that allows users to click on a specific location and provide a comment on that location for the City of Kuna, Agnew Beck and JUB/TLG team to consider during the planning process. Information and project details were posted on the City of Kuna's webpage with a link to the 3P Visual, which allowed members of the community to provide comments about the project area during the August 17 – October 4, 2017 comment period. A link to the 3P Visual interactive comment map can be found here: www.envisionkuna.com.

ADVISORY COMMITTEE MEETINGS

The City of Kuna, Agnew Beck and JUB/TLG project team worked together to identify a comprehensive list of stakeholders (including property and business owners, as well as varying agency representatives) with potential interest in participating in the plan update. These stakeholders were gathered together on two separate occasions, June 28th and September 28th, 2017, to collaborate and provide input on high priority topics and establish new and innovative ideas.

KUNA DAYS

Kuna Days was celebrated on August 4th and 5th, 2017 and the City of Kuna, Agnew Beck and JUB/TLG project team utilized the event to set up a booth and gather opinions from City residents about 'what they love about Kuna'. Large pieces of paper were written on with markers while information on the upcoming community Open House on September 20, 2017 was relayed to all interested participants.

KUNA SENIOR CENTER PRESENTATION

A presentation was given to the Kuna Senior Citizen Center on September 15, 2017 to collect input from a different demographic of residents within the City. A brief explanation of what a comprehensive plan is and why it is important both currently and for future planning for the City of Kuna was given to the citizens prior to asking for input.

KUNA HIGH SCHOOL FOOTBALL GAME

A booth was set up at a Kuna High School Varsity Football game on September 21, 2017 as a last ditch effort to collect input and opinions from staff, students, and family alike. Residents were asked, “What do you love about Kuna?” and wrote their responses on a larger piece of paper. In return, attendees that provided input were able to enter into a raffle that the City of Kuna coordinated along with local sponsors.

PUBLIC OPEN HOUSE

On September 20, 2017, a public open house was held to visit with the public and collect feedback about the City of Kuna. Booths related to education, parks and recreation, transportation, safety and infrastructure and land use and economic development were made available to the public to discuss their ideas and concerns directly with representatives from agencies and city departments.

Additionally, maps, stickers and flipcharts were available for participants to add their feedback. Attendees were provided with three numbered sticker dots to place on large maps. Attendees then placed the numbered stickers on the comment maps and wrote the corresponding number and comment on a flip chart next to the map.

Finally, a station for attendees to indicate what they love about Kuna was another way for participants to provide input. Approximately 40 citizens attended the open house, with 57 written comments provided.

Input Received

Overall Comment Summary and Analysis

| Comment Source | Number of Comments | Percent of Total |
|------------------------|--------------------|------------------|
| Online Interactive Map | 621 | 91% |
| Open House | 57 | 9% |
| Total | 678 | 100% |

Breakdown by Comment Type

| Topic | Number of Comments | Percent of Total |
|-----------------|--------------------|------------------|
| Transportation | 315 | 46% |
| Land Use | 152 | 22% |
| Quality of Life | 182 | 27% |
| Other | 29 | 4% |
| Total | 678 | 100% |

“WHAT I LOVE ABOUT KUNA” RESULTS

As outlined above, at many of the public outreach events, members of the public and advisory committee members were asked to indicate what they love about Kuna. Some of the top responses from the public included: the people, small-town feel, sports, and the community. A Wordle was then created to display the responses received throughout the duration of the public outreach efforts, with the largest word(s) representing the most popular response.



PUBLIC INPUT SUMMARY TABLE

All comments received from 3P Visual, the open house, as well as advisory committee meetings were analyzed and separated out into four categories: transportation, land use, quality of life, or other. Comments were further analyzed to specify which themes received the most comments in the area of impact and the issues associated with those geographical locations. In addition, comments were analyzed to determine top priorities/improvements for high comment geographical locations. The table below identifies the topic, priorities, and issues/improvements identified by the public.

| Topic | Priorities | Issues/Improvements | Specific Input |
|-------------------------------|---|--|--|
| <p>Transportation</p> | <ul style="list-style-type: none"> • Overpass to S. Kuna • Bike/Ped • Highway 69 & Ten Mile access & traffic flow | <ul style="list-style-type: none"> • Create ease of access for emergency services to S. Kuna • Add additional bike lanes • Sidewalks • Crosswalks around four-way stops, parks, and schools • Preserve traffic flow/access management along Highway 69 & widen Ten Mile | <ul style="list-style-type: none"> • Extend HW 69 across Indian Creek and RR tracks to connect to south Kuna • Build an overpass over N Bridge Road or Ten Mile Road • Create better pedestrian crossing facilities along E Avalon Road • Install crosswalk to greenbelt off of S. Orchard Ave (this improvement will be identified on Kuna’s next priority list to ACHD). • Put in sidewalks from Linder roundabout to Albertsons on Avalon Road • Sidewalks are needed on W 4th Street • Finish sidewalks on “A” “B” and “C” streets (this improvement will be identified on Kuna’s next priority list to ACHD). • Create bike lane down 4th Street for kids to ride their bikes to Indian Creek and Ross Elementary School • Install crosswalk on W 4th Street between Linder Road and Ten Mile Road. • Sidewalks along both sides of Linder Road and Hubbard Road • Increase student safety and install sidewalks along E Deer Flat Road (will be part of Linder/Deer Flat intersection project) • Plan for pedestrian and bicycle traffic along major intersections of Meridian Road and Ten Mile Road • Sidewalks are needed along Avalon Road from South Ten Mile Road • Bike path connecting Kay Street to new businesses on Meridian Road (sidewalks are in the planning process, with the exception of the feedlot) • Limit new access to Meridian Road (stated in City of Kuna ordinance) • Add turn bays to intersection of Meridian Road and Deer Flat Road (this project has been requested by the City and ACHD for the developments that impact the intersection as warranted) • Require access roads on east to west roads to allow Meridian Road traffic to flow better • Put a stop light in at intersection of Hubbard Road and Meridian Road (planned ITD project) • Pursue funding opportunities through ITD for a corridor specific prevention and access management plan • Limit number of stoplights added to Meridian Road (commercial development has requested more access than what is allowed by City ordinance) • Add right turn lanes at intersection of Columbia Road and Meridian Road (?) • Add as stop sign or roundabout at intersection of Columbia Road and Ten Mile Road (?) • Put a light in at intersection of Ten Mile Road and Mason Creek Street to help with school traffic • Install a four-way stop sign at intersection of Hubbard Road and Ten Mile Road (?) • Widen Ten Mile Road to four lanes (planned to be expanded to 5 lanes) • Install an RRFB at intersection of Segoe Prairie Street and Ten Mile Road • Install a stop light at Deer Flat Road and School Avenue (possibly if warranted by a traffic study and/or after commercial and multifamily is developed) |
| <p>Quality of Life</p> | <ul style="list-style-type: none"> • Increased recreational areas • Diversify restaurants • Increased emergency and public safety services/facilities as growth occurs • Provide workforce development & higher education opportunities | <ul style="list-style-type: none"> • Implement a community/rec center with a pool • More parks and green areas for kids • Add additional restaurants and fast food chains with varying types of food • Emergency Services on S. side of RR tracks • As schools are expanded, incorporate workforce development / technical programs • Evaluate possibility of higher education facilities in Kuna (City spoke with KSD and CWI about partnering on new high school location) | <ul style="list-style-type: none"> • Develop a city park with ample parking for tubers on S Strobel Road over Indian Creek (the City of Kuna is currently working on this) • Extend greenbelt east to S Strobel Road (the City is currently working on extending the greenbelt) • Indoor/Outdoor community pool off of Swan Falls Road • Put a community recreation center in Downtown Kuna – perhaps the Old 4th Street Gym • Build a park off of S School Avenue and W Sandbox Street • Extend greenbelt trail as far west as Nicholson Park • Put more parks in on the west side of Ten Mile Road in lieu of the bare open land (a majority of the land is privately owned; therefore, the City of Kuna would need to identify possible locations and evaluate feasibility) • Put a restaurant in at the intersection of Deer Flat Road and Linder Road • Fast and casual food options off of Deer Flat Road: Chipotle, Qdoba, Chik-fil-A, Five Guys, etc. • Build a ‘family’ style restaurant at the southwest corner of Deer Flat Road and Meridian Road (conversations have occurred regarding this) • Build a fire/emergency services station off of S School Avenue, south of the RR tracks (feasibility would need to be evaluated by the KFD) |

| | | | |
|-----------------|---|--|--|
| | | | <ul style="list-style-type: none"> Bring factories so the southeast portion of Kuna's AOI for more job opportunities for Kuna residents and the recent high school graduates (currently being planned) |
| Land Use | <ul style="list-style-type: none"> Increased commercial/retail infrastructure Mix up the types of residential homes and lots built – not as many starter homes Utilize larger lots for new residential development (starting to occur) | <ul style="list-style-type: none"> More shopping locations for residents Larger lots Subsidized housing for seniors | <ul style="list-style-type: none"> Encourage commercial development throughout the City – not just off of Deer Flat Road A Target store off of Deer Flat Road and Meridian Road (there may not be enough residential to support a Target store) Build a gas station on the southwest corner of Deer Flat Road and Meridian Road (will be constructed in the next fiscal year) Put a Maverick in at the northwest corner of Ten Mile Road and Deer Flat Road (at this time, Maverick has not shown interest in the northwest corner of Ten Mile Road and Deer Flat Road) Encourage infill development along Linder Road – more apartments, condos, and townhouses Build mixed lot subdivision off of Ten Mile Road, just north of Columbia Road Bring in a large commercial development off of the southeast corner of Hubbard Road and Meridian Road Keep larger commercial development to the east side of Meridian Road (the City is currently planning this) Build larger, one-acre developments off of Kuna Mora Road and S Cloverdale Road (typically not sustainable for utility costs) Manufacturing site at the corner of Kuna Mora Road and S Cole Road |
| Other | <ul style="list-style-type: none"> Create a theme for downtown Kuna | <ul style="list-style-type: none"> 'Old Western' theme Create consistency in aesthetics | <ul style="list-style-type: none"> Make all businesses along Main Street all look similar Create a more vibrant Downtown Corridor with outdoor seating along Main Street |

Public Input Summary Analysis

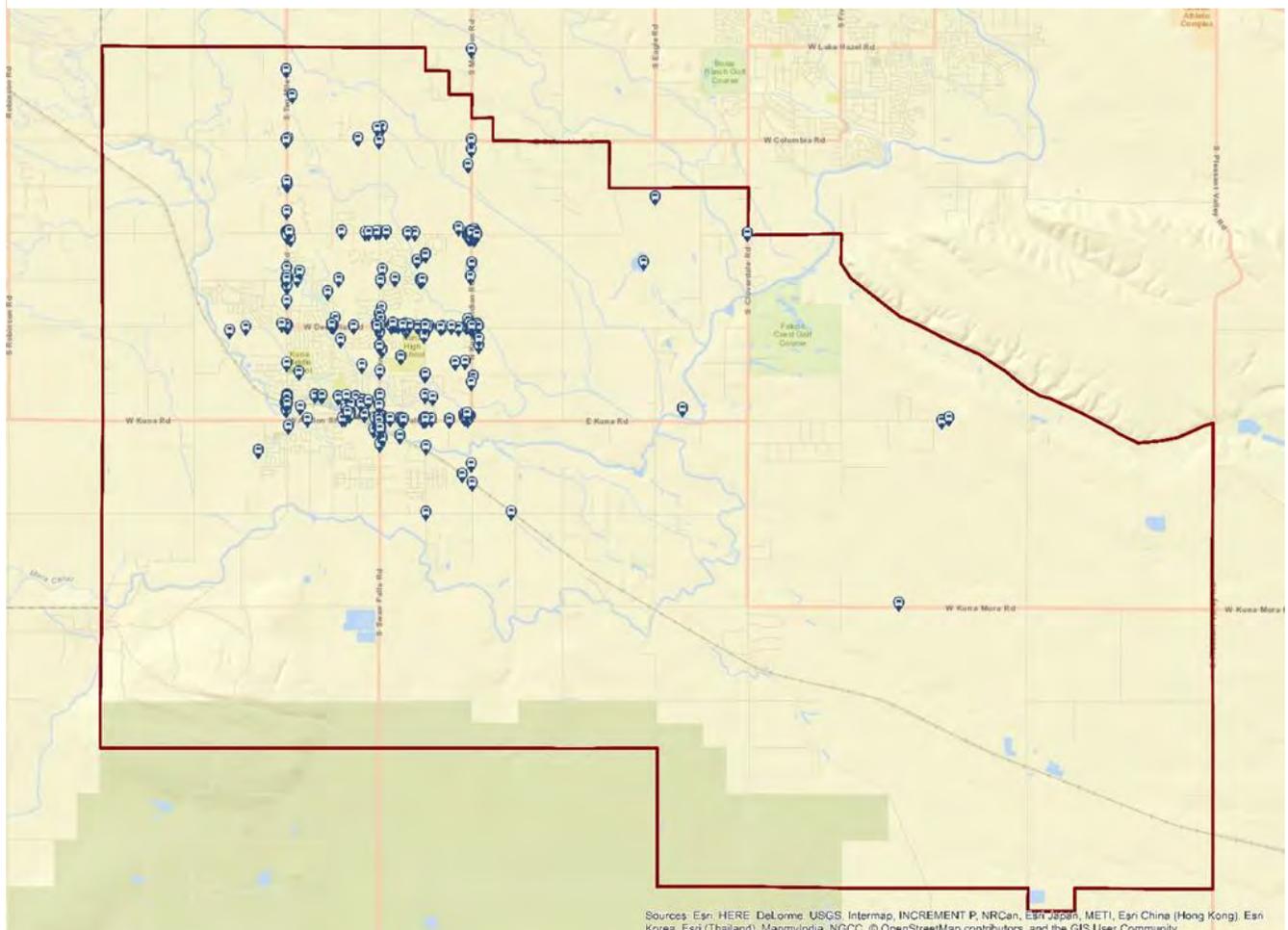
TRANSPORTATION

Transportation concerns generated the most comments with 315 total comments. As shown in the public input summary table, the priorities for the community were associated with an overpass to connect north and south Kuna, bike/ped concerns, and access and traffic flow for Highway 69 (Meridian Road) and Ten Mile Road. Three main locations that the public commented on regarding an overpass include Ten Mile Road, Highway 69 or N Bridge Road.

Bike/ped concerns were displayed frequently throughout the Downtown corridor and near school locations as sidewalks, crosswalks, and bike paths were expressed as being extremely important to the residents of Kuna. Concerns were also expressed towards lack of connectivity throughout the Downtown corridor for pedestrians, which is currently being addressed by the City of Kuna.

Lastly, the traffic flow and access concerns related to Highway 69 and Ten Mile Road involved congestion and safety issues. Installing stop lights, four-way stops, and widening Ten Mile Road were a few of the reoccurring comments. While the majority of the comments from the public mentioned implementation tactics to relieve the congestion or access concerns along Ten Mile Road and Highway 69, some

Figure 10: Transportation Public Input Map



members of the public commented that taking no action would in turn be the best course of action in resolving these issues.

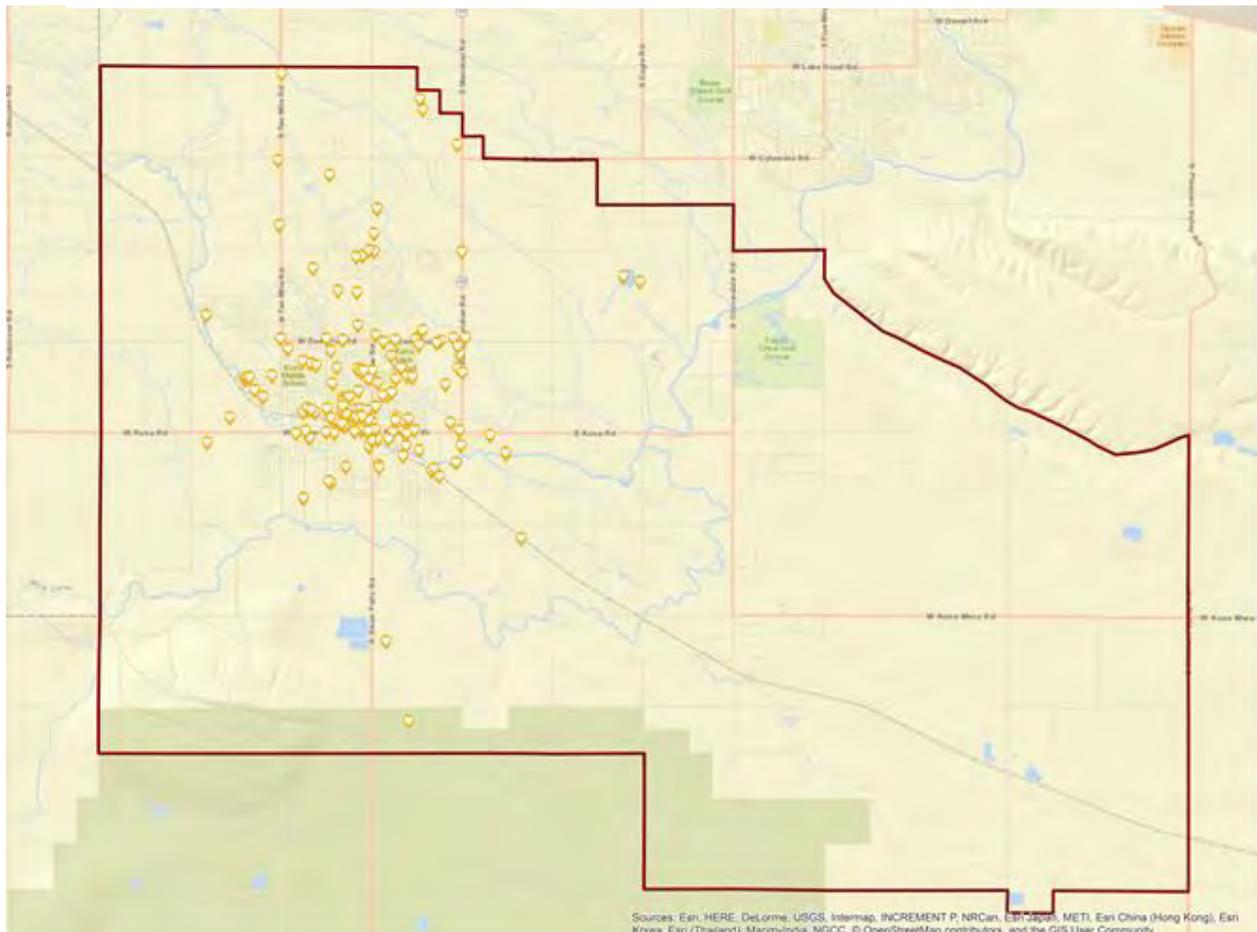
QUALITY OF LIFE

Of the many concerns or ideas proposed for quality of life, the main priorities established after analysis included increasing recreational areas, diversifying restaurants throughout the City, increasing emergency and public safety services/facilities as growth occurs, and providing workforce development and higher education opportunities. Increasing park areas and green space was a priority that was iterated by recurring comments. Several comments were related to the desire to extend the Indian Creek greenbelt east and west. The City of Kuna is currently exploring a potential 87-acre sports complex, which is in line with citizen requests.

Regarding diversifying restaurants throughout the City of Kuna, a few suggestions included Qdoba, Chik-fil-A, and Five Guys. Another recurring restaurant idea that was mentioned was the need for an 'American' family style as well as other authentic dining options.

The concerns related to public safety services/facilities and workforce development and higher education are similar in that additional facilities to support the incoming growth were indicated frequently as being necessary for both topics. Public safety services/facility comments were specifically associated with having access to or having a facility permanently stationed to the south of Kuna to eliminate the delay in services to the public that can result due to the railroad.

Figure 11: Quality of Life Public Input Map

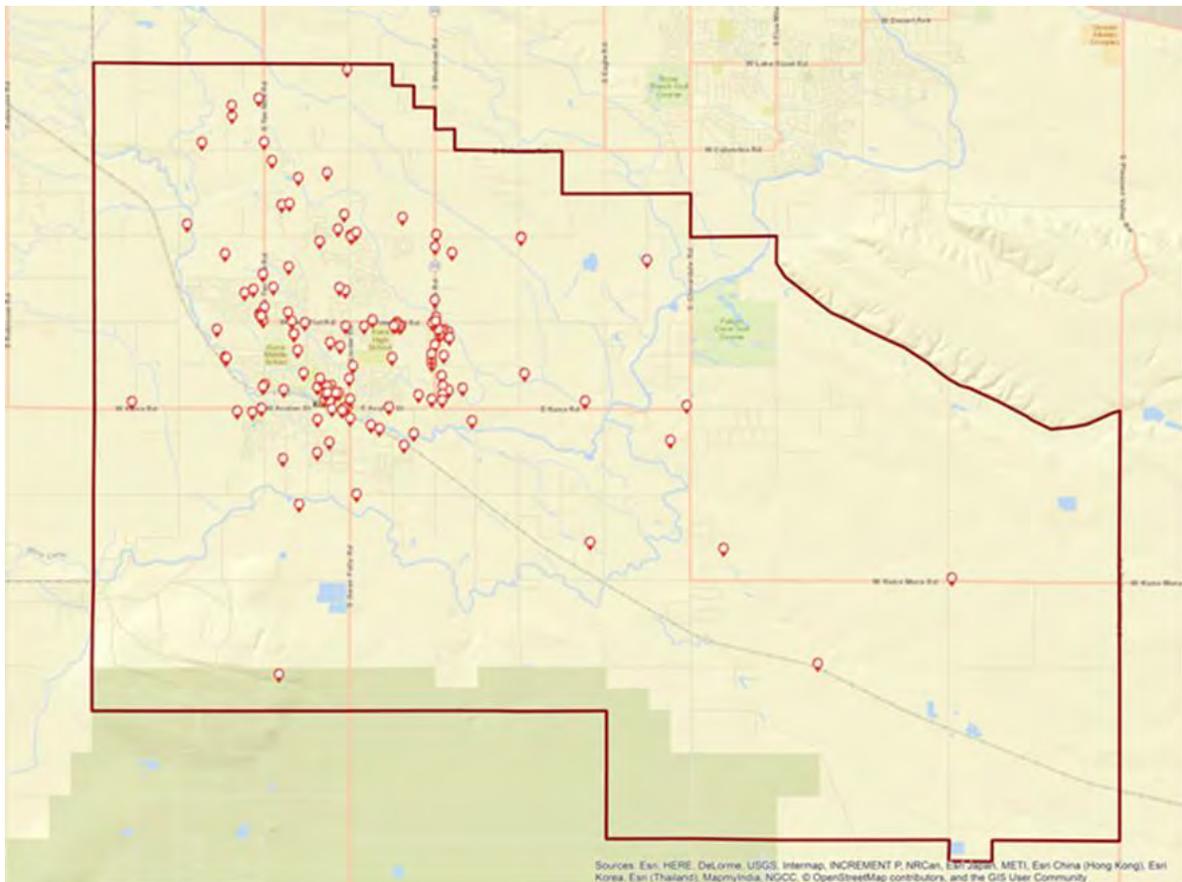


LAND USE

Recurring themes related to land use include suggestions for mixed development, increased commercial development, and providing larger lots for residential development. Mixed development was mentioned numerous times as being a positive for the City of Kuna. However, some comments were opposing the mixed development of apartments and condos, especially those in close proximity to other residential communities that were concerned about home values being impacted. It was also continually stated that Kuna residents would like larger lots and larger homes, and to not just be viewed as a community made up of 'starter homes'.

A majority of respondents expressed an interest in increasing commercial/retail development as long as it is dispersed throughout all of Kuna and not only centered around Meridian Road, in turn creating a higher trafficked, but smaller version of 'Eagle Road'. The residents of the City of Kuna greatly appreciate the small town feel that Kuna provides while staying rich in its agricultural ties. As the community grows, the City and residents as a whole would like to actively preserve those characteristics moving forward.

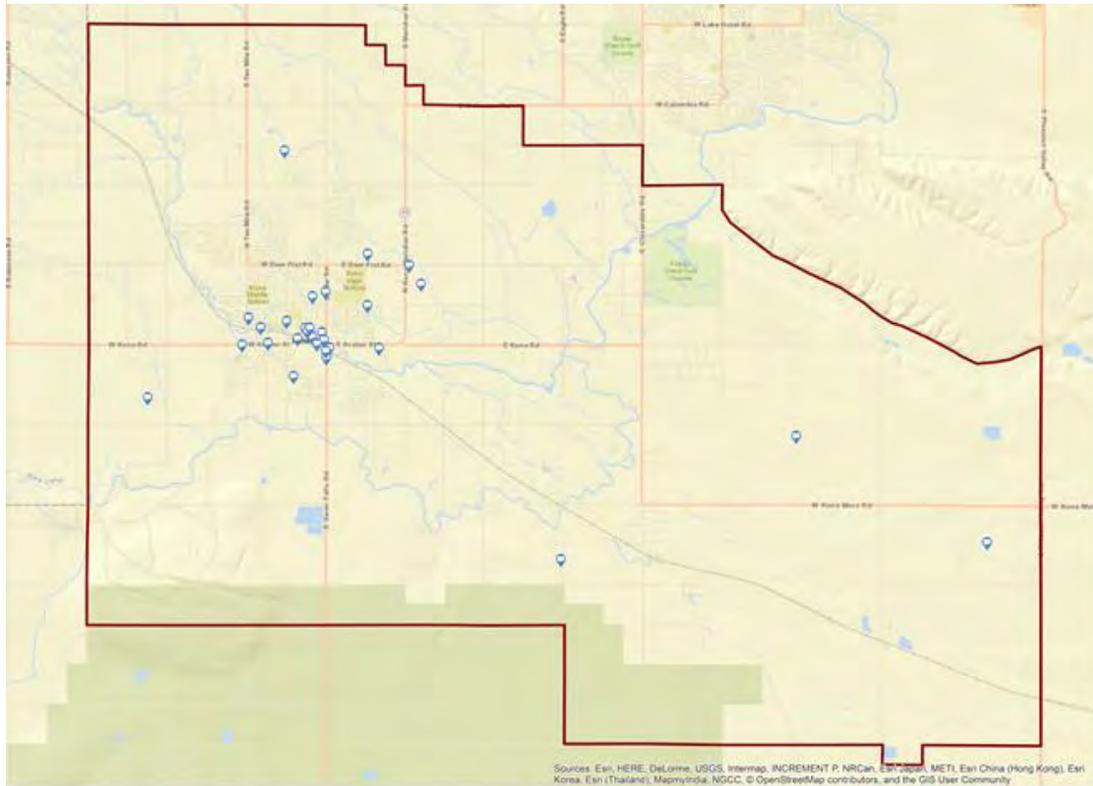
Figure 12: Land Use Public Input Map



OTHER

The common theme or priority made abundantly clear is that the public would like to see consistency throughout the Downtown corridor. It was mentioned that having a theme throughout the Downtown would be an idea to create that sense of consistency.

Figure 13: Other Public Input Map



Summary

Areas of Change

OVERVIEW

Since Kuna is growing at a rapid pace and many areas within the Area of Impact are newly developed or already have zoning designations (but are not yet developed), Areas of Change were identified by Advisory Committee members, the public and the project team. Areas of Change represent parts of the community that are anticipated to change within the near future or next 20 years, are particularly important areas, or represent vital opportunities for Kuna. Key Areas of Change related to Transportation, Quality of Life and Land Use are noted below.

TRANSPORTATION

- **Major Entryway Transportation Corridors** – State Highway 69/Meridian Road, Ten Mile Road and Linder Road.
- **Future Overpasses** – Possibly at Linder Road and I-84 in Meridian, which could impact traffic and corridor function along Linder Road in Kuna. Possibly at McDermott Road and I-84 to connect the regional State Highway 16 corridor from the north to Meridian and Kuna.
- **Industrial Corridor/Alignment Changes** – Kuna Mora Road and Pleasant Valley Road.

QUALITY OF LIFE

- **Wineries & Agri-tourism** – Winery/Vogel Farms and Indian Creek Winery, Vizcaya Winery, Sandstone vineyards, Syringa Winery, and Cabalo Orchards and Linder Farms.
- **Recreational Opportunities** – Kuna Butte, future fishing/water recreation spot and a whitewater park along Indian Creek, upcoming splash pad, Falcon Crest Golf Course, Hubbard Reservoir, and future park along Meadow View Road.

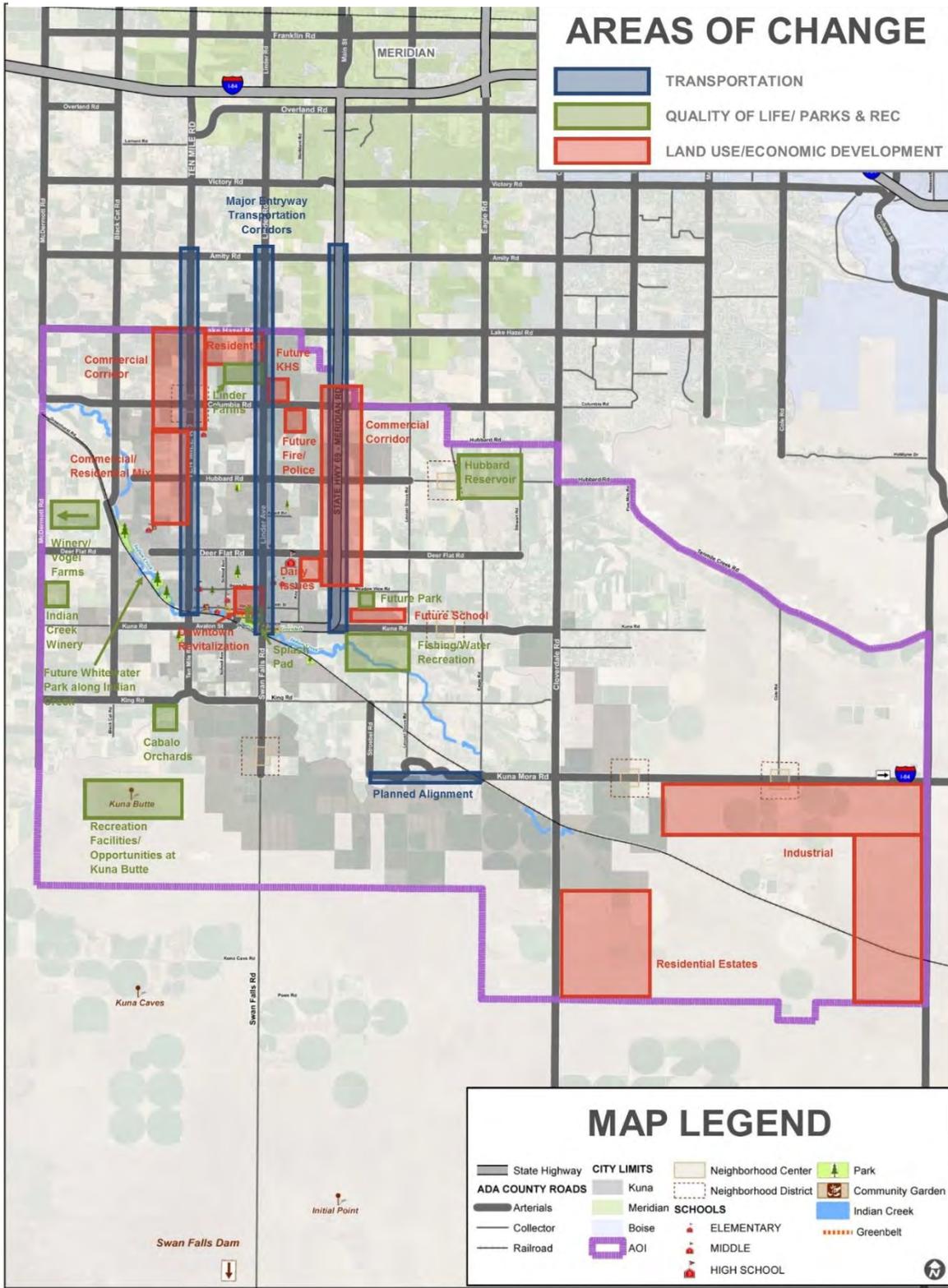
LAND USE

- **Future Residential** – along the south side of Lake Hazel Road between Ten Mile Road and Linder Road.
- **Future Residential Estates** – along the east side of Cloverdale Road, south of the railroad tracks to the south Area of Impact boundary.
- **Future Commercial** – future commercial corridor along Ten Mile Road (currently being planned), from Lake Hazel Road approximately 1.5 miles south, then merge to a commercial/residential mix to 0.5-mile south of Hubbard Road. Future commercial corridor along State Highway 69/Meridian Road, from Columbia Road to 0.5-mile south of Deer Flat Road.
- **Downtown Core** – downtown revitalization is currently underway, with continued improvements planned over the next 10+years. 4th Street, parallel to and north of Main Street, is in a transitional state with a mix of residences and businesses.
- **Future Industrial** – along the south side of Kuna Mora Road, east of Cloverdale Road to Pleasant Valley Road, then along Pleasant Valley Road from Kuna Mora Road to the south Area of Impact Boundary.

- **Future Schools** – future high school at the northeast corner of Linder Road and Columbia Road, and future school site east of State Highway 69/Meridian Road along the north side of Kuna Road.
- **Future Fire/Police** – along the south side of Columbia Road, east of Linder Road.

These Areas of Change will be further analyzed and applicable information will be incorporated into the Comprehensive Plan and Future Land Use map. The map on the following page shows the locations of the Areas of Change identified throughout the community.

Figure 14: Areas of Change Map





Envision Kuna Advisory Committee

| | | | |
|--------------------------|-------------------------------------|--------------------|-------------------------------------|
| Arisa McRoberts | Citizen Representative | Josh Hoffman | Citizen Representative |
| Alexis Pickering | Central District Health | Josh Ulmer | Citizen Representative |
| Amy Schroeder | ITD | Kelli Badashaim | VRT |
| Blake Watson | Idaho Power | Kim Bekkedaul | Kuna School District |
| Bob Bachman | City of Kuna | La Donna Tuinstra | Citizen Representative |
| Bobby Withrow | City of Kuna | Laura Landers | Saint Alphonsus |
| Brian Dale | HUD | Linda Sullivan | Citizen Representative |
| Briana Buban-Vonder Haar | Kuna City Council | Liz Warhurst | Saint Alphonsus |
| Briac Durrant | Citizen Representative | Mark Wasdahl | ITD |
| Carl Miller | COMPASS | Maureen Gresham | ACHD Commuteride |
| Cathy Gealy | Kuna Planning and Zoning Commission | Mike Smith | Business Representative |
| Cathy Smith | Business Representative | Mitra Mehta-Cooper | Ada County |
| Connie Tilley | Business Representative | Paul Schepfer | Kuna Fire Department |
| Curtis Derr | Citizen Representative | Perry Palmer | Kuna Fire Department |
| David Corcoran | ACHD | Randy Shroll | Idaho Dept. of Commerce |
| David Gronbeck | Business Representative | Robert Henderson | Citizen Representative |
| Ginny Greger | Citizen Representative | Sandra Handerson | Citizen Representative |
| Greg McPhearson | Kuna City Council | Scott Noriyuki | Business Representative |
| Jason Ashby | Business Representative | Sid Anderson | Citizen Representative |
| Jenny Ulmer | Citizen Representative | Stephen Hunt | VRT |
| Joe Stear | Mayor of Kuna | Steve Damon | Kuna Planning and Zoning Commission |
| John Laraway | Kuna Planning and Zoning Commission | Terry Gamme | Kuna Fire Department |
| Jon McDaniel | Kuna Police Department | Theresa McLeod | St. Luke's Health Systems |



THE LANGDON GROUP



GATEWAY MAPPING INC.



OTHER J-U-B COMPANIES

Appendix C – Public Input and Planning Process



City of Kuna Comprehensive Plan

Options & Opportunities Summary Report

June 2018

Envision Kuna Options & Opportunities Summary Report

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Compiled by Agnew::Beck and J-U-B

Phase 2 Outreach Summary

Phase 2 “Options and Opportunities” of the *Envision Kuna* Comprehensive Plan featured extensive public outreach to narrow down and ask Kuna’s citizens about specific intent and policy directions for the plan. Specifically:

- Input on priorities related to economic development, health, transportation, housing, parks and trails and land uses was obtained.
- A vision for the plan was drafted and shared.
- A map series focused on obtaining feedback on future land uses, entryway corridors, parks, trails and downtown development.
- Sample land use patterns and designs were shared to help identify the desired characteristics of the built environment (at public workshop).

In Phase 3, the final *Envision Kuna* comprehensive plan will be drafted, shared for public review, and finalized. Work from Phase 2 will be combined with research and public input from Phase 1 to refine the vision, further develop the plan’s goals areas, identify specific strategies/projects/tools that will allow Kuna to implement its identified goals, create a series of maps and graphics for the plan, and develop the Future Land Use map.

Figure 1. *Envision Kuna* Project Timeline



The Phase 2 outreach included two Advisory Committee meetings, online survey, community workshop, a meeting with local developers and builders, and 6th grade student classroom outreach at Reed Elementary School. Over 500 individuals were engaged in this process to help shape the vision, values, goals and strategies in the *Envision Kuna* Comprehensive Plan. The following sections highlight key findings and results from each of the Phase 2 public engagement opportunities.

Summary of Themes

Many recurring themes from all elements of the public outreach are shown below, grouped into common categories:

- Growth, Development and Land Use
- Transportation
- Housing
- Economic Development
- Community Character

Growth, Development and Land Use

- Kuna residents see growth management as a high priority for the Comprehensive Plan. Development should be thoughtful and the impact on the community feel should play a role in development decisions.
- Kuna residents are experiencing the growing pains associated with a large population boom. For instance – roads are busier, there is more congestion, the perception of neighborliness has declined, and expressions of concern about safety have increased.
- Respondents do not want Kuna to develop and grow in the same style as surrounding communities but want to develop in their own way – preserving characteristics of the slower-paced, small-town, rural, friendly feeling that attracted them to Kuna in the first place.
- Identify and protect areas for agricultural lands, parkland and open spaces uses.

Transportation

- Transportation infrastructure, particularly roads, should grow as the population grows. There is currently a perception of traffic congestion amongst survey respondents which many respondents believe to be a symptom of growth occurring faster than infrastructure.
- There is a fear that major arterials in Kuna will turn into congested roadways similar to areas of Meridian Road and Eagle Road, to the north.
- The train tracks at the southern part of town create a significant barrier to transportation for many residents, and many continue to express concern about emergency service access. An overpass or additional ways to improve connectivity to north of the tracks is a major interest amongst respondents
- Respondents commented that many roads in Kuna are in need of maintenance and repair.
- Pedestrian and bicycle access throughout Kuna should be improved. Currently, to access major destinations, pedestrians and cyclists have to utilize major arterials that are uncomfortable to travel on and/or do not have pedestrian and bicycle infrastructure.
- Complete sidewalks and improve intersection crossings for pedestrians.
- Some felt that there are too few ways to enter and leave Kuna, and that additional routes in and out of the community are desired.

Housing

- Many respondents indicated a desire for the preservation and development of larger lot homes and subdivisions.
- New home developments have been too dense and lack stylistic diversity leaving neighborhoods without a sense of neighborhood character. Homogenous style development doesn't serve the full spectrum of housing needs.
- Create a mix of housing types that balances starter homes, medium density developments and large lot single family homes.
- Many respondents felt housing development is occurring too quickly and is approved without considerations to existing neighborhoods and surrounding areas.

Economic Development

- Be aware of the balance between big box stores/chain restaurants and smaller local businesses. Too much of one type of business development is not good for the community.
- Respondents want to see job opportunities for individuals with a wide range of qualifications.
- Industrial development should occur in a way and in locations that do not impact the small-town feel of Kuna.

Education and Youth

- Kuna's school system is struggling to keep up with the population growth. Classrooms are crowded, and new facilities are needed.
- Kuna's youth need opportunities to remain active with constructive and fun ways to spend their time.

Community Character

- Respondents generally appreciate the small-town feel of Kuna. Take active measures to preserve this aesthetic and feel in the face of rapid development.
- Downtown businesses need to have some common branding to create cohesion and character.
- Kuna should strive to be unique and identifiable. Avoid development and styles that could be Anytown U.S.A.

Figure 2. Specific Project Ideas from Survey Responses

| Transportation | Parks, Trails and Public Facilities | Attractions |
|--|--|--|
| Add a footbridge over Indian Creek | Recreation center | Increase the number and diversity of restaurant choices (Too many pizza places!) |
| Contiguous and connected sidewalks throughout Kuna | Municipal pool | Expand farmers' market |
| Widen E Avalon from Orchard St to Swan Falls Road | Community center | Movie theater |
| Widen Deer Flat from Meridian to Linder Rd. | Extend the greenbelt East from Orchard To Crimson Point Elementary | Bring in shopping mall or Village-at-Meridian-style development |
| Widen Linder Road from Deer Flat to Boise/Main St. | Provide activities and specific places for youth Boys and Girls Club Sports complex with ball fields | Create an RV park |
| Traffic light at intersection of Hubbard Rd and Meridian Rd | Create a community garden (note: one opened in 2018) | |
| Traffic light at intersection of Swan Falls Rd and Avalon Rd | Connect the library with the broader Ada County library system | |
| Update lighting on major streets | Improve access to health facilities | |
| | Firehouse/emergency responder station located south of railroad tracks | |

Survey Responses

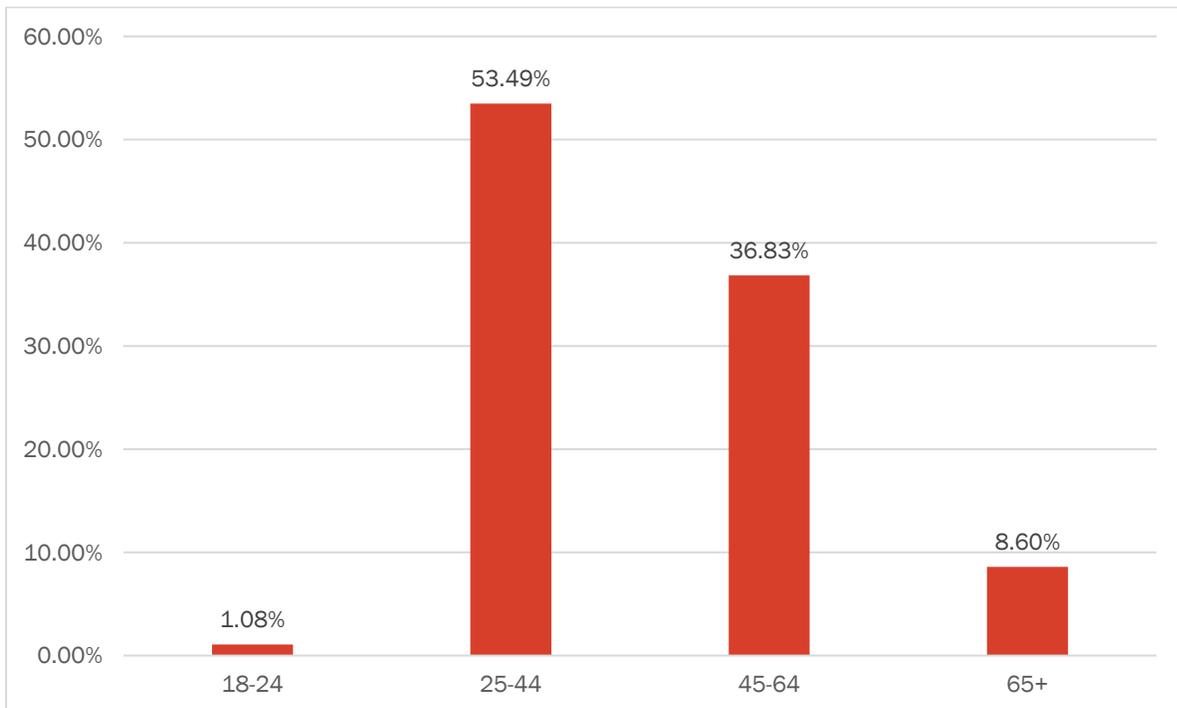
The second *Envision Kuna* Survey was open from May 1st to May 31st and received 443 responses. The survey was advertised through a City of Kuna Public Service Announcement, emails, social media posts, and through advertisement on banners, flyers and print ads throughout Kuna. The survey results and notable highlights are included below. A full compilation of verbatim survey responses is available upon request from the City of Kuna planning department.

Demographics

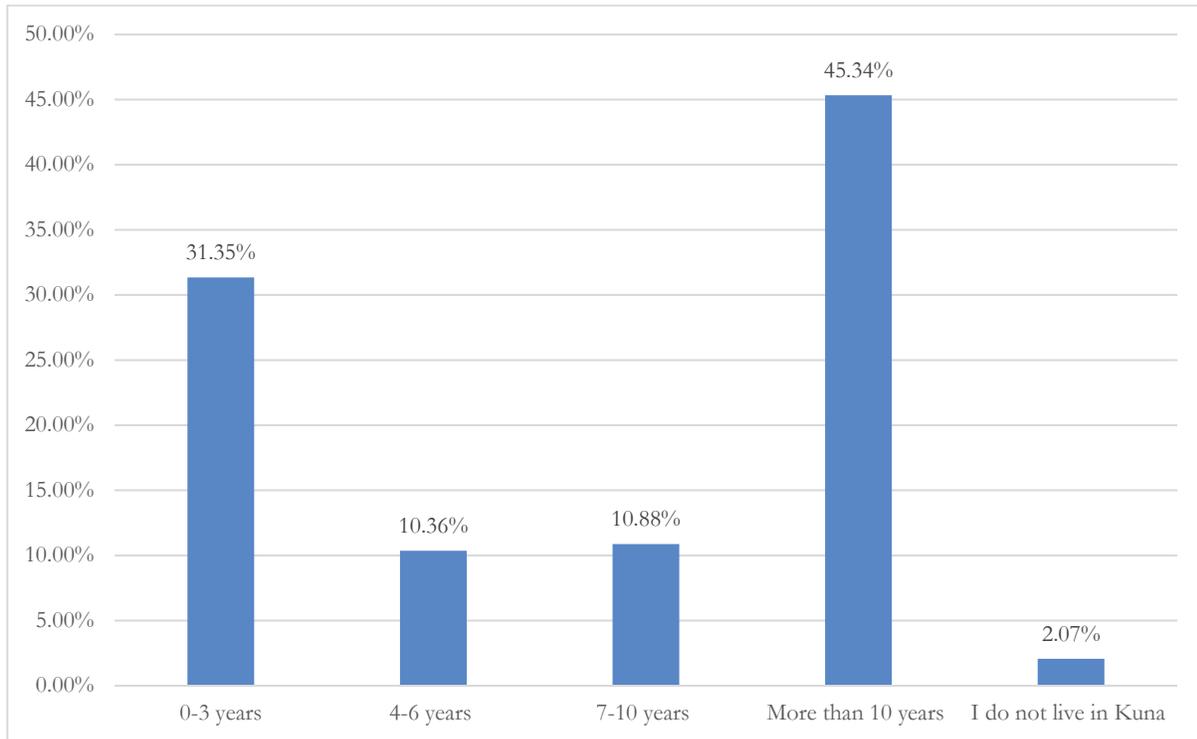
Two questions were asked in the survey to help interpret input received. Knowing who is providing input helps identify trends, and any potentially underrepresented groups.

Demographics Question1: What is your age? N= 372

Survey respondents were primarily working-aged individuals between 25-64. 8.6% of respondents over the age of 65 closely mirrors the population demographics of Kuna where 8.1% of the population is over the age of 65. Younger individuals between the ages of 18-24 are underrepresented a fact that should be taken into consideration when evaluating responses of this survey.



Demographics Question 2: How long have you lived in Kuna? N=386



Feedback on the Vision and Policy Areas

The survey was designed to solicit feedback on a community vision statement and six broad policy areas covered in the comprehensive plan. The policy focus areas included:

- Economic development
- Health
- Housing
- Land Use
- Transportation
- Community Character

In general, survey respondents were widely supportive of both the vision statements and policy focus areas. This input will be used to revise the vision statement and focus areas and will be used as a factor in determining priority project focus areas. Amongst all ideas represented in the six policy areas, a few of the categories rose to the top as highest importance among all survey respondents. The top ten most supported categories, as indicated by their weighted score responses, are shown in the chart below.

Figure 3. Top Ten Most Supported Policy Focus Areas, All Survey Categories

| Policy Focus Area | Weighted Score |
|---|----------------|
| Open and recreational space (preservation of open space for recreational uses and natural resources management) | 4.49 |
| Environmental Exposure and Safety (air quality, water quality, soil quality, healthy habits) | 4.46 |
| Controlling traffic (reduce congestion on major arterials, alternative routes, speed reductions, etc.) | 4.44 |
| Agriculture (preserve land for small and larger-scale agricultural production) | 4.38 |
| Emergency preparedness (respond to natural hazards, disease or damaging/disruptive weather patterns) | 4.35 |
| Active lifestyles (opportunities for recreation, walking and biking options) | 4.34 |
| Energy and utilities (sustainable infrastructure) | 4.2 |
| Education (local opportunities for workforce development, training and continued education) | 4.19 |
| Community cohesion (suitable housing choices, public safety, community projects) | 4.16 |
| Business development (encourage entrepreneurs, and support individuals starting businesses) | 4.11 |

Draft Vision Statement

Respondents reviewed and were asked to submit feedback on the draft vision statement, below.

We Envision Kuna as...

Economically Diverse and Vibrant

Kuna will have a coordinated, planned approach to build a diverse and robust economy that supports a mix of industries and businesses. A multitude of employment opportunities will provide a well-trained workforce for our community. As Kuna continues to provide opportunities to launch new business and expand existing businesses, Kuna will grow as an essential contributor to the regional economy.

Healthy

Citizens will continue to enjoy ample opportunities for a healthy, active lifestyle and abundant recreation, including connected trails and open spaces, as well as increasing

opportunities for access to a range of quality, local health wellness services, clean air, water and soil.

Distinctive Character and Well-Designed

Kuna will retain its close-knit, small town, welcoming character and elements of its rural, natural and agricultural roots. Land uses should meet community demands for services and sustained economic growth. Development should be planned, designed and built to keep Kuna a desirable and distinctive community.

Connected

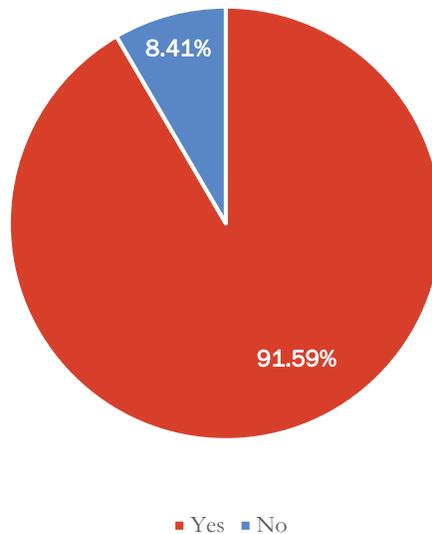
Kuna will have an array of transportation choices available to citizens and visitors. Kuna’s streets, sidewalks, highways, pathways, trails and rails will not only allow people to safely and efficiently move in, out and around Kuna, but also contribute to the community character. Kuna should be technologically connected with a strong, stable communications network, energy and utilities infrastructure that are sustainably maintained.

Collaborative Government

City government will be transparent, trustworthy, well-run, and encourage citizen participation at all levels. The City will continue to regularly collaborate with a variety of partners to provide the best possible services and amenities to citizens in an efficient, and cost-effective way.

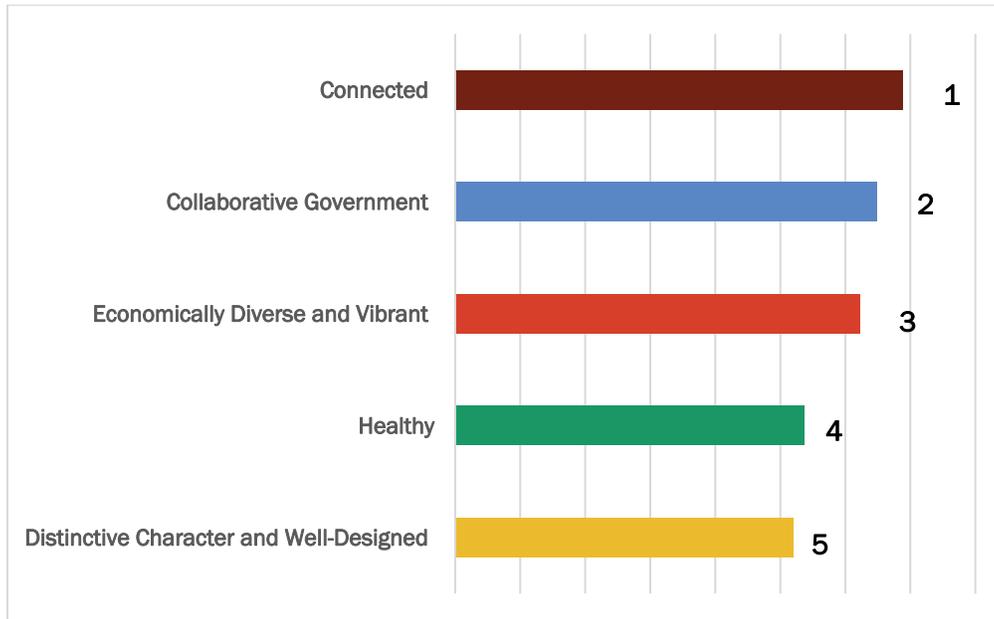
Vision Statement Questions

Q1. Do you generally feel that the Vision Statements reflect what you want to see in Kuna over the next 10 to 20 years. N=440



Q2. Rank the vision statement topics in order of importance to you (1 being the most important and 5 being the least important) N=443

The vision statements were generally well supported. Connected and Collaborative government were the highest rated amongst survey participants and distinctive character was ranked the lowest overall. The chart below shows the statement topics in order of importance.



Q3. What changes, if any, would you make to the vision statement? Is anything missing? N=204

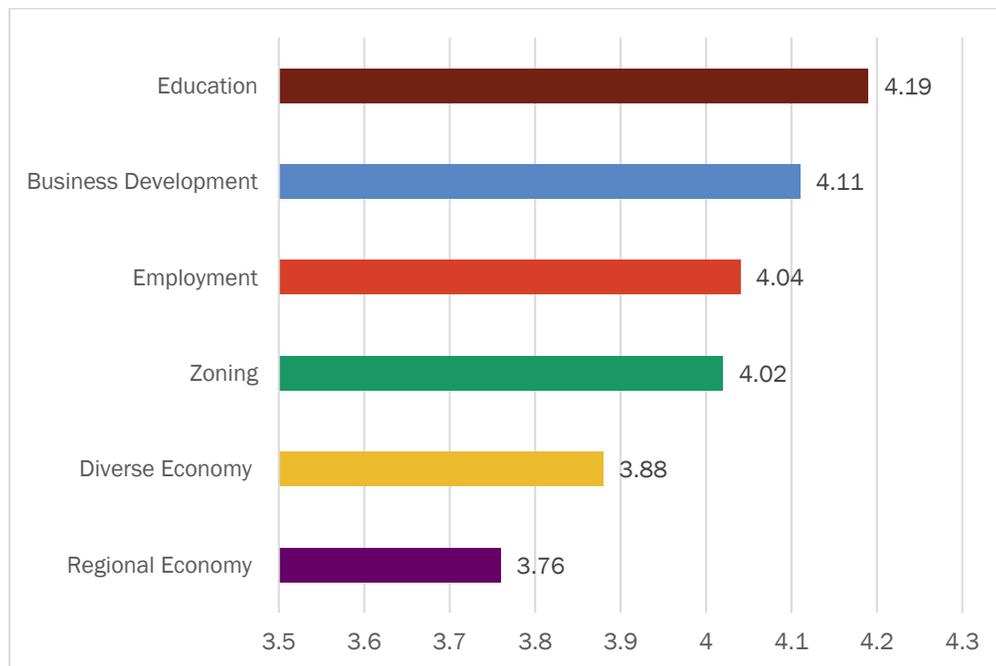
The below selection of responses shows notable themes and recurring ideas related to the vision statement. A full list of responses can be found in appendix A. Project specific ideas have been incorporated into the Ideas and Other Input section of this summary.

- Promote growth management and slower-paced development.
- Promote Kuna as a city for families with programming, activities, events and available spaces for play and gathering.
- Promote the development of strong infrastructure within Kuna.
- Promote a diversity of development (residential and commercial).
- Preserve farmland and agricultural spaces.
- Promote safety (police, fire, emergency response).
- Emphasize education.
- Highlight Kuna as a place with many entertainment options.
- Highlight Kuna as a place with strong parks and open space infrastructure.
- Promote art and historic preservation.

- Provide transportation options and access to all of Kuna’s residents, regardless of their location in Kuna.
- Highlight a small town feel and rural character as an important part of Kuna’s identity.
- Preserve wildlife in and around Kuna.

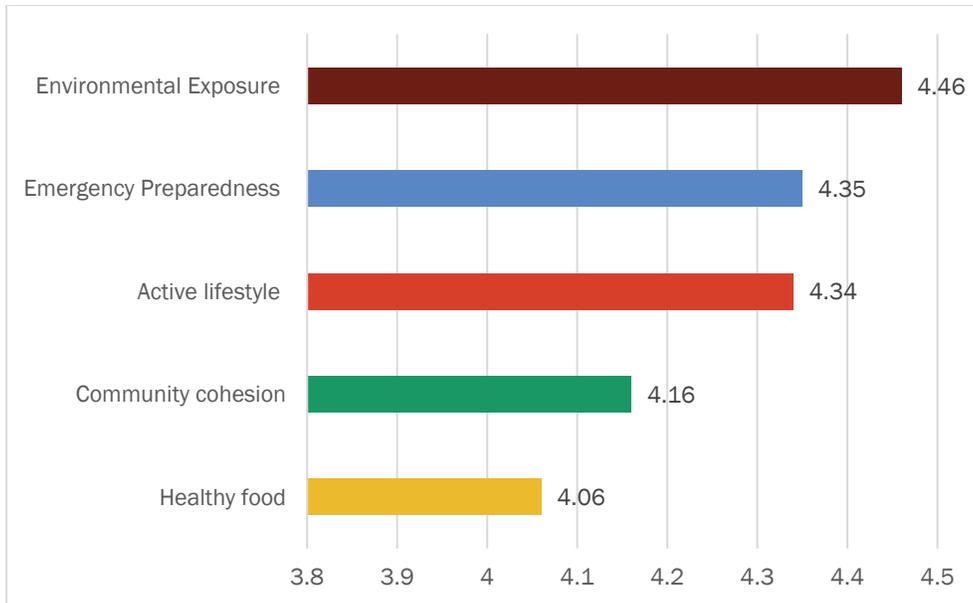
Q4. Please rank each of the following Economic Development focus areas on a scale of 1 to 5 (1 being not important at all and 5 being very important) N=415

All of the Economic Development focus areas listed in question 4 ranked towards the important side of the scale. Education (local opportunities for workforce development, training and continued education) received the highest weighted average of 4.19 followed closely by Business development (encourage entrepreneurs, and support individuals starting businesses) with an average of 4.11. Participation in the regional economy ranked the lowest with a weighted average of 3.76.



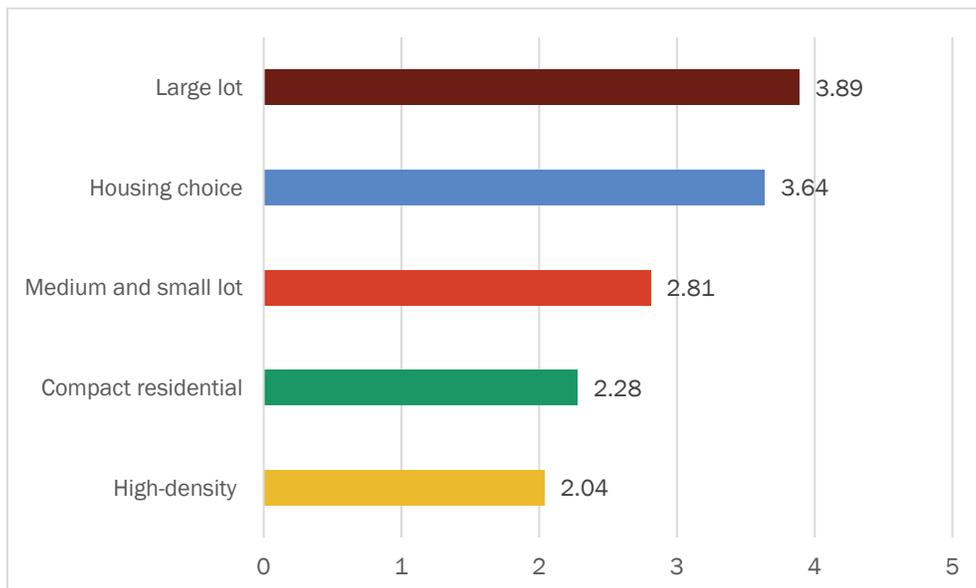
Q5. Please rank each of the following Health focus areas on a scale of 1 to 5 (1 being not important at all and 5 being very important) N=408

All five health focus areas received a weighted average greater than 4.0 indicating respondents felt that these were very important focus areas for the Envision Kuna Comprehensive Plan.



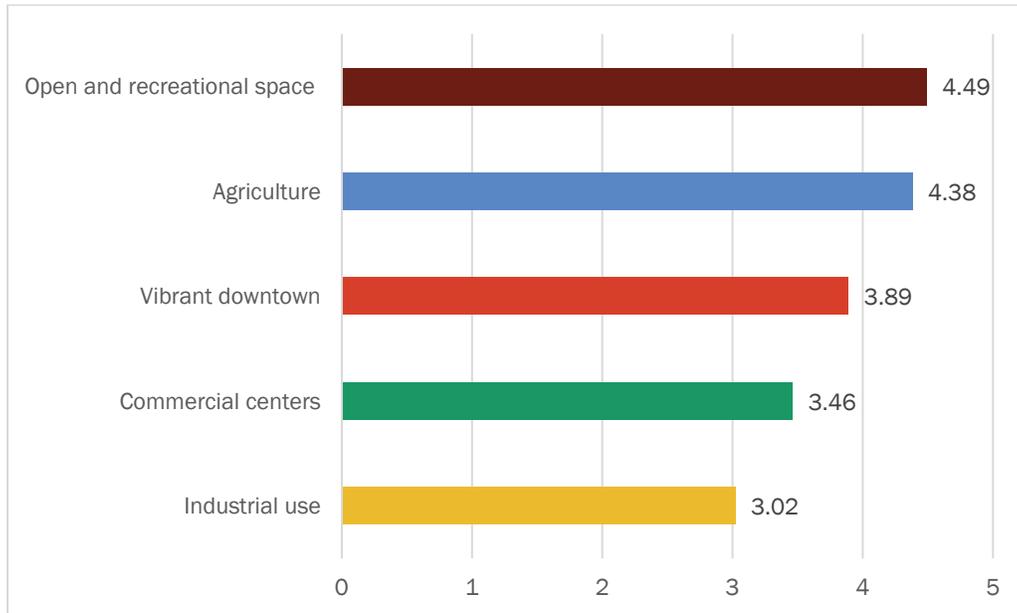
Q6. Please rank each of the following Housing categories on a scale of 1 to 5 (1 being not important at all and 5 being very important) N=401

Large lot homes were the most popular choice amongst survey respondents with a weighted average of 3.89. Both compact residential and high-density options ranked below an average a 2.5 indicating that a majority of respondents did not find these options to be important for Kuna. Housing choice maintained a rating of 3.64 indicating that respondents did want residents of Kuna to have a diversity of housing choices that would accommodate people of all ages, family sizes and income.



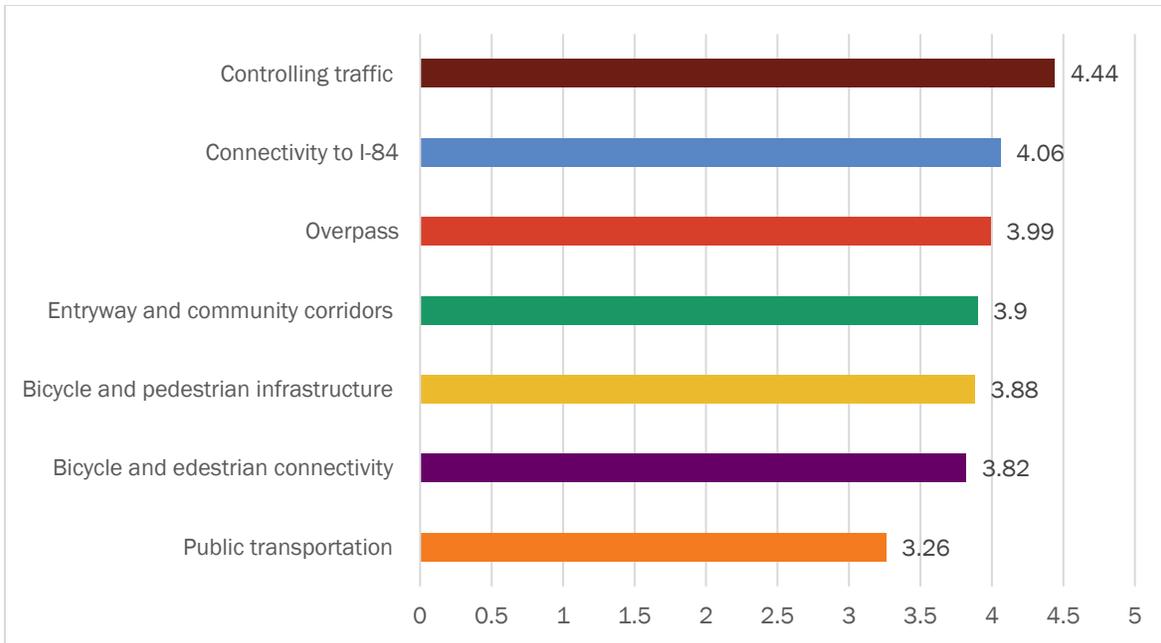
Q7. Please rank each of the following Land Use focus areas on a scale of 1 to 5 (1 being not important at all and 5 being very important) N=402

Respondents ranked open and recreational space along with agricultural use as the two highest priority focus areas. Industrial use rated somewhat important amongst survey respondents indicating that development of this type should be considered as an important part of land use in Kuna, but that the process should be methodical and avoid any negative impacts or disruptions to life in Kuna.



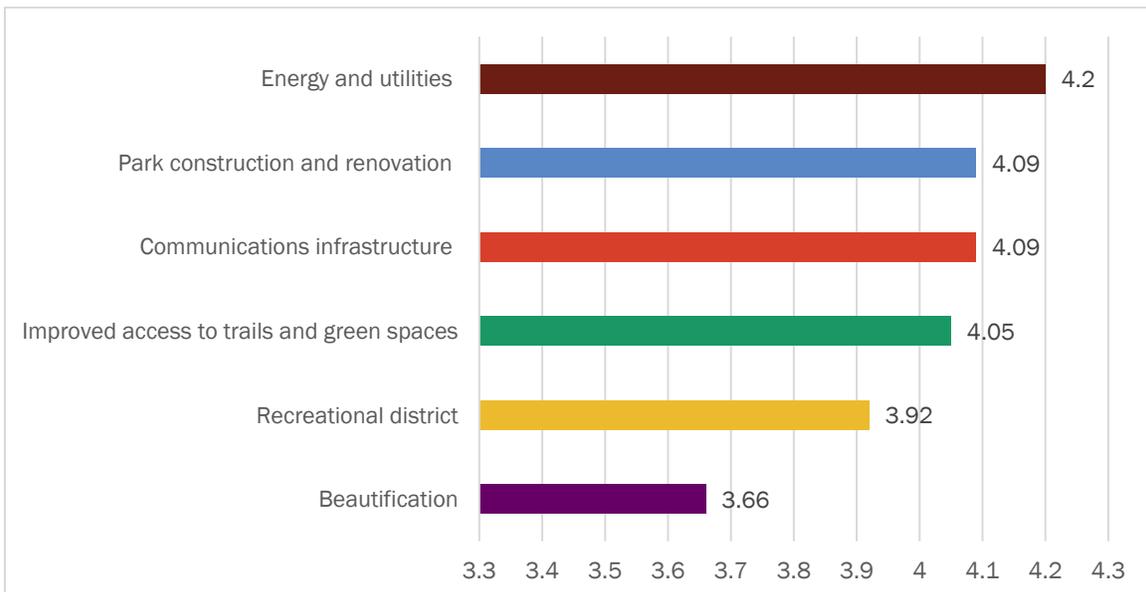
Q8. Please rank each of the following Transportation focus areas on a scale of 1 to 5 (1 being not important at all and 5 being very important) N=402

Responses to most of the transportation focus areas were tightly clustered between weighted averages of 3.8 to 4.1 indicating that respondents felt that these transportation focus areas were important for the success of the comprehensive plan. Controlling traffic was the most important focus area amongst respondents with a weighted average of 4.44. Public transportation was the only focus area category with a weighted average below 3.5, which indicates that this may be a lower priority and has more respondents who are not interested in seeing the development of public transportation when compared to other transportation focus areas.



Q9. Please rank each of the following Community Character focus areas on a scale of 1 to 5 (1 being not important at all and 5 being very important) N=393

The distribution of responses on community character focus areas is very homogenous. Respondents indicated that all of the listed focus areas are important with energy and utilities being the highest priority and beautification the lowest priority.



Q10. Is there anything else you would like to let us know? N=174

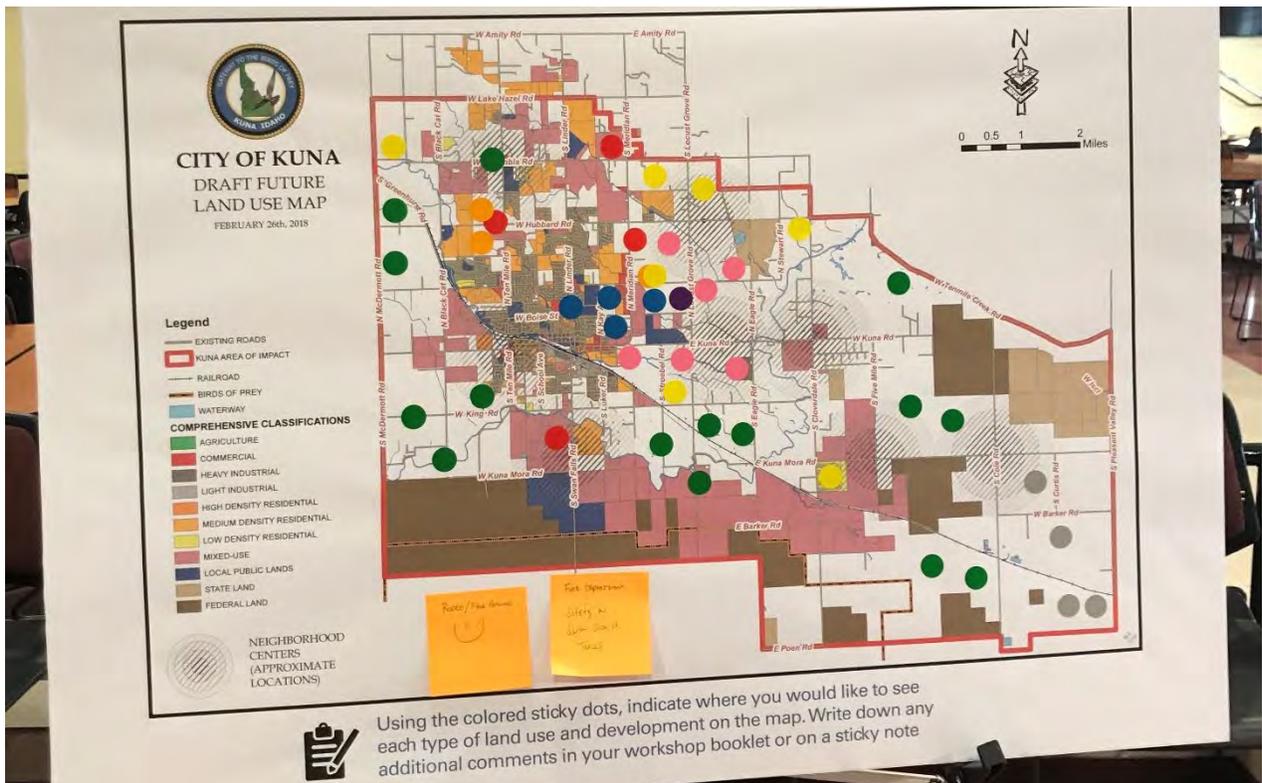
See Appendix A for the full set of responses from this question. Notable themes and highlights from these comments have been included in the Summary of Themes section as well as the Ideas and Other Input from Survey section of this report.

Workshop Overview and Results

Around 40 people participated in the second Envision Kuna Public Workshop and Open House. Workshop participants were encouraged to visit the seven stations around the room and provide input in a workbook and on maps. The workbooks mirrored the online survey questions and included additional opportunities to provide input on a series of planning maps about parks, trails, entryway corridors, transportation network, future downtown development and land uses, including different types of residential development. The workshop input was recorded and incorporated into the above survey summary. Photos of the final maps from the workshop are shown below.

Land Use Station Results

Participants at the land use station were asked to identify areas on a map where they would like to see different land uses in the plan's future land use map. The dots on the map below show where participants indicated a desire for various land uses. The dots are color-coordinated to match the land use classifications identified on the posters shown on the following page.



Land Use

Other Land Uses



Regional Commercial Centers

Intended for use by for-profit businesses such as office complexes, shopping malls, service stations and restaurants

Handwritten note:
Add 1/2 acre per building
20-40,000 sq ft building
100,000 sq ft building
50,000 sq ft building
100,000 sq ft building



Mixed-Use and Neighborhood Activity Centers

A walkable neighborhood area comprised of mixed land uses with interconnected residential, commercial areas, schools, civic and public spaces. These spaces are not connected to the city core and serve as standalone areas where people can live, work and play.



Light and Heavy Industrial

Light Industrial: production and business that includes manufacturing and wholesale facilities that are clean, quiet and free of hazardous or objectionable elements such as noise, odor, dust, smoke or glare. Light industrial areas are typically more attractively designed and are in business-park type settings.

Heavy Industrial: intended to accommodate manufacturing, processing and warehouse activities. This area allows for the production of objectionable or hazardous noises, odors, dust, smoke and glare. This district is not intended for public use due to exposure risks.



Agriculture

Intended to preserve, protect and assure the continuing viability of agricultural lands within the City and area of impact. Agricultural uses are typical of farming, dairy production, pasturage, horticulture, animal husbandry, agritourism and agritainment, etc.

Land Use

Housing Choices and Neighborhood Types



Low Density Residential, Large Lot

Includes current R-2 zoning, not to exceed two dwelling units per acre



Medium-Density Residential

Includes current R-4, R-6, and R-8 zoning, not to exceed eight dwelling units per acre



Compact Residential, Small-Scale Multi-Family

Includes current R-12 zoning, not to exceed twelve dwelling units per acre



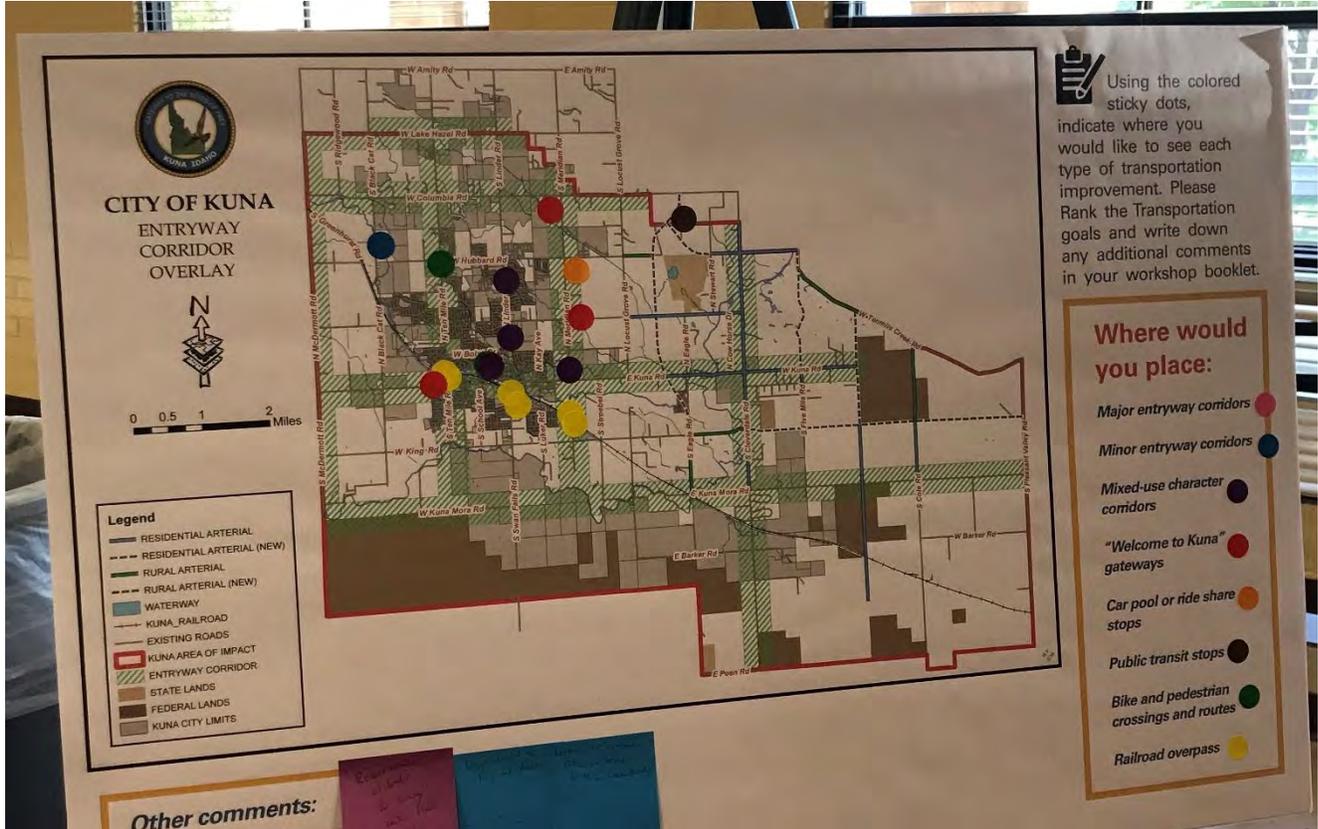
High-Density, Multi-Family

Includes current R-20 zoning, not to exceed twenty dwelling units per acre

Entryway Corridor Station Results

Participants were asked to identify the corridors on the map that they would like to see developed and utilized as entryways into the City of Kuna. Meridian Road, Linder Road and Ten Mile Road were all identified as north-south corridors that should serve as entryways, with Linder Road featuring traditional elements of a character corridor that features more design and slower traffic.

Other various transportation elements are also identified on the map including public transportation stops, car-pool and ride share locations and the location for a preferred overpass across the railroad tracks in southern Kuna.



Downtown Development Results

The downtown map station asked participants to identify the area that they consider to be the downtown in Kuna, and where future downtown development should be directed. This station also proposed areas where a “welcome theme” should be applied, so roadway design and adjacent land uses would transition into/out of the downtown core.

Generally, participants felt that the current downtown boundary was appropriate, and supported identifying areas for future expansion. However, respondents were mixed in their feeling about which direction(s) the downtown should expand. Respondents generally were enthusiastic about the idea of a transition into downtown with a well-defined “welcome theme,” and supported the identified corridors while suggesting additions to apply the theme to Avalon Street and allow downtown even more interaction with Indian Creek.

The second poster featuring the full map of Kuna shows where participants identified other areas in Kuna that they would like to see developed as character corridors and community centers that serve similar functions to downtown.





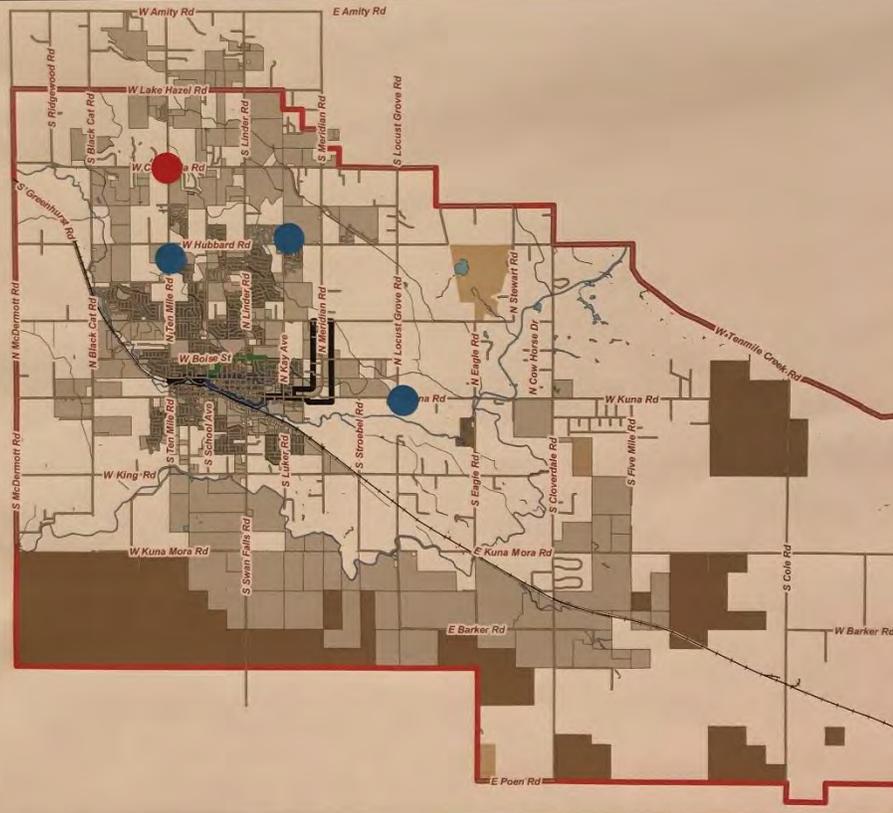
CITY OF KUNA

DOWNTOWN OVERLAY MAP



0 0.5 1 2 Miles

| Legend | |
|--------|------------------------|
| | RAILROAD |
| | EXISTING ROADS |
| | KUNA CITY LIMITS |
| | KUNA AREA OF IMPACT |
| | DOWNTOWN CORE |
| | DOWNTOWN WELCOME THEME |
| | FUTURE DOWNTOWN |
| | WATERWAY |
| | STATE LANDS |
| | FEDERAL LANDS |



Using the colored sticky dots, indicate other locations where similar types of character and development would be appropriate. Write down any additional comments in your workshop booklet or on a sticky note.

Advisory Committee Meeting Input

The *Envision Kuna* Advisory Committee met prior to the survey response period and the public workshop to provide input on the vision, maps and generate ideas for goals and strategies. These comments were used to revise the vision statements shared in the survey, and the maps shared at the workshop. A summary of the results from this input is included as Appendix B.

Developers and Builders Meeting Results

On May 10, 2018, a meeting was held to acquire input from the current and future developers/builders throughout the Treasure Valley area. Questions regarding general development, housing, and transportation were asked to evaluate the positives and negatives of developing and building within the City of Kuna. The questions and responses received are outlined as follows:

What do you like about developing in Kuna? What does Kuna do well?

- Working with Staff – they have really great attitudes and customer service skills
- Kuna is a pro-growth area
- Kuna is very open to ideas and thinking outside of the box
- Smooth, quick processes – really fast turn-around on building permits

What are some barriers to development in Kuna? What can Kuna do better?

- The utilities and rock
- Need to make information for building permits and entitlement applications more available electronically – easier access to permits and information on current development as well (similar to Ada County's web map)
- Entitlements processing has slowed, need more staffing for faster review times and turn-around
- Create a more streamlined process, preferably online: pay online, upload documents, etc.
- Kuna should attend/represent Kuna at monthly Building Contractors Association meetings – offers a good format to attract a wider variety of builders to Kuna
- In general, Kuna should promote themselves more to get the desired land use patterns, developments and variety of housing types

What is needed to make diverse housing options happen?

- The current ability of an Administrative decision on deviating from dimensional standards is a good thing
- It would be good to have a supporting lot size for 1200 sq. ft. homes on smaller lots
- It would be good to revisit dimensional standards in the zoning code that actually allows the underlying zoning's density to occur. For example, it is not possible to get six units per acre in

an R-6 zone due to minimum lot sizes and frontage widths. This makes it harder during the public process, as it appears to the public that developers are seeking more intense density than will actually happen.

- Educate the public on how the process works and what the limitations are; create a standard public process – this would help alleviate neighborhood concerns when developments are proposed.
- Try to get away from the one-acre or larger-sized lots in Kuna; it is not feasible to provide city services.

How can the City of Kuna incentivize builders/developers to make diverse housing options happen?

- Implement a density bonus in exchange for clustering, amenities, and lot variances
- Promote use of the Planned Unit Development ordinance

What are ways we can work with the development community to achieve uniform, functional and aesthetically pleasing corridors as development occurs?

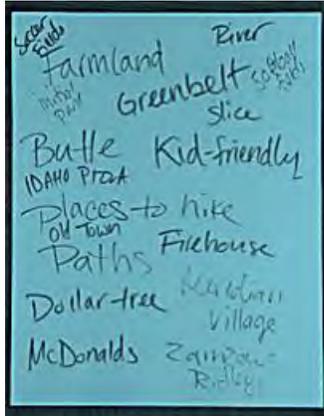
- Update COMPASS numbers, and get all figures updated as well
- Implement ACHD policy amendments to approve variances and create more latitude
- Educate the Planning and Zoning Commission and the Council on one-acre lots and larger, they do not pencil out “(no less than 3/acre)”
- Work to create a more business-friendly community; housing demand will follow job types available just like housing creates the demand for commercial
- Highway 69 and Ten Mile Road needs more density housing behind commercial development
- Highway 69 and Ten Mile Road are different than Linder – Linder is more adequate for multi-modal
- Create a low stress alternative transportation network (example. Sacramento)
- Mason Creek and Indian Creek should be identified and preserved
- Show future pathways ahead of time to create neighborhood connectivity

Other general thoughts and comments:

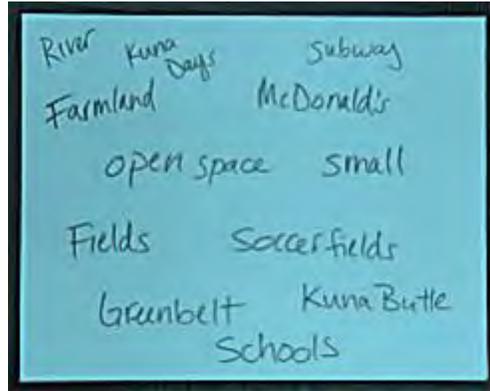
- Kuna is expensive in the Treasure Valley for building permits (example: water and sewer hook-up fees for new multi-family buildings)
- There is a demand for density – townhomes and 4-plexes are filled faster than they can be built
- Zoning is the key to do density
- Housing costs are rising faster than wages
- Develop boundaries and impact fees

Reed Elementary Student Engagement Activity

An outreach effort occurred to receive input from children living within the City of Kuna. On May 6, 2018, City staff and consultants met with three sixth-grade classes from Reed Elementary. The students were asked to mark on maps to indicate where and what they would like to see in Kuna in the future as well as write down what they currently love about the City on large poster boards.

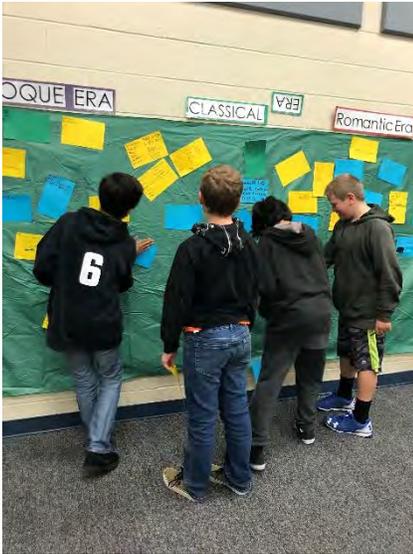


What we
♥
about
Kuna



A wordle was created to display the answers received from the students regarding what they would like to see in Kuna in the future. The responses appear larger the more repetitive the response was amongst the students.





Take-Aways

The information collected in Phase 2 of the Envision Kuna Comprehensive Plan project will be used to tailor specific recommendations and strategies for the final comprehensive plan. Below are highlights of how citizens' desires will likely shape the final plan.

- *Strong support for the existing vision statements, with some slight, but key revisions.* The updated vision will reflect the key themes identified in the sections above including specific additions relating to the importance of education, safety, open space/agriculture, public facilities and a controlled growth management approach.
- *Details about the location and feeling of entryway corridors.* Adjustments to the definitions, locations and design/development strategies along entryway corridors, adjacent land uses and methods will be articulated to encourage high-quality character along key corridors.
- *Refinement of the Future Land Use map.* The revised map will focus on retaining agricultural and open space areas, accommodating space for larger home development, allowing mixed-use development in many areas to meet desired commercial and residential needs.
- *Integrate health, economic development and community character into all goal areas.*
- *Identify growth management techniques while still encouraging needed development.* Recommendations will be tailored to focus on directing and managing growth in ways that support the beloved character of Kuna.
- *Identify specific ways to develop more activities for youth, recreation.* Both the survey and the school outreach expressed strong desire for more options for things to do in Kuna.

Appendices

Appendix A: Open Ended Survey Responses

Question 3. What changes if any, would you make to the vision statement? Is anything missing?

- roadway travel
- Manage growth
- We need more child friendly activities and programs. A playground or 2 in the Deserthawk subdivision would be great. There a tons of young kids babies to 7 yrs old that live here. Holiday events geared towards toddlers and young kids would be well appreciated by the community. Love this town so far as it is.
- More emphasis / focus on diverse development including larger commercial developments (anchor stores like Target or Fred Meyers) and diverse residential development. There is WAY too much cookie cutter small lot starter homes in and around Kuna (mostly CBH homes). There needs to be more larger lot residential developments to provide diversity, a stronger tax base and sustain values.
- none
- no
- Focus more on quality of life than saving our small rural town feel...
- Really need a connecting pass over the tracks.
- We are new to Kuna. The goals for the area seem reasonable. We just hope that the vast farmland will be preserved. That farmland adds to the vibe and charm of this area. And it is so vital to life.
- Right now, I feel like Kuna isn't fulfilling the vision because they continue to approve very small homes on very small lots all over the place. And they also make it difficult for businesses to come here. They have chased away a movie theatre and Reed's Dairy just as a couple of examples.
- Please add a brewery and more Restaurant options... Not pizza places. This would, I guess, be under economically diverse.
- Would like to see a growth plan that would keep growth at a slower pace. Like to see agricultural land not rezoned for residential or mixed use all the time. Need a plan in place for natural resources as town grows.
- "I hear a lot about schools and daycare needs. I would like to ask about what is being done to engage those children after school is out?"
- Kuna is going to attract a lot of younger and middle-income families over the next twenty years. I would like to know about what is being done to retain and increase a diversity of population. There is a dangerous level of rental properties within Kuna. These properties and their occupants are often in a state of transience. These presents a number of social and community pressures that are hard to deal with once out of control. Drugs and shootouts in our streets potentially could really increase. What is being done to prevent this brewing storm?
- Diversity... Race seems to be the major draw of attention in regards to this subject. However, we need to attract all levels of social and economic class. We need to attract people of all ages into

our community. People of faith should be encouraged to locate within our community. Our farmers and dairymen need to be retained and encouraged to remain a vital and real part of our community and heritage.

- I am also speaking to the diversity of our presentation to one another within the community. How about planning for diversity of neighborhoods. IE. In Meridian, one can drive for miles and the houses begin to all look alike. The intersection gas stations, store fronts, malls, offices... They all look alike. Meridian has failed to provide diversification between its neighborhoods. They all share the same look, character, and feel. Business parks need not be isolated all by themselves away from their customers and employees.
- DON'T LISTEN to the whiners about a RR overpass for S. Kuna. Instead, consider a Firehouse with EMT on the south side one day. Also, some dedication to the immediate clearing of our streets of snow/ice.
- Health AND SAFETY ...
- Our community needs to strive to be proactive and not reactive to the dangers before us.
- EXAMPLE: A blind corner with high speeds will result in traffic accidents and potential death(s) at the corner of E Stagecoach Way(Traveling West) and S Swan Falls Rd(Traveling North). DEATHS WILL HAPPEN !!!
- Thank You for your Request/Poll and requesting our feedback. We are excited to see the process ahead and how this community will face into the wind in regards to these coming changes."
- Nothing needs to be changes.
- Safety of our community and children
- The connected aspect is most important to me. Missing from the connected statement is the mention of parking. Many people, both from Kuna and the surrounding areas will need to drive in to town. If there isn't adequate parking they will not be able to use and enjoy the pathways, shops, sidewalks, etc. that are important for business and community interaction, healthy lifestyle, and distinctive feel of the town. They will be discouraged from coming if there isn't enough convenient parking. For instance, the recent enlargement of the sidewalks that created a too-narrow street and more difficult parallel parking on Main Street was a missed opportunity to use the road space to make slanted parking like they have in downtown Nampa. Because that section of street is now so congested for drivers not only does it give downtown an uncomfortable feel, it discourages people from patronizing that area of town.
- Safety, for the kids
- None.
- Railroad overpass for god sake!!!!!!
- Railroad crossing.
- None
- A Bigger emphasis on education
- None
- N/A
- No
- A bridge over the Union Pacific rail tracks is a necessity. No more slow response times for first responders!!!!!!
- don't have anything off the top of my head

- In regards to being economically diverse and vibrant, I don't mind businesses coming in to support the community needs, but I don't want to see the city of Kuna turn into a business hub (no high-rises, no freeways, no hotels, new/used vehicle lots...), which would threaten to quash the town as a bedroom community. As far as land use and planning goes, I am already upset about the density of homes and the lack of schools. The builders reap huge revenues for themselves by building as many homes as they can on the smallest sized lots they can, attracting budget-wise families into a community that can barely sustain our current education infrastructure. Make builders responsible for adding to the needs of the community... if we can't force them to build schools and parks, shopping and recreation areas, then charge them more to build so that the money can be used toward those community needs. Can't get a Fred Meyer to come to town, so let's build another dollar store. Can't pass a recreation district to bring in a YMCA and Boys and Girls club on property that was donated, then let's fill it up with more homes! At the other end of town, Silver Trail Elementary was already at capacity, and then the city lets a builder add 400+ more homes right next to it. What is going to happen to the recently restructured school boundaries once all those homes are built and occupied? For one thing, we'll certainly need a few more elementary schools. Builders will have moved to the next project, while the residents have to pay more taxes to build much more needed schools. If the city is going to keep allowing homes to be built, then we need more premier subdivisions and parks, not just fast money pits that benefit rich builders getting richer. Sure, the apartments at Deer Flat and Ten Mile are needed, but they look hideous! Terrible layout, landscaping, and colors. Just a bunch of stacked boxes in a dirt lot without any internal community amenities. Is it just me, or am I the only one that noticed Slyce Box, Dominos, Firehouse, Papa Murphy's, and Pizza Hut now have to share more of the pizza market with the competition of Little Caesar's? Do we really need six pizza shops?? Where's the diversity in that decision? A lot of good things are happening, but a lot of undesirable nonsense is happening, too, that threatens the desired growth of this city.
- None
- "Does the rail that you mentioned mean that the overpass for the train is a thought? I hate living on the southside of the tracks & have to stress about getting to work on time. If I miss the school bus, I miss out on hours of work not like other people & their jobs.
- It would be nice to have a dog park more like Meridian or Nampa. Sorry this one sucks! Please NO more pizza places we need restaurants. The is really improving. Thank you?? "
- Quit taxing the shit out of us
- None
- N/a
- Looks great!
- Nothing
- "It sounds good, but you don't listen to your patrons!
- no
- Voices of the existing citizens REALLY need to be heard when expanding the community. There are some people living here that have been here their whole lives, or for a very long time that know what Kuna was like when the population was 1,000 and smaller. The boom that is happening is a really big deal and their/our ideas of expansion could be of great help to relieve some of the congestion, or at least bring different businesses or eateries to the community that would thrive.

- Keep Kuna an agricultural town
- Looks good sounds about right
- Control the growth.
- The Kuna park planning is shit. Why the hell would you put a splash pad in the middle of the Fisbee golf course. Kids are going to get hit in the head all the time. Don't be foolish like this again. I don't want my tax dollars being wasted.
- More walking trails
- Find alternative ways of communication with the population at large. Many never hear or know about activities or changes.
- Under Healthy, clean air is a current problem right here (literally) the cow farm across the street from this high school creates a very uncomfortable air to breathe in a big surrounding area. It should be moved!
- Not sure
- Yes, we need to start limiting the commercial permits I see a Another pizza place is coming in on deer flat. I have no problem with commercial but let's get some variety in here instead of only pizza permits. We have to drive to Meridian to get anything that's different
- I'd like a statement that involves an educated populace.
- None at this time
- Greenbelt, City parks with more amenities such as tennis courts, pickle ball
- no
- Halt the growth, wait... Make farming more lucrative
- I would add that Kuna includes entertainment opportunities for people of all ages. Otherwise, the statement encompasses all important topics.
- Child activities/entertainment
- Not that I can tell.
- Stop building homes and bringing in large box stores. Stop ruining the small town. Push the city limits towards the desert and not west of town. Stop shoving 6 homes on an acre and only put 3.
- More art, in all forms. outdoor seating
- not that I can think of right now
- N/A
- There are not any changes that I would make to the vision statement.
- Make sure that it is followed. The managed growth of our community to make it better, not just bigger is critical for a future community we will value and want to be part of.
- Safety. With our town growing rapidly we need to keep all these kids safe while walking, riding bikes, etc. Larger population, more shopping/activities, more schools, more kids, more cars, more roads....
- None
- Slow the growth down
- Committed to building and maintaining a strong infrastructure, family recreation areas for all (ie pool, golf, parks, etc), quality medical care, robust local WiFi, and promoting Kuna as a model community with city amenities while keeping the small-town flair. I love Kuna and am proud to be part of the Kuna family however it is a concern when I hear Kuna is just full of bars and the cheapest place to live in the valley.
- Infrastructure. Many of the roads around Kuna are desperately in need of repair. Ten Mile Road, Linder Road and Hubbard are horrible.

- No
- Movie theater needs to be priority. As well as a possible big box store, Fred Meyer, Target or Walmart
- Adding to this statement would be that the array of transportation should be available to all citizens including those living on the other side of the railroad tracks where commuting and emergency services are limited to those of other citizens of Kuna.... that Kuna will have an array of transportation choices available to citizens and visitors. Kuna's streets, sidewalks, highways, pathways, trails and rails will not only allow people to safely and efficiently move in, out and around Kuna, but also contribute to the community character.
- Keep Kuna Rural. so many house and businesses coming it takes away the small town feel, increases traffic and decreases the beautiful peaceful farmland. Kuna doesn't need to be the next Meridian.
- "Undeveloped large areas needed for diverse plant, animal & bird life. We are losing our wildlife & it is very sad.
- You will need to address how to stop the vandalism, littering & graffiti that is happening on the Indian Creek Greenbelt. It is already a mess. How will you add more areas like this if you let the kids run rampant now?"
- Education and children- youth engagement programs available with healthy living and activities. Arts and music included. Events to draw people away from Kuna to come to Kuna and spend money then leave. Roads and services established prior to increases in building.
- Restoring historical sites, keep and add to community events, art in the park Kuna style, a nice restaurant or two featuring steaks, bbq ribs, & healthy choices, dog park toys donation box, and road maintenance and expansion.
- When will Kuna have a public pool and water play park?
- I like it
- I don't see a need to any of this. The changes that I feel like need to be made is that this all needs to disappear.
- Stop planning everything. Get government out of planning. Allow property owners to do with their property as they wish without government needing to give consent. Stopping taxing everyone and everything. Government should only be about protecting life, liberty and property, not providing or planning for life, liberty and property.
- Kuna should be focused on truly community amenities and planning and NOT health/wellness personal services. The city's job is to ensure a nice place to live where we invest, not personal services on +how+ we live daily lives.
- That growth should be carefully planned. So much growth in housing - is Kuna government (I.e. police, city services) able to keep up?
- none
- The functionality of the environment is important.
- I just don't agree that we are moving toward a distinct character and well designed. Traffic is horrible for a small town, and we are starting to look like "any town USA" with the chain stores and restaurants.
- It lacks connection to public safety.
- Put up a sign that says "Visitors, welcome to Kuna... NO GO HOME AND STAY THERE!!!!!"
- We need a way over the railroad tracks on Swan Falls
- no

- It is a sufficient, if necessarily broad, vision statement.
- None
- Proper zoning of land to retain as much open and agricultural space as possible
- None
- Provide new types of business not just a variation of the same type of business.
- More community involvement
- Not losing roots as an agriculture community
- I hope to see Kuna not get so big like Meridian. Keep the small community feel
- What to do about the railroad crossings. What can we do to make access over the tracks when they are in use or stopped over the crossings!?!
- ok
- Avoid narrowing streets to increase walking areas like the rejuvenation project of down town. Don't remove bike paths like in the rejuvenation project of down town. adjust streets as needed to incorporate 1-way travel to increase parking. Enforce traffic rules including j-walking in the downtown corridor. Eliminate small starter housing in future subs.
- Prior planning of roads before housing is built.
- Kuna needs a recreation center for all residents. This would be place like a YMCA where young and old can go to swim, play basketball, run indoors, etc..
- retain a small farm town feel
- "Education.
- There are not enough schools to support the growth that is happening right now, and our children are suffering because of it. "
- More community input
- Prioritize Education ... quality, safety, classroom size, & infrastructure
- Grow slower. Schools need to be able to catch up & police force.
- I wouldnt change anything
- Rec center for families/kids. There's so many kids here and so little for them to do. It's a shame with as many families that are here you have to go into Boise meridian or Nampa for many sports, lessons or extra classes. I've spent 18 years driving my daughter into town most days for dance, cheer, swimming etc.
- With this growth, what plan are there to support the schools?
- Stop all the growth in this town some is good but for real your doing so much that you are just bringing in the crime and no way to handle it
- A recreational center with a pool and hot tubs to teach swimming, rescue skills and provide water exercise classes for people with mobility issues who cannot ride, walk or run on trails. A rec center where yarn hobbies can be taught like knitting, loom work, yarn spinning and dyeing. When not in use, rooms can be rented out for meetings for income. Pool and hot tub can also be rented out for family gatherings and holidays for 3 hour blocks.
- Kuna needs to provide its own police force instead of paying the county.
- Roads & infrastructure is maintained & expanded
- No
- .
- Nope
- None
- Budget control save city funds for future

- Infrastructure is completely ignored. Lack of road space causes great animosity in this community.
- It sounds good. It just needs to come true. Industry and jobs. Not much now. Transportation choices. None. How are you technologically connected? Santa Monica has free WiFi throughout the city. Downtown looks better but now the roads are too narrow and people park outside the lines making main street even harder to get through. The new Kuna sign seems to be in a strange place. Why down there and like a foot off a busy street.
- None
- STOP BUILDING SUBDIVISIONS!!!
- None
- We need a few more higher end subdivision. As families grow and can afford a larger home they move away because they can't find one here.
- We need better infrastructure planning for future growth.
- The schools and education need to be improved. Zoning and roads already are an issue. Kids / teens need activities and centers to do year round within a radius that they can get to safely.. The Y on eagle is not an option for most Kuna residents
- I wouldn't change anything
- Less subdivision development. Infrastructure needs to be improved first. Traffic is horrible.
- No more large housing subdivisions
- Please add educational opportunities. Let's invest in our youth and make sure that they have access to quality education. Also, for connectivity, internet access is a concern that should be added even though it is virtual. Much of Kuna has very poor-quality service that will only worsen as population increases.
- None - it's been well thought out
- Please stop allowing the same type of businesses to build here. Too many pizza places etc. We don't need a D&B that will probably run the new tractor supply place out of business. We need more diverse businesses
- No
- Looks good. Let's work on it.
- Not missing, just misdirected. Kuna was a small, lovely clean community that is now falling prey to the demands of big-city people moving in and wanting conveniences that they moved away from. Keep Kuna a COMMUNITY. Keep Kuna local. Keep out big box stores and let small businesses flourish. I'm sad sometimes to see that Kuna is becoming what Meridian used to be, and I'm worried that this lovely town I grew up in will be changed irrevocably by an ugly tide of greed and laziness and selfishness brought on by someone's desire to not have to drive ten minutes to buy anything they think they want, and forcing the rest of us to fall in line for the sake of Getting Along. Bring the farms back so our kids can appreciate hard work and hard-earned money. I spent many hot days working the fields for a local farmer to put money in the bank for my first clunker. Make a curfew. Keep kids off the streets and in church or the library or at home where they belong. Keep Kuna clean on more than just the exterior. I love this town. I always have. But I fear for her future.
- "I would like to see planned, thoughtful growth for both residential and commercial
- "
- N/a
- Schools/education and professional development

- Roads and education.
- No
- Protection for the community in the way of a well-funded fire department and police department.
- N/A
- "The land use plan could be more clear
- "
- "I'm worried about roads and schools.
- "
- Should you say something about quality of the schools?
- I would add to maintain Kuna being a family oriented a safe place for families to raise their kids
- No
- There is no discussion of housing
- It needs to be more realistic.
- Big box commercial businesses
- No more subdivisions
- None
- Keep rural and agricultural community thriving by keeping farming as our number one industry, and strive to develop areas that will least impact agricultural areas.
- What's missing is it's not being followed. Too many minimum wage jobs, too many pizza places and too many spit and toilet paper cheap houses (CBH Const). Quality needs to be brought in.
- More kid friendly! Boys and Girls Club, we need things for kids and families. Bowling alley, pool, movie theater, YMCA. I would have loved having access to facilities like this when my child was growing up, instead I found myself spending my money in Boise and Meridian, had Kuna been more kid/family accommodating I would have much rather spent my money here, in my hometown.
- Keep it small that is what makes Kuna desirable as well
- Insure variety of housing to keep both large and small families coming to Kuna.
- None
- NO MORE R6! OR 4.25 ZONING. Bring in higher incomes, nicer properties.
- "'Land uses should meet community demands for services and sustained economic growth. Development should be planned, designed and built to keep Kuna a desirable and distinctive community'.
- Also to maintain all other aspects of the mission statement (i.e. health, distinctive character and connected).
- These five categories in the vision statement are also missing one important category of public service and support (police, fire and community service). "
- Transportation for physically handicapped would be great
- Stop the house building the roads and traffic are getting terrible day by day. Move hear for the small town. Crime is increasing as well
- Sounds good, now apply it. Treat business owners equally without favoritism and bias. City government will be honest.
- Actions that back up the words
- Don't get caught up in the "sustainability" culture until Kuna is on a sound economic footing. Otherwise, a lot of money will go into planning and less will be accomplished.
- None

- N/a
- A free and clear crossing from South Kuna to North Kuna. Preferably, Ten Mile road.
- Equal growth between businesses and homes need to be addressed. Too much too fast, Kuna will not be able to handle.
- Stop building
- We need more diversity in property. We need more 1/2-acre lots & the builders need to give more to the community than just houses.
- I would like to see a percentage of land dedicated to agriculture so that it truly preserves the rural feeling and prevents the city from becoming completely suburban.
- "More industrial
- Less crackerjack box subdivisions"
- Retaining the roots of Kuna and not getting blinded by the money that government can make off the growth. The growth is already faster than the common sense of city planning. Traffic is horrible, bottle necks everywhere, Meridian road is going to be the next Eagle Road. Infrastructure should be established before continued growth. I've lived in Kuna forever and its obnoxious to get anywhere. There has been no foresight to traffic, and it is painfully apparent with the current growth that this is the true Kuna vision and future plan. There is more construction of commercial buildings and subdivisions than there is roads etc.
- Something about your accountability in destroying the education system with your irresponsible subdivision approvals
- Looks great
- I would like to see less fast food restaurants and apartments. A bus line would be nice.
- Let the business side catch up before allowing more housing developments to go up
- No
- None, it looks thorough.
- No
- no, it hits all the topics that affect the citizens of Kuna and the surrounding areas.
- Include growing school district into development plans. Highways and roads are already congested and planning to expand roads needs to be included as well.
- Less development- cut back on subdivisions for now
- I don't want Kuna to be the next Garden City in the valley. We need to plan the new growth of the city to reflect a well-planned and organized effort. It needs to be "classy not trashy". PLEASE do not let Walmart come to town.
- "Re-word
- Healthy
- Citizens will continue to enjoy ample opportunities for a healthy, active lifestyle and abundant recreation, including connected trails and open spaces, as well as increasing opportunities for access to a range of quality, local health wellness services."
- Education, libraries, extended learning, community education and after school options
- The importance of children in this community.
- A SAFE small town!!
- None
- No
- None
- Maybe take a look at our schools and teacher pay?

- Agriculture, agritourism, history, historic preservation
- "Getting in and out of Kuna. Soon, because of crazy growth of homes, Kuna will be landlocked. Meridian Road, 10 Mile are not able to handle today's population, it'll never support 5000 new homes. That's at least 10,000 more cars. Plus, Meridian is building another 10k plus homes from Overland South towards Kuna.
- You can have the best City in the World, but, if no one can get to it....."
- I think there should be mention - and focus - to recruiting large, blue collar companies to relocate to Kuna. It still affords reasonable housing for employees and plenty of room for growth & expansion at reasonable rates.
- Slow down housing growth approvals until our infrastructure and schools are caught up. We will forever be behind unless something changes
- None
- Slow down the growth! Stop decimating our farmland!
- I wish the vision made me feel like you cared more about the families who live here now than those you hope to join our community later.
- there is nothing in there (or I probably missed it), about our old infrastructure. too quick of growth will surely take away our small town feel.
- Increase in trails and open space, parks
- Economically diverse and Vibrant should be ranked #1 but I ranked it #5. In the past, Kuna has overemphasized the positive impact of industry and downplayed the negative. The comp plan has had huge industrial areas but industries have ignored Kuna. There are good reasons for this, and the first one is transportation. Kuna is at the end of highway 69 so we have no infrastructure for through truck traffic. We are on the UP mainline and that track is NOT available to deliver rail freight to the Kuna area. It is a scheduling issue, unless a spur track is built into the Nampa switching yard, UP will not allow any local train traffic to interfere with mainline train schedules. And I doubt they will set aside right of way on their mainline to build a spur track. The type of industries we will attract will be the ones that are not welcome in the Boise/Nampa/Caldwell area, industries like Best Bath that will impact the quality of life in our town. Kuna will continue to be a bedroom community with a mix of local services. I believe our best path forward will be to plan to be an outstanding bedroom community. I know this is tough from a revenue standpoint because houses don't provide the level of revenue industry provides, but if our past returns on investment to attract industry are any indication, we will be better served to make the best bedroom community we can and attract higher valued housing investment.
- Open space being a priority and more diverse homes.
- "Development needs to be managed to pay for the growth.
- The community must grow better, not just bigger.

1Q 10. Is there anything else you would like us to know?

- roads as we are growing
 - "WE WANT A POOL!!!!!"
 - :-)"
 - We are growing at a ridiculous pace right now. I would rather our economy slow down a bit to allow for our infrastructure to keep up. I don't want us to turn into another Meridian with overcrowded roads and schools. Otherwise there is no reason for my family to commute an hour every day to work, and might as well live closer to where we work.
 - Reduce the number of small, high density, cookie cutter (CBH) subdivisions - especially in the outer areas of town. Need more larger lot, diverse looking homes and subdivisions. Preserve ag lands to in areas away from main roads (Meridian Rd) Promote, recruit more commercial, especially a larger anchor type store like Target or Fred Meyers along Meridian Rd.
 - Please repair the roads where they cross the train tracks. They are extremely rough in places.
 - "We need more restaurant choices besides Mexican & Pizza!! Preferably fresh, made from scratch options. Stay ahead of growth (streets, public transportation, utilities, pathways, parks (inc. dog park), gas station options etc. Encourage other builders besides just production builders (Corey Barton & Hubble Homes).
 - Encourage businesses such as self-dog washing, computer repair, dry cleaning, movie theater, nail salons, and grocery options like Boise Co-op & Rosauers."
 - No
 - I love Kuna and I understand growth. The major downfall is pedestrian/biking access. Right off my neighborhood my family has to walk next to meridian/kuna/avalon rd with no safety in place. Also the greenbelt extended east from orchard and a bridge over indian creek to gain foot access to the south would be AMAZING. I am a disabled ex police officer who cant drive anymore so foot access is a priority to me and my family.
 - We don't want to see Kuna become another Meridian.
 - Nope!
 - "Thank You for Asking and Listening !!!
 - Blessings !!!
 - David & Carleen Kemp"
 - To improve safety for the residents south of the tracks. We must figure out a way to put in an over pass. Trains increasing, now rental train car storage in city and increasing delays which could mean someone life if emergency services can not get over the tracks.
 - Keep Kuna a small town. We dont need to be like any other town. Kuna is peaceful and its open. But as soon as you build more houses, its gonna be less peaceful. Especially out Pleasant Valley way. My neighbors and I love to look out our back doors and see the sod farm, if that land turns into apartments or more houses, we will end up moving out of the town that we love and have been here for 16 years.
 - I wholeheartedly love Kuna and appreciate that improvements are being made. I appreciate the community leaders' efforts. I will add that a very important aspect of town that was not mentioned in the plan is convenient and safe access to schools. The morning congestion on the
-

southwest entrance to town is a huge problem especially because it is the access point for so many school busses and students and families. Another crucial area of congestion that needs addressed is the access to Kuna High School from the west. Please remember that students coming into town and to and from schools by bus, car, and on foot make up a significant amount of the transportation activity in Kuna. Please make it a priority! Contiguous, i.e. connected, sidewalks throughout the entire town are essential for the safety of our children. Basically there should be sidewalks along every street and frequent, safe crosswalks. This is not yet the case. Also, for Kuna to be enjoyable for everyone the focus should expand well beyond the downtown area. Projects such as widening the sidewalks on Main Street are evidence of a limited view of the community as a whole. There are only a few business spaces on Main Street and with our large and growing community equal if not greater emphasis should be placed on the more diverse areas that are actually frequented by a higher percentage of residents. Thank you for allowing and considering residents' input.

- Kuna is overall very very poor for the safety for Pedestrians incomplete sidewalks or no sidewalks. No asst crosswalks lights etc. ten mile and deer flat flags were placed, but a teen almost got hit again, their were many witnesses and tears. Kids are walking in the road to school. Come on kuna!
- We need multiple places for kids of all ages to keep them busy and active and out of trouble.
- I forgot to add in the mission statement, id like to see something of welcoming all types of people, while holding onto the values of Kuna and small town community
- I want to emphasize the importance of roadway infrastructure and repair. Southern Kuna suffers due to the railway. I have been late to work on many occasions due to a ?? blocking both Swan Falls road and West Avalon, and being blocked in by traffic making it impossible to go back out on King/Stroebe. Also, Stage coach needs painted lines near the curve by the Auction House, it is unsafe and west going traffic cuts the curve.
- No
- No
- Keep kuna small. It doesn't need to be a big city.
- Sounds like a lot of hard work ahead. Good luck and listen to the public - no more bars, pizza places, etc. Need variety so we don't have to leave town.
- Enforce beautification in HOAs and non-HOA neighborhoods by citing homeowners/home occupants for violating common sense and dignity regarding unkempt and unsightly home fronts.
- not off the top of my head
- Bigger name restaurants
- We need to review why so many starter homes have taken over our growth and have the strength to start saying "Too much". Too many Cory Barton, and Hubble homes.
- Please enact and pass policies that are forward-thinking that won't lead to increased traffic/Eagle Rd. situation/etc. The culture and feel of Kuna won't be maintained if the city council continues to approve large lots and big box stores. Please add more mixed use and high density housing with anchor institutions that benefit the entire community. Please work more closely with county and state policymakers to advocate for policy change that affects how you make your growth sustainable, healthy, and intentional. Think more regionally because the issues affecting Boise, Meridian, etc. do and will continue to affect Kuna. By collaborating, listening, and engaging with the other local leaders, you'll have a greater success in making policy change.

- Kids need to be considered, more activities/friendly places for them
- I would like to see the green belt be extended to the Crimson Point subdivision, passing by Segoe Prairie Pond and then on to Indian Creek Elementary
- I don't want to see Kuna be overtaken by big industries. I like our quaint town and I hope we can find a happy medium.
- Would like to see less Pizza Stores. When stores are being built there is more Pizza places. Do we really need all these Pizza stores.
- I just moved to Kuna this month and really love the small town feel, open fields/pastures and larger home lots. I'd encourage Kuna to identify and protect specific areas for farming and parks/recreation or even as open spaces. I'd hate to see Kuna turn into nothing but subdivisions and high density housing like Utah.
- "Start enforcing city codes to clean up some of the old subdivisions!
- Stop building so much in Kuna, our schools can't handle what we already have to deal with!!!!!!!"
- 1. Provide a Boys and Girls club so our children have something to do besides get into mischief.
2. Provide a sports complex with multiple ball fields so our community can stay active. 3. Provide a LONG pathway where runners and walkers can exercise safely and without the interruption of traffic. Perhaps around the sports complex?
- There NEEDS to be either an overpass over the Swan Falls railroad tracks (preferred) or a firehouse/emergency responder on the south side of the tracks.
- Tell the big housing developers to eat shit and get out of town, we don't need or want them!
- BRIDGE OVER TRAIN TRACKS PLEASE.
- Use Idaho contracting companies. Buy Idaho!!
- We have a very well designed skate park! However, it is not supervised and a great hangout for kids who are not interested in skating, only disrupting kids who want to actually use it for its purpose. Consider some city supervised times for younger and interested families to use the area. Should be patrolled by police more often.
- Please bring a desirable shopping center, such as Ross, big box store. Restaurants like Olive Garden, steakhouse, chain type eateries. Attract other cities to want to visit Kuna. Avoid apartments! I think the apartments on deerflat and ten mile are hideous and does not fit where they sit.
- More fish ponds
- Reserve the ROW even if ACHD does not. For parkland, plan ahead and buy the land.
- Add a light at Kay and Cleveland. I like most of what I see here.
- "Creating job opportunities/ opening businesses that will cater to all ranges of qualifications will be great.
- Have a first come/urgent with some imaging services in Kuna
- Consider trails for bikes for near and to the new high school
- Not small clusters of housing, more commercial!
- Downtown needs a big makeover, we are not a little town anymore. More parking areas, businesses with modern store fronts, more beautification and easy access.
- As the city grows, we need to make plans to make it efficient and also safe and beautiful. "
- Thank you for being thoughtful and doing this!
- Slower speed limits on Linder. Stop the housing development. Thanks for doing this.
- Yes let's get some diversity in here and places to eat we are spending our dollars in Meridian because all that Kuna has is pizza

- Please turn current garden at the south end of Orchard where the green belt begins onto a community garden. Keep the house and turn it into a restaurant. (The house the city just bought.)
- Managed growth that mixes all compatible uses such as multi-height residences in a live/work situation or parks and single family homes.
- Not at this time
- Widen E Avalon from Orchard St to Swan Falls Road! Widen Deer Flat from Meridian to Linder Rd. Widen Linder Road from Deer Flat to Boise/Main St.
- Having been in Kuna once and put a down payment on a retirement home , a traffic light is really needed at the intersection of Hubbard & Meridian. During non rush hour it took way too long to merge out in the direction of I 84.
- Incorporate the beauty around us when thinking of our vision statement such as the Birds of Prey, historical buildings, etc.
- You ask about bike lanes, yet you removed the lane we had!
- More art, more businesses, outdoor seating. Sidewalks, updated lighting on major streets. Farmers market on thurs and sat
- a central site where residents and people can come for any service they might need instruction or complaint podium, that whatever can be addressed.
- Haven't been here long, but I feel Kuna is just the way I like it, as is. That's why I moved here. Nice, enough services and not congested due to overbuilding of commercial and residential areas. I like the agriculture and to see the sunsets/rises w/o many obstructions. Love the small community feel with already easy access to big box stores/event centers etc. within 10 miles.
- Please manage the growth of the community for the majority of the citizens, not outside organizations that want to make money off of us, or the few rich citizens that want to get richer off of the masses. Make those that want to be part of our community pay their fair share.
- Please keep our agriculture community in your sights. That was where Kuna came from and grew on. It is quickly becoming a thing from the past and breaks my heart.
- It was disappointing to see the bike lane through town being removed... But please continue adding sidewalks, bike lanes, and expanding the green belt!! All areas within the "city limits" should be connected to the city by parks and pathways.
- I support Kuna and its planned growth. I would like my taxes to go towards funding Kuna as a up and coming place to be desired.
- Improve/expand roadways fast! Before massive subdivisions go in! Meridian Rd already feels like the dreaded Eagle Rd at peak times. Ten Mile needs a gas station - the only one is across freeway at Pine. No more pizza places, for the love of God. Places kids can play, people can go on dates, etc. - a movie theater, bowling alley, drive in??? Our library also needs to be connected to all the other Ada County libraries - it's the only one that's not.
- A light at walgreens would be nice, especially as town grows and becomes busier
- traffic lane is to close to park cars
- Again, we need some undeveloped open areas with diverse habitat for unstructured, outdoor recreation like Hubbard Reservoir area. There are plenty of opportunities for bikes, walkers. We need areas for birdwatchers, etc. Clean up the area across Indian Creek where the mayor has allowed kids to build dangerous bike ramps.
- Keep up the excellent work Mayor
- More community events easier to access and enjoy for the elderly and the disabled.

- Newer parks that will likely over time not have a play structure near a busy road. Not enough Kuna parks have the play structure at a very safe distance from a busy road.
- More recreational/educational opportunities for kids and adults alike. Give kids constructive, fun things to do to stay out of trouble. Keep people physically active.
- Please no more copy cat stores or Pizza!! We have a Tractor Supply we don't need a D&B also we have enough Pizza places!
- "Keep communication going. Community should be updated on progress.
- Curious to restaurants and economical progress in the next year-3 years. "
- Stop using taxpayer money
- Stop trying to plan everything. Let the market decide what businesses, houses, etc. will be developed. Community recreational opportunities should be paid for privately, not with taxpayer money. Same with "beautification" and any city renovations, which are actually private businesses who should pay out of their own pockets.
- Public pool/ rec center is one way to divide the community....
- "More things kids can do like a movie theater.
- Also fine dining. "
- No
- Kuna hopefully won't loose its identity by loosing the green areas of cultivation and farming.
- SMART growth. Too much too soon and not planned out well. The congestion already is very alarming. The look of this being any other town and not losing it's uniqueness is alarming. We should move more towards towns like Bend or Sisters, or Hailey, or Ketchum that have more character and small town appeal, instead of moving into looking like just another town with the same house, same restaurants, same architecture, same, same, same. I miss small town Kuna, that's for sure. It would be nice to grow but still keep the agricultural, small town ambiance.
- Yes, will the city of Kuna finally get it through their heads to put up a traffic signal at the intersection of Swan Falls Rd and Avalon Rd.
- we have way too many pizza places, need a variety of other places to eat.
- We love Kuna need and want indoor rec area, health facilities traffic control meridian rd, where is the Kuna Mall if ever.
- By far the most important thing in the entire survey is the over/underpass for the train tracks for access to South Kuna. Even if you ignore the convenience aspect, the Emergency Vehicle access is simply vital with new homes and neighborhoods being built over there. At this time, it is simply not safe to live South of the train tracks, in my opinion.
- While larger industry would help raise revenue it would harm the small town charm of Kuna, medium density residential housing would bring in greater revenue in the form of taxes, while allowing Kuna to focus on the "small town" feel, while still having the facilities and infrastructure of a larger city
- Love to see the cow farm on Deer flat move out of the town. The smell is not a plus for this community to grow
- A Kuna Village would be nice like the one in Meridian would be nice.
- No
- Traffic congestion. We need traffic control from the roundabout to I-84. Tired of impatient,risky drivers.
- nopers

- Too much of our open land is being developed and transformed way too fast. Time to pause and take a breath and let things stew for awhile. We need to keep our small friendly farming town feel.
- I love this town, but there is definitely a problem with the roundabout. People refuse you yield and you can sit in a direction for up to 5 minutes before you can get on your way. Speed in subdivision is not adhered to by many and that is dangerous condition for children in the subdivision, talking about mine Heritage Farms off Linder. Motorcycles as well as cars.
- Don't let the Comprehensive Plan go through with no industrial zoning. Industrial and commercial is what's going to make Kuna more sustainable/profitable.
- There needs to be more balance between starter homes and homes with larger lots that people want to put down their roots and stay in the community. In a town that is mostly starter homes, there will be less people who want to invest in their community because those starter houses end up being rentals in 10-15 years.
- Education, school overcrowding,
- As Kuna ages many of us suffer from knee issues, older bodies, fibromyalgia, etc. Many of us have been recommended a pool per physical therapy. Our town still needs lap swimming. I do wish we could slow down the growth. Schools need to catch up and police services. We've lived in Kuna for 15 years ... we've given up on an overpass.
- I think you've got it covered!! Now how to implement and make it happen?
- Stop the growth until you can control the situation with what's coming with it like crime one cop or 2 cops that you barely see as it is doesn't cut it you need to think about that first your creating a bigger problem good luck with the crime that you now have coming with all the new housing
- The trend for people living alone has been increasing for the last ten+ years. Living spaces for single-dwellers, within a connected community for conveniences, is a very good investment for the future. Almost all one bedroom apartments in surrounding areas are completely sold out. Also, there are many people who cannot exercise on hard surfaces. A pool & hydrotherapy is also a good investment for Kuna, so people do not have to travel out of town for something Kuna could provide AND make income on, to rent out meeting spaces & pool/hot tub. If you shift a bit from family thinking & from just young people, Kuna could be unique in providing more services for older & single Americans; but families can also take advantage of a rec center with a pool. Hydrotherapy for dogs can also be offered with an easy facility installation and veterinary oversight when the owners are taught. If the community thinks about having many one bedroom apartments with easy pool access and recreation center, this would support small business in Kuna, when residents do not have to travel out of Kuna for their needs when we have offerings a bit different than most communities provide, which caters to families for the whole of focus. By shifting a bit to the single person Kuna can tap into the trend of single living and offer small living spaces, with plenty of social contentedness, small businesses and conveniences. The Boise area has been touted as a great place to retire, so the PR for the area is already out there in the media. Kuna could go the next step and create a value-added opportunity to provide more single-occupant dwellings and a rec.center with swim exercising, dog therapy and hobby center, and make income off these offerings.
- Your doing a good job
- Having access over the tracks is huge. With all the housing going up south of the tracks, it's more important than ever to get first responders where they need to go.
- Widen 10 mile Rd & make it into another corridor to the freeway

- No
- No
- I think the city of Kuna needs to require developers to contribute to the improvement of the infrastructure of the city
- Hate the way new sidewalks downtown and by park are narrow and at intersections sidewalk sticks out. Hard when you are stopped and a car tries to turn right into you. Like near the Grange.
- No
- STOP BUILDING SUBDIVISIONS !!!!
- More up scale housing less multi family housing
- I love Kuna because it is similar to the small town I grew up in. I know it is growing rapidly but it would be great if we could find a way to keep that small town feel.
- No
- Keep Kuna a small knit town.
- I am very concerned about the 4,000 homes that are going to be built in Kuna and how we are going to support that kind of growth in terms of education, traffic, and internet connectivity. I also would like to see more relevant stores being brought into Kuna. In the future, if Kuna can support one with all of this growth, I would love to see a Fred Meyer built.
- More roads to get in and out of Kuna. The rush hour commute is so heavy now that it's almost a deal breaker for us. It's way to frustrating.
- I feel we need to show down on building homes and subdivisions so that the infrastructure can catch up.
- Slow down on the new housing until the new school is built to support all of the new families
- No more pizza places ! Maybe a Fred Meyer or winco , Costco . More variety for fast food . Houses built in less congested areas . Bigger post office . Thanks for the survey !
- No
- No more pizza
- I would like to see the growth that we are experiencing slowed down, with more thought given to the impact the large subdivisions are having on schools, roads, crime, etc.
- Work on making the school district better and not ranked so poorly in the state.
- We love the open farm land so much. Also the larger home lots and affordability
- Please keep Kuna a warm community and don't give in to money and developers.
- Extend greenbelt walking trail as far as you can in both directions and plant trees along it for summer shade so it becomes a "destination" like Boise has
- I am worried crime will skyrocket because there is not enough for the youth to do. Additional youth activities would be great.
- "Everything you've listed is important!
- Key words would be sustainable and diverse."
- "Encourage other businesses other than pizza companies to come to Kuna"
- There has got to be a crosswalk with lights going from Albertsons to Walgreens area. That is so dangerous!!
- South of the track overpass should be looked at first and for most over all else.
- Ikea would be a wonderful addition and bring lots of tourism.
- Kuna is a beautiful little community. But what makes it beautiful is that it was a a small town, with open ness and isn't built up with a lot of housing. Until now. And what's being built is crap and is on little tiny lots. People want room. Make lots bigger and have the option for RV parking.

It's ridiculous how there are very few homes with RV. Bigger lots. Better builders. You're selling out a great community. Stop it.

- Please bring more diverse restaurants into the community somehow, we really don't need a 15th pizza place. Traffic along certain roadways is becoming a problem. Especially around the high school in the mornings. Also we should try and move the dairy farm away from the high school, as most people I know in the valley from outside Kuna quote it as being stinky from this dairy farm right as you enter town.
- Too many subdivisions coming. Kuna is losing the country feel. I will gladly drive the extra miles to big businesses to keep Kuna small. The roads, schools, and emergency responders aren't keeping up with the growth. There are many fixed income families in Kuna. Taxes will eventually force them to leave if we keep adding.
- No
- We need more restaurants. Not more pizza places.
- Luna's growth is inevitable. Managed well it can be very successful. Keep up the good work
- Too much housing being built not enough school space. Keep Kuna small. Crime is getting out of control. Up police patrol
- "I fear that although good people, City administration lacks the expertise to handle the growth, let alone the management of it.
- A simple example, look at the website or any of the Communications that are from the city. They lack professionalism."
- Stop building apartments!
- Don't sacrifice commuterride for a circulator. Bad decision otherwise.
- The overpass for the train tracks needs to be planned for a different road. Not Swan Falls Rd!
- Less public funding, more private funding. In other words, I'd not want to pay for bicycle repair stations nor a healthy lifestyle initiative as that isn't what government is there for .
- N/a
- Keep Kuna as a rural community, if we allow big commercial places to move in then it will be another suburb and completely lose itself.
- Kuna really needs more parks for kids to play at.
- We need to be prepared for the growth. We don't have to say "Yes" to every CBH plan.
- "Tell these big developers to suck a dick, we don't want them here!!!
- They are liars and don't do any good for the community!!!
- They will tell you whatever you want to hear and then go behind your back to get what they want"
- Keep Kuna the best small town around
- Let business catch up with housing before approving more housing developments.
- We need more Subs with larger lots! Pretty much every one going in right now has small lots...it makes the homes starter homes and the School District is not getting any \$ due to tax exemptions. In the long run this is going to hurt our schools. We need more .25, .33 and .50 acre lots.
- It would be helpful to have street lights around the schools for dark winter mornings when students are walking to school.
- Please, please, please stop approving CBH subdivisions for now. It's time to have a variety of builders come to town to bring housing diversity and higher quality homes. Better quality, custom, larger lots will attract more affluent households which will boost local economy through taxes and higher earnings being spent locally. Kuna is on the verge of either going downhill with

too much congestion, cookie cutter starter homes and not enough schools or can really become the next Meridian/Eagle with our elected officials putting their foot down and approving what's best for future growth and attraction.

- An overpass for Ten Mile is a much needed improvement.
- A recreation center would be very beneficial to our town, especially with a pool!
- These questions seem steered for feel good answers, I AM not from California and want to see balance in business and commercial and residential, not just feel good bedroom community. Slow the residential until the rest is solid and stable.
- "Keep arterial streets every half mile
- Limit access to Meridian Rd to existing driveways. Establish transportation task force. Continue to focus on the children in this town. "
- Quit putting in roundabouts. They are ridiculous and people do not know how to use them.
- No
- Please no Walmart...ever!
- Everyone i know echoes the same thing: Kuna growth is great, but it's happening too fast. Too many subdivisions. Too many pizza places.
- What a critical time for new growth. Having only lived in Kuna and Idaho for three years I see that we could end up just like Nampa with too much, crime, and people. Let's not be afraid to keep our small town vibrant and charming. Growth can still happen along with it.
- This is all pretty generic stuff and yes, we need all of it. How will it be paid for?
- "Instead of public \$\$ funding a YMCA, how about using those funds to encourage local gyms to step up, add pools, etc with a scholarship fund available.
- Continued focus on attaining large companies to relocate or start up in Kuna. "
- Community Center would be awesome. Same as a pool, some place the kids could go to stay out of trouble.
- Please slow down housing!
- Need more restaurants that are not pizza. Tired of having to drive to Nampa or Meridian for shopping.
- A community center where classes like sewing, canning, gardening, genealogy, etc...are taught and are open to all ages. A swimming pool/rec center similar to the one Cascade built which has a cover for wintertime use.
- "Please slow/stop letting developers come and flood our city with so many homes. I feel like the city council is setting up the school district to fail our kids because you all are so eager to grow Kuna. The schools can't keep up.
- Having a district that is rated so low isn't a pull to Kuna. Having great baby sidewalks doesnt makenus great, spending money on pretty street lamps is worthless if our schools can't educate the kids that already live here. "
- Down town businesses need to have somewhat of a common facade, including signage, colors, store fronts. Pleasing colors and schemes that align with the City envision plan.
- lets just take a breathe and slow down the building
- Important to keep Kuna and it's uniqueness along with structuring the town around family and great people! Open spaces, parks, and definitely safety along with education!
- "Of course we need to attract and manage growth. If we recognize that being a bedroom community is our strongest asset, then we must defend the commute time to Boise/Nampa/Caldwell. Kuna will never be an autonomous city. Having local employment,

entertainment, cradle to grave housing opportunities, and industry will always be in competition with the local metropolitan area.

- The bridge over the railroad track is important for future growth south of the tracks for two reasons. First is emergency services, and second is the traffic blockage of roads if more traffic including trucks have to wait for a train. It is my impression that Kuna has consistently underestimated the size and scope of the bridge project. UP will not give up an inch of their mainline right of way, not in width or height. That will make the bridge big enough to span both the tracks and the creek, which is an even bigger bridge. If the bridge is located in town, the approaches will consume a significant area of existing structures. Get a realistic estimate of the size of the bridge before you include it in your plans. "
- Please put the tax paying resident ahead of business. Business does not make the community, the community makes it possible for businesses to exist. Right now, the direction of the city is to sacrifice the citizen for business. And those in positions of leadership are business owners first, citizens second.

Appendix D – Advisory Committee Prioritization Results

Overview:

In the final Envision Kuna Advisory Committee meeting, members were given a sheet of 30 sticker dots and were asked to place these dots on the projects and actions that they felt were the highest priority for the community. The projects listed below represent the committee's ideas for the most important priority projects in each goal area and broadly. The number in parenthesis at the end of each strategy/action show the total number of votes given to that particular strategy at the Advisory Committee meeting.

Top 10 Priority Projects for all Goal Areas

1. Work with ACHD, ITD and the Union Pacific Railroad to conduct an overpass feasibility study at major roads crossings (21)
2. Develop a City of Kuna housing needs analysis to address future housing demand, inventory and strategies to increase affordable housing options. (11)
3. Apply for Idaho Department of Parks and Recreation Recreational Trails Program (RTP) grants to implement pathway extensions, trailhead improvements and footbridge crossings. (11)
4. Create an official orientation and training program for appointed and elected officials. (11)
5. Define "mixed-use" designations in Kuna's adopted zoning code. (10)
6. Seek grant funding opportunities through the Economic Development Administration to develop specific infrastructure plans (i.e. water, sewer, roads, utilities) to enhance services for existing and new industrial areas and develop. (10)
7. Develop a coordinated Strategic Economic Development Plan (9)
8. Develop a Kuna business retention and attraction plan (8)
9. Develop an Indian Creek Greenbelt Master Plan. (8)
10. Greenbelt extension from Orchard to Crimson Point Elementary. (8)

Top Economic Development Projects and Actions

1. Develop a strategic coordinated Strategic Economic Development Plan (9)
2. Develop a Kuna business retention and attraction plan (8)
3. Educate city staff on CID funding as a developer infrastructure funding mechanism (7)
4. Develop an incentives program to competitively attract and retain new businesses (7)
5. Conduct a communications, transportation and public infrastructure assessment on future/key industrial areas (6)
6. Work with Ada County and incorporated cities to create a regional Comprehensive Economic Development Strategy (CEDS) (6)

Top Health and Safety Projects and Actions

1. Work with ACHD, ITD and the Union Pacific Railroad to conduct an overpass feasibility study at major roads crossings (21)
2. Develop an Indian Creek Greenbelt Master Plan. (8)
3. Greenbelt extension from Orchard to Crimson Point Elementary. (8)
4. Create parks or preserves at Hubbard Reservoir, Kuna Butte, Initial Point, and other open space areas of significance in cooperation with the appropriate agencies. (7)
5. Create an emergency response plan.(5)



Top Distinctive and Well-Designed Projects and Actions

1. Develop a City of Kuna housing needs analysis to address future housing demand, inventory and strategies to increase affordable housing options. (11)
2. Define “mixed-use” designations in Kuna’s adopted zoning code. (10)
3. Seek grant funding opportunities through the Economic Development Administration to develop specific infrastructure plans (i.e. water, sewer, roads, utilities) to enhance services for existing and new industrial areas and develop. (10)
4. Implement the Downtown Revitalization Plan. (7)
5. Identify and implement mechanisms to preserve and encourage agricultural land uses at small and large scales and create policy that supports agriculture. (7)

Top Connected Projects and Actions

1. Apply for Idaho Department of Parks and Recreation Recreational Trails Program (RTP) grants to implement pathway extensions, trailhead improvements and footbridge crossings. (11)
2. Develop a wayfinding system plan for key areas such as Downtown Kuna, Indian Creek Greenbelt, and expanded pathways systems. (8)
3. Develop standards to incorporate art, aesthetically pleasing elements and welcoming theme into entryway corridors. (7)
4. Design and implement Indian Creek Greenbelt extension projects. (7)
5. Develop design guidelines for all or select entryway corridors. (6)
6. Develop a map showing sidewalk gaps to be filled, sidewalk repairs needed, sidewalk expansion areas and pedestrian crossing improvement locations. (6)

Top Educated and Celebrated Projects and Actions

1. In collaboration with the Kuna School District, develop a specific improvement plan, with public input, to create public/community gathering space at 4th Street Gym property and/or other sites in Downtown Kuna. (7)
2. Work with industry to assess feasible sites for a postsecondary, vocational/technical training facilities and colleges that serve residents of Kuna and the surrounding area. (6)
3. Create standards for bicycle and pedestrian connectivity evaluation from developments to existing and proposed school sites. (6)
4. Start focus group to encourage recruitment of agri-tourism and agri-tainment establishments, activities and opportunities. (6)
5. Recruit industries that directly connect agriculture to the community (i.e. brewery with restaurant, dairy with store/public access, winery, garden/farm with restaurant, etc.). (6)

Top Governing Collaboratively Projects and Actions

1. Create an official orientation and training program for appointed and elected officials. (11)
2. Implement Police and Kuna Rural Fire District impact fees. (5)
3. Create a master projects calendar that is available to the public online. (4)
4. Create an outreach/publicity checklist to ensure consistent and effective communications. (4)
5. Comment cards that provide both positive and critical feedback. (4)

Goal Area 1: Economically Diverse and Vibrant

| Goals | Projects and Actions |
|---|--|
| <p>1.A Land use in Kuna will support economic development.</p> | <ul style="list-style-type: none"> • Apply for grants to implement downtown Kuna projects. • Develop a planned, coordinated Strategic Economic Development Plan. • Educate city staff and City Council members on CID, BID, Urban Renewal or other tools for funding as a developer infrastructure funding mechanism. • Conduct an Urban Renewal Agency/District study. • Upgrade city permitting systems. |
| <p>1.B Support development of a skilled, talented and trained workforce.</p> | <ul style="list-style-type: none"> • Create an annual report on the City's workforce strengths and challenges. |
| <p>1.C Attract and encourage new and existing businesses.</p> | <ul style="list-style-type: none"> • Develop a Kuna Business Retention and Attraction Plan. • Create an existing business repository. • Develop an incentives program to competitively attract and retain new businesses. • Conduct a communications, transportation and public infrastructure assessment on future/key industrial areas in collaboration with the appropriate agencies. • Create a focus group and plan to identify viable and implementable agritourism and agri-tainment opportunities and partnerships. • Develop a policy for how the city of Kuna will provide a local match for companies that qualify for the Tax Reimbursement incentive through Idaho Commerce. • Conduct a business incubator feasibility study. • Conduct a Kuna specific industry analysis that highlights market demand, assets and risks. |
| <p>1.D Address and plan for economic expansion of the City and region.</p> | <ul style="list-style-type: none"> • Work with Ada County and incorporated Cities to create a regional Comprehensive Economic Development Strategy (CEDS). • Work with partner agencies and jurisdictions to create a regional projects list to guide long-term economic expansion. |

Goal Area 2: Health and Safety

| Goals | Projects and Actions |
|--|---|
| <p>2.A Maintain and expand an interconnected greenbelt, pathways and trail system.</p> | <ul style="list-style-type: none"> • Develop an Indian Creek Greenbelt Master Plan. • Build a Greenbelt extension from Orchard to Crimson Point Elementary. • Review and revise greenbelt ordinance. |
| <p>2.B Maintain and expand parks and public gathering spaces.</p> | <ul style="list-style-type: none"> • Develop a Parks Master Plan. • Apply for state and federal grants to improve access to facilities around open spaces and areas of significance. • Create parks or preserves at Hubbard Reservoir, Kuna Butte, Initial Point, and other open space areas of significance in cooperation with the appropriate agencies. |
| <p>2.C Support the development of community recreation facilities</p> | <ul style="list-style-type: none"> • Update the community recreation center feasibility study. • Develop a unified recreation plan. • Develop a sports complex with baseball/softball and soccer fields. • Develop a community center, recreation center, and swimming pool. |
| <p>2.D Maintain and increase citizen access to health and wellness services</p> | <ul style="list-style-type: none"> • Conduct a community health needs assessment. • Work with partner agencies to develop an emergency medical center south of the Union Pacific Railroad line. |
| <p>2.E Ensure Kuna’s clean air, water and soil through natural resource management and watershed protection</p> | <ul style="list-style-type: none"> • Conduct an environmental conditions assessment. • Develop a protected areas map. • Develop a natural resources management plan. • Establish conservation district boundaries and ordinance. |
| <p>2.F Provide public safety and emergency services (police, fire, ambulance)</p> | <ul style="list-style-type: none"> • Work with ACHD, ITD and the Union Pacific Railroad to conduct an overpass feasibility study at major railroad crossings. • Conduct a community safety needs assessment. • Support Kuna Rural Fire District special tax levy or other funding mechanism. |

Goal Area 2: Health and Safety

| | |
|---|---|
| <p>2.G Engage and invest in planning and maintenance of emergency preparedness and disaster response systems</p> | <ul style="list-style-type: none">• Continue to work with Ada County to complete actions identified in the 2017 Ada County Multi-Hazard Mitigation Plan.• Create an emergency response plan.• Adopt State and County-wide emergency preparedness plans and incorporate them into Kuna’s local emergency management system.• Organize a Community Emergency Response Team training, response committees, and neighborhood watches.• Develop and maintain a geological hazards map.• Adopt a wildland-urban fire interface overlay district.• Conduct a flood hazards and drainage impacts assessment for the City’s watersheds.• Incorporate the fire safety standards from the Ada County Wildfire Protection Plan.• Implement a stream system management ordinance.• Adopt the National Fire Protection Association (NFPA) Code 1144, Standard for Protection of Life and Property from Wildfire.• Install signage throughout the community that offer escape routes and directions to emergency shelters. |
| <p>2.H. Provide services to special populations within Kuna (seniors, youth, individuals with disabilities).</p> | <ul style="list-style-type: none">• Create an aging improvement district or an age-friendly city run program initiative.• Develop a youth community center. |
| <p>2.I Ensure Kuna’s residents are food secure and have access to readily available healthy foods</p> | <ul style="list-style-type: none">• Establish a healthy corner store initiative. |

Goal Area 3: Distinctive and Well Designed

| Goals | Potential Projects and Actions |
|---|--|
| <p>3.A Ensure Community Design directs growth and implement sustainable land use patterns.</p> | <ul style="list-style-type: none"> ● Define “mixed-use” designations in Kuna's adopted zoning code. ● Create and implement design standards to encourage pedestrian-friendly environments and maintain and improve Kuna’s built environment. ● Implement overlay districts along designated entryway commercial corridors. ● Conduct inventory of developable and/or re-developable lands. ● Review and revise Kuna’s zoning ordinance to reflect the intent of the Comprehensive Plan and Future Land Use Map ● Identify and implement mechanisms to preserve and encourage agricultural land uses at small and large scales and create policy that supports agriculture. |
| <p>3.B Preserve and enhance areas of interest within the community.</p> | <ul style="list-style-type: none"> ● Implement the City of Kuna Downtown Revitalization Plan. ● Develop a citywide wayfinding program that provides signage for vehicles, bicyclists and pedestrians. ● Develop a citywide placemaking plan that identifies strategies and opportunities to activate and transform spaces within the community. ● Seek opportunities for assistance and funding in placemaking efforts. ● Consider options to accelerate redevelopment of the downtown, including the creation of a Rails to Ales Creekside District. Potentially establish a business improvement district or an urban renewal district. |
| <p>3.C Encourage development of commercial areas with good connectivity and character.</p> | <ul style="list-style-type: none"> ● Use overlays to regulate regional commercial center design, access and connectivity, and integration with adjacent land uses. ● Consider the creation of an innovation district or technology cluster. |
| <p>3.D Encourage development of housing options and strong neighborhoods.</p> | <ul style="list-style-type: none"> ● Review Kuna’s land use and zoning designations to ensure they allow for and encourage “traditional neighborhood development patterns” in mixed-used areas. ● Develop a city of Kuna housing needs analysis to address future housing demand, inventory and strategies to increase diverse housing options. ● Evaluate the City’s ability to fund and manage a neighborhood investment grant. |

Goal Area 3: Distinctive and Well Designed

| | |
|---|---|
| 3.E Strategically locate and develop industrial areas. | <ul style="list-style-type: none">• Seek funding opportunities to develop specific infrastructure plans (i.e., water, sewer, roads, utilities) to enhance services for existing and new industrial areas and development.• Provide future land use map and plan information to the Union Pacific Railroad.• Keep in contact with existing industrial businesses for potential expansion. |
| 3.F Identify and manage hazardous areas. | <ul style="list-style-type: none">• Work with Ada County to incorporate hazardous areas maps into online interactive map.• Improve communication channels with the public in conjunction with ACHD to share information related to heavy snow, flooding and storm events.• Seek grant funding opportunities through the Department of Homeland Security and FEMA for hazard mitigation projects.• Share evacuation and emergency preparedness information with the public. |
| 3.G Respect and protect private property rights | <ul style="list-style-type: none">• Develop and implement a consistent taking review process that is transparent and easily accessible to all interested parties. |

Goal Area 4: Connected

| Goals | Potential Projects and Actions |
|--|--|
| <p>4.A Use overlay districts to create mixed-use entryway corridors with strong character and managed access.</p> | <ul style="list-style-type: none"> • Review and revise Meridian Road/Highway 69 overlay ordinance. • Develop design guidelines for all or select entryway corridors. • Develop new overlay ordinance(s) for select entryway corridors. • Design and implement capital improvement projects along Meridian Road/Highway 69, Ten Mile Road and Linder Road. • Develop standards to implement welcoming districts or areas along entryway corridors by incorporating art, aesthetically pleasing elements and welcoming theme into entryway corridors. |
| <p>4.B Increase sidewalk coverage and connectivity and invest in pedestrian facilities to increase walkability.</p> | <ul style="list-style-type: none"> • Develop a wayfinding system plan for key areas such as downtown Kuna, Indian Creek Greenbelt, and expanded pathways systems. • Develop a map showing sidewalk gaps to be filled, sidewalk repairs needed, sidewalk expansion areas and pedestrian crossing improvement locations. • Design and implement sidewalk capital improvement projects in coordination with ACHD. • Select an alley to convert/transition to a pedestrian place/corridor. • Apply for grants such as the State Transportation Alternatives Program (TAP) grant to implement sidewalk projects. |
| <p>4.C Increase pathway, trail and on-street bicycle facilities to create an expanded and connected bicycle network.</p> | <ul style="list-style-type: none"> • Design and implement Indian Creek Greenbelt extension projects. • Fill pathway gaps with capital improvement projects. • Apply for Idaho Department of Parks and Recreation Recreational Trails Program (RTP) grants to implement pathway extensions, trailhead improvements and bicycle/pedestrian crossings. • Conduct a Kuna specific industry analysis that highlights market demand, assets and risks. • Create standards for bicycle and pedestrian connectivity evaluation from developments to existing and proposed school sites. |
| <p>4.D Promote a connected street network that incorporates mid-mile collectors/crossings for improved neighborhood connectivity.</p> | <ul style="list-style-type: none"> • Collaborate with ACHD to design and implement capital projects that fill mid-mile collector gaps. • Develop detailed plan showing proposed crossing locations to connect all section line roads in Kuna. • Apply for grants to implement transportation capital projects, overpass, bridges, etc. |
| <p>4.E Increase opportunities for public transportation and ride share commuting.</p> | <ul style="list-style-type: none"> • Provide information on the city of Kuna website and/or social media outlining vanpooling and ride sharing options for Kuna residents. • Work with VRT and ACHD to apply for grants to incorporate park and ride facilities and senior bus upgrades. • Establish public transportation routes to and from higher education facilities for Kuna residents. |

Goal Area 4: Connected

| Goals | Potential Projects and Actions |
|--|---|
| <p>4.F Ensure water, sewer, storm water, irrigation and solid waste systems are capable of serving the current and future population.</p> | <ul style="list-style-type: none"> • Develop street lighting standards for entryway corridor overlays, Indian Creek Greenbelt and downtown Kuna. • Design and implement capital projects to bring pressurized irrigation service to older parts of town. |
| <p>4.G Maintain serviceability of communication systems including broadband internet, phone and cable.</p> | <ul style="list-style-type: none"> • Re-evaluate and update franchise agreements with utility companies. • Collaborate with the appropriate agencies to increase the availability of high-speed internet in Kuna. • Evaluate options to implement a public WIFI program in downtown Kuna and other select areas. |
| <p>4.H Ensure National Interest Electric Transmission Corridors, as well as power and gas transmission corridors, are considered in land use planning decisions, and minimize the adverse impacts of transmission corridors in the community.</p> | <ul style="list-style-type: none"> • Create guidelines, standards and incentives for energy conservation practices and energy efficient designs. |
| <p>4.I Encourage public or private airports, airstrips and heliports to strengthen connectivity and to meet the needs of the community.</p> | <ul style="list-style-type: none"> • Create guidelines and standards for public or private airports and heliports. |

Goal Area 5: Educated and Celebrated

| Goals | Potential Projects and Actions |
|--|---|
| <p>5.A Support Kuna’s schools and pre-K education opportunities to meet population demands.</p> | <ul style="list-style-type: none"> • Continue to coordinate development reviews with KSD and Charter Schools. • Cooperate with the KSD and the Charter Schools to address future program and facility needs. • Seek or establish joint venture possibilities between the City, the School District and Charter Schools that could allow for varying educational and technical opportunities, using approaches such as the community schools model. |
| <p>5.B Attract opportunities for higher education and training in Kuna.</p> | <ul style="list-style-type: none"> • Work with industry to assess feasible sites for a postsecondary, vocational/technical training facilities and colleges that serve residents of Kuna and the surrounding area. • Consider appropriate resources, such as the promotion of a satellite campus, to encourage and provide for higher education or vocational training. • Pursue the possibility of a technical/trade school to enrich student’s career prospects. |
| <p>5.C Identify and develop cultural and community facilities.</p> | <ul style="list-style-type: none"> • Develop design standards for restoration, rehabilitation and incorporation of history, culture and character into projects. • Identify specific capital improvement projects that improve public access to privately and publicly owned event centers and gathering spaces. • Work with Kuna Grange Hall representatives to identify specific projects to improve accessibility to the facility. • Incorporate Kuna Grange Hall in historical and cultural projects when appropriate. • Create public gathering spaces in downtown Kuna. • Create maintenance and capital improvement plan for Kuna Senior Center. • Work with Historical Society and railroad representatives on the inclusion of the Pioneer Cemetery and railroad in history and cultural projects. • Develop a specific educational and entertaining walking tour plan that identifies specific projects to tell the story of Kuna History through signage, participant-activated recordings, art and displays. • Develop a specific plan with Kuna Chamber of Commerce to identify specific projects and funding sources to improve access, signage and parking area at the Kuna Visitor Center. • Identify capital improvements to improve access to the Kuna Library branch sites, mobile library program, participation in regional library network. |

Goal Area 5: Educated and Celebrated

| Goals | Potential Projects and Actions |
|---|---|
| 5.D Identify specific strategies to preserve Kuna's open space, agricultural lands and heritage. | <ul style="list-style-type: none">• Identify key areas on the Future Land Use Map that should remain as agricultural/open space.• Develop specific standards for agricultural and open space elements to be included in projects.• Start a focus group to encourage recruitment of agri-tourism and agri-tainment establishments, activities and opportunities.• Create focus group to identify specific strategies to increase agriculture establishments (i.e., rodeo grounds, petting zoo, corn mazes, seasonal farming/activity festivals/carnivals, etc.).• Recruit industries that directly connect agriculture to the community (i.e., brewery with restaurant, dairy with store/public access, winery, garden/farm with restaurant, etc.).• Identify specific agricultural partnerships, programs and activities through the Kuna Grange, Kuna Farmers Market, Future Farmers of America (FFA), 4H, etc.• Develop standards and incentives for clustered development patterns that preserves agricultural uses and/or promotes historical education on remaining lands. |

Goal Area 6: Governing Collaboratively

| Goals | Potential Projects and Actions |
|--|--|
| <p>6.A Involve citizens in decisions about Kuna’s future.</p> | <ul style="list-style-type: none"> • Create a master projects calendar available to the public online. • Create an outreach/publicity checklist to ensure consistent and effective communications. • Conduct a comprehensive website review process and modernize website elements. • Audit City website annually to optimize design and performance. • Conduct a bi-annual third-party citizen survey to gauge performance and citizen satisfaction. • Host an annual citizen conversations event. • Publish annual State of the city document in conjunction with State of the city address. • Develop customer service standards and practices, citywide. |
| <p>6.B Maintain adequate organizational capacity to efficiently manage city government and implement this plan.</p> | <ul style="list-style-type: none"> • Create an official orientation and training program for newly elected officials. • Collect data and annually report on status of Comprehensive Plan implementation. |
| <p>6.C Engage in regional collaboration to leverage City and partner agency resources on behalf of the community.</p> | <ul style="list-style-type: none"> • Develop a citywide strategic plan. • Implement stakeholder satisfaction surveys that identify areas for improvement related to decision-making and service delivery. • Conduct City employee satisfaction surveys and/or interviews to assess areas for improvement. • Represent Kuna at the Building Contractors Association of Southwestern Idaho. |
| <p>6.D Maintain sustainable and transparent financial operations and proactively manage City budgets and investments.</p> | <ul style="list-style-type: none"> • Develop a capital improvement plan that integrates with recommendations from <i>Envision Kuna</i>. • Support the implementation of Police and Kuna Rural Fire District impact fees. |

Appendix E – Phase 3 Public Input Summary

Overview

Phase 3 of the *Envision Kuna* Comprehensive Plan featured a round of public outreach to collect specific feedback on the final draft plan. The draft plan was published online at both the City of Kuna website and the project specific www.envisionkuna.com site, and was available for public review and comment between January 2, 2019 to January 25, 2019. In total seven members of the public provided comments on the draft plan. These comments were generally focused on specific site improvements, the possibility of a new overpass, transportation improvements, and improvements in collaboration with City government. All comments received regarding the draft plan were considered in the final revisions to the plan.

Plan Feedback

Below are the written comments received during phase 3 of the Comprehensive Plan update. These responses have been edited to remove any identifying information but are otherwise included exactly as provided.

- Overpass over railway.
- We need a swimming pool and things for families to do besides fast food businesses. A community center would be great. A family sit down restaurant, not Mexican or Chinese. Kentucky Fried Chicken or Long John Silver. Overpass should continue to be the priority; either Ten Mile, Swan Falls or east of town.
- Overpass needed. Fire station south of the tracks. No low income housing (brings in crime)
- It seems odd to focus on planning while there are so many existing needs. Kuna already has a recent history of very poor decisions not by malice but surely because of limited ability. 1. The Plan is missing the key transportation analysis. The plan is useless if we don't have the traffic analysis to identify the impacts. 2. The draft plan calls for bicycle access but the Dear Leaders took away downtown bike lanes. It can't be both ways. 3. The intersection of Shortline at Bridge needed a southbound left turn lane. It was designed poorly. 4. The intersection of 2nd Street at Linder was also designed poorly. The throat is far too narrow to accommodate southbound truck with trailers travelling to the RV dump station. 5. The utility patch on Avalon east of Linder is very poorly done. 6. The City needs to consider shared us or the city hall parking lot in the evenings when City Hall is closed. 7. The City needs to develop a law making it illegal to park on the sidewalks. Alternatively, stop building sidewalks if Kuna allows parking on them. 8. The City needs to allow people to walk on the greenbelt after dark. Alternatively, get rid of the greenbelt lights if people can't walk in the greenbelt after dark. 9. The City needs to support businesses better. Making different rules for one business over the other is unfair and dishonest. 10. We need sidewalks and street lights more than the loss of Downtown Parking spaces.
- A little more specific....I would like a Catholic Church and a Winco in Kuna. I'm a simple girl
- I admit that I did NOT read the Plan. I write in hopes that SOMEONE has considered the future Easements that would be required for an ORBITAL Freeway that COULD route south of Caldwell / Nampa / Kuna. This new southern route could do much to alleviate Though-Traffic (Trucks

and Travelers), could alleviate ugly weather from concentrated pollution in the valley all along the current Freeway route. (We all dislike Grey day Inversions). It would open up CONTROLLED development south of the Airport and beyond. KUNA COULD BE the CENTER of it all. Do not think so small and so short sighted. I've read in the past about this NEW Route, but I've not heard about it recently. It should be a PROMINENT GOAL for ALL to see and dream about. If we dream enough... dreams come true. Set this GOAL!

- I live south of the railroad tracks and have been concerned for quite some time about the canal overpass on Swan Falls Road. How will this overpass be changed and expanded? It is highly used (and will continue to be) and not safe as a pedestrian or cyclist crossing. I'm uncertain from your plan how this will be addressed to make it better rather than just maintain; it's current condition is not good. I would also like to see an overpass from Luker Road connecting over the railroad tracks, but I recognize this is likely a challenge with the railroad and anyone owning surrounding properties. It is a necessary development considering the amount of housing you anticipate increasing in this area.
- I previously read a number of comments on the original survey regarding not making Meridian Road like Eagle Road. With the number of commercial use areas planned along Meridian Road, you WILL turn it into Eagle Road regardless of the speed limit. Commercial use properties would be better served throughout the community and split also on Ten Mile more fairly. I know a lot of thought has gone into this plan, however, it appears the concerns over Meridian Road are being dismissed and downplayed. My commute time is already 25 minutes and I don't commute into Boise. The majority of my time is spent on Meridian Road. I'm very concerned about this not being well supported in the long term and the end result being exactly what the community has said they don't want.
- I'm alarmed at the amount of agricultural land that is being encroached upon. I moved to Kuna because I wanted a good mix of land including agricultural land. Yet I see community members trying to force out agricultural properties such as the dairy farm by the school, failing to recognize that those are important functions in our society and our food source. Your plan to have an educated workforce isn't bad, except there needs to be a balance with support for agricultural jobs that are vital to the functioning of the economy, which requires the appropriate level of agricultural land. The plan seems imbalanced in this area.
- I have not had much interaction with the local city government, and I hope this will change. I want to mention here that I submitted a request on the city site back in August of 2018 regarding the dog park at Sadie Creek Park. There was no way to easily submit the request so it ended up in the graffiti section. However I never received a response on that safety request. So I will reiterate my concerns here. This dog park is a safety hazard to those using the pond, especially with children. If someone needs to have their dog fenced-in to control them, then having the dog park next to a pond where dogs and children regularly swim is not a good solution. It sends mixed messages and causes a safety hazard for people and other dogs when uncontrolled dogs are not maintained around the pond. This problem has increased as more people use the dog park. I hesitate to even go there because of this, and we LOVE the pond! We want the pond to stay near are home (this has been such a great and unexpected amenity!). I would like the dog park removed and placed in a different park where there is not a swimming area. I also look forward to the actions of good customer service as outlined in your goals. The lack of acknowledgement of my request and no response to it makes me feel like the city is not concerned about the safety of my children. Animal Control can only do so much in these instances. We need the the city's help to find a better strategic location for this park.

Appendix F – Capital Improvement Plans

City Parks and Recreation

Kuna Police

Kuna Fire Department

FINAL REPORT

July 1, 2022

**City of Kuna Police and Parks Departments
Impact Fee Study and
Capital Improvement Plan**

Prepared By

Galena Consulting
Anne Wescott
1214 S. Johnson
Boise, Idaho 83705



Section I.

Introduction

This report regarding impact fees for the Kuna Police and Parks Departments is organized into the following sections:

- An overview of the report’s background and objectives;
- A definition of impact fees and a discussion of their appropriate use;
- An overview of land use and demographics;
- A step-by-step calculation of impact fees under the Capital Improvement Plan (CIP) approach;
- A list of implementation recommendations; and
- A brief summary of conclusions.

Background and Objectives

The City of Kuna hired Galena Consulting to update their existing police and parks impact fees.

This document presents impact fees based on the City’s demographic data and infrastructure costs before credit adjustment; calculates the City’s monetary participation; examines the likely cash flow produced by the recommended fee amount; and outlines specific fee implementation recommendations. Credits can be granted on a case-by-case basis; these credits are assessed when each individual building permit is pulled.

Definition of Impact Fees

Impact fees are one-time assessments established by local governments to assist with the provision of Capital Improvements necessitated by new growth and development. Impact fees are governed by principles established in Title 67, Chapter 82, Idaho Code, known as the Idaho Development Impact Fee Act (Impact Fee Act). The Idaho Code defines an impact fee as “... a payment of money imposed as a condition of development approval to pay for a proportionate share of the cost of system improvements needed to serve development.”¹

Purpose of impact fees. The Impact Fee Act includes the legislative finding that “... an equitable program for planning and financing public facilities needed to serve new growth and development is necessary in order to promote and accommodate orderly growth and development and to protect the public health, safety and general welfare of the citizens of the state of Idaho.”²

Idaho fee restrictions and requirements. The Impact Fee Act places numerous restrictions on the calculation and use of impact fees, all of which help ensure that local governments adopt impact fees that are consistent with federal law.³ Some of those restrictions include:

- Impact fees shall not be used for any purpose other than to defray system improvement costs incurred to provide additional public facilities to serve new growth;⁴
- Impact fees must be expended within 8 years from the date they are collected. Fees may be held in certain circumstances beyond the 8-year time limit if the governmental entity can provide reasonable cause;⁵
- Impact fees must not exceed the proportionate share of the cost of capital improvements needed to serve new growth and development;⁶
- Impact fees must be maintained in one or more interest-bearing accounts within the capital projects fund.⁷

In addition, the Impact Fee Act requires the following:

- Establishment of and consultation with a development impact fee advisory committee (Advisory Committee);⁸
- Identification of all existing public facilities;
- Determination of a standardized measure (or service unit) of consumption of public facilities;
- Identification of the current level of service that existing public facilities provide;
- Identification of the deficiencies in the existing public facilities;
- Forecast of residential and nonresidential growth;⁹
- Identification of the growth-related portion of the Capital Improvement Plan;¹⁰
- Analysis of cash flow stemming from impact fees and other capital improvement funding sources;¹¹
- Implementation of recommendations such as impact fee credits, how impact fee revenues should be accounted for, and how the impact fees should be updated over time;¹²
- Preparation and adoption of a Capital Improvement Plan pursuant to state law and public hearings regarding the same;¹³ and
- Preparation and adoption of a resolution authorizing impact fees pursuant to state law and public hearings regarding the same.¹⁴

How should fees be calculated? State law requires the City of Kuna to implement the Capital Improvement Plan methodology to calculate impact fees. The City can implement fees of any amount not to exceed the fees as calculated by the CIP approach. This methodology requires the City to describe its service areas, forecast the land uses, densities and population that are expected to occur in those service areas over the 10-year CIP time horizon, and identify the capital improvements that will be needed to serve the forecasted growth at the planned levels of service, assuming the planned levels of service do not exceed the current levels of service.¹⁵ Only those items identified as growth-related on the CIP are eligible to be funded by impact fees.

The governmental entity intending to adopt an impact fee must first prepare a capital improvements plan.¹⁷ Once the essential capital planning has taken place, impact fees can be calculated. The Impact Fee Act places many restrictions on the way impact fees are calculated and spent, particularly via the principal that local governments cannot charge new development more than a “proportionate share” of the cost of public facilities to serve that new growth. “Proportionate share” is defined as “. . .that portion of the cost of system improvements . . . which reasonably relates to the service demands and needs of the project.”¹⁹ Practically, this concept requires the City to carefully project future growth and estimate capital improvement costs so that it prepares reasonable and defensible impact fee schedules.

The proportionate share concept is designed to ensure that impact fees are calculated by measuring the needs created for capital improvements by development being charged the impact fee; do not exceed the cost of such improvements; and are “earmarked” to fund growth-related capital improvements to benefit those that pay the impact fees.

There are various approaches to calculating impact fees and to crediting new development for past and future contributions made toward system improvements. The Impact Fee Act does not specify a single type of fee calculation, but it does specify that the formula be “reasonable and fair.” Impact fees should take into account the following:

- Any appropriate credit, offset or contribution of money, dedication of land, or construction of system improvements;
- Payments reasonably anticipated to be made by or as a result of a new development in the form of user fees and debt service payments;
- That portion of general tax and other revenues allocated by the City to growth-related system improvements; and
- All other available sources of funding such system improvements.²⁰

Through data analysis and interviews with the Police and Parks Departments, Galena Consulting identified the share of each capital improvement needed to serve growth. The total projected capital improvements needed to serve growth are then allocated to residential and nonresidential development with the resulting amounts divided by the appropriate growth projections from 2021 to 2031. This is consistent with the Impact Fee Act.²¹ Among the advantages of the CIP approach is its establishment of a spending plan to give developers and new residents more certainty about the use of the particular impact fee revenues.

Other fee calculation considerations. The basic CIP methodology used in the fee calculations is presented above. However, implementing this methodology requires a number of decisions. The considerations accounted for in the fee calculations include the following:

- Allocation of costs is made using a service unit which is “a standard measure of consumption, use, generation or discharge attributable to an individual unit²² of development calculated in accordance with generally accepted engineering or planning standards for a particular category of capital improvement.”²³ The service units chosen by the study team for every fee calculation in this study are linked directly to residential dwelling units and nonresidential development square feet.²⁴
- A second consideration involves refinement of cost allocations to different land uses. According to Idaho Code, the CIP must include a “conversion table establishing the ratio of a service unit to various types of land uses, including residential, commercial, agricultural and industrial.”²⁵ In this analysis, the study team has chosen to use the highest level of detail supportable by available data and, as a result, in this study, the fee is allocated between aggregated residential (i.e., all forms of residential housing) and nonresidential development (all nonresidential uses including retail, office, agricultural and industrial).

Current Assets and Capital Improvement Plans

The CIP approach estimates future capital improvement investments required to serve growth over a fixed period of time. The Impact Fee Act calls for the CIP to “. . . project demand for system improvements required by new service units . . . over a reasonable period of time not to exceed 20 years.”²⁶ The impact fee study team recommends a 10-year time period based on the Department’s best available capital planning data.

The types of costs eligible for inclusion in this calculation include any land purchases, construction of new facilities and expansion of existing facilities to serve growth over the next 10 years at planned and/or adopted service levels.²⁷ Equipment and vehicles with a useful life of 10 years or more are also impact fee eligible under the Impact Fee Act.²⁸ The cost of this impact fee study is also impact fee eligible for all impact fee categories.

The forward-looking 10-year CIPs for the Police and Parks Departments include some facilities that are only partially necessitated by growth and partially necessitated by addressing a deficiency or repair/replacement of an existing asset. The study team met with the Department to determine a defensible metric for including a portion of these facilities in the impact fee calculations.

Fee Calculation

In accordance with the CIP approach described above, we calculated fees for each department by answering the following seven questions:

1. **Who is currently served by the City of Kuna?** This includes the number of residents as well as residential and nonresidential land uses.
2. **What is the current level of service provided by the City of Kuna?** Since an important purpose of impact fees is to help the Department *maintain* its current level of service²⁹, it is necessary to know the levels of service it is currently providing to the community.

3. **What current assets allow the City of Kuna to provide this level of service?**
This provides a current inventory of assets used by the Department, such as facilities, land and equipment. In addition, each asset's replacement value was calculated and summed to determine the total value of the Department's current assets.
4. **What is the current investment per residential and nonresidential land use?** In other words, how much of the City's current assets' total value is needed to serve current residential households and nonresidential square feet?
5. **What future growth is expected in the City of Kuna?** How many new residential households and nonresidential square footage will the Police and Parks Departments need to serve over the CIP period?
6. **What new infrastructure is required to serve future growth?** For example, how much station square footage will be needed by the Kuna Police Department within the next ten years to accommodate the number of officers necessary to achieve the planned level of service of the Department?³⁰
7. **What impact fee is required to pay for the new infrastructure?** We calculated an apportionment of new infrastructure costs to future residential and nonresidential land- uses for the Department. Then, using this distribution, the impact fees were determined.

Addressing these seven questions, in order, provides the most effective and logical way to calculate impact fees for the Department. In addition, these seven steps satisfy and follow the regulations set forth earlier in this section.

It should be understood that growth is expected to pay only the portion of the cost of capital improvements that are growth-related. The Department will need to plan to fund the pro rata share of these partially growth-related capital improvements with revenue sources other than impact fees within the time frame that impact fees must be spent. These values will be calculated and discussed in Section III and Section IV of this report.

¹ See Section 67-8203(9), Idaho Code. "System improvements" are capital improvements (i.e., improvements with a useful life of 10 years or more) that, in addition to a long life, increase the service capacity of a public facility. Public facilities include fire, emergency medical and rescue facilities. See Sections 67-8203(3), (24) and (28), Idaho Code.

² See Section 67-8202, Idaho Code.

³ As explained further in this study, proportionality is the foundation of a defensible impact fee. To meet substantive due process requirements, an impact fee must provide a rational relationship (or nexus) between the impact fee assessed against new development and the actual need for additional capital improvements. An impact fee must substantially advance legitimate local government interests. This relationship must be of "rough proportionality." Adequate consideration of the factors outlined in Section 67-8207(2) ensure that rough proportionality is reached. See *Banbury Development Corp. v. South Jordan*, 631 P.2d 899 (1981); *Dollan v. Department of Tigard*, 512 U.S. 374 (1994).

⁴ See Sections 67-8202(4) and 67-8203(29), Idaho Code.

⁵ See Section 67-8210(4), Idaho Code.

⁶ See Sections 67-8204(1) and 67-8207, Idaho Code.

⁷ See Section 67-8210(1), Idaho Code.

⁸ See Section 67-8205, Idaho Code.

⁹ See Section 67-8206(2), Idaho Code.

¹⁰ See Section 67-8208, Idaho Code.

¹¹ See Section 67-8207, Idaho Code.

¹² See Sections 67-8209 and 67-8210, Idaho Code.

¹³ See Section 67-8208, Idaho Code.

¹⁴ See Sections 67-8204 and 67-8206, Idaho Code.

¹⁵ As a comparison and benchmark for the impact fees calculated under the Capital Improvement Plan approach, Galena Consulting also calculated the Department's current level of service by quantifying the Department's current investment in capital improvements, allocating a portion of these assets to residential and nonresidential development, and dividing the resulting amount by current housing units (residential fees) or current square footage (nonresidential fees). By using current assets to denote the current service standard, this methodology guards against using fees to correct existing deficiencies.

¹⁷ See Section 67-8208, Idaho Code.

¹⁹ See Section 67-8203(23), Idaho Code.

²⁰ See Section 67-8207, Idaho Code.

²¹ The impact fee that can be charged to each service unit (in this study, residential dwelling units and nonresidential square feet) cannot exceed the amount determined by dividing the cost of capital improvements attributable to new development (in order to provide an adopted service level) by the total number of service units attributable to new development. See Sections 67-8204(16), 67-8208(1)(f) and 67-8208(1)(g), Idaho Code.

²² See Section 67-8203(27), Idaho Code.

²³ See Section 67-8203(27), Idaho Code.

²⁴ The construction of detached garages alongside residential units does not typically trigger the payment of additional impact fees unless that structure will be the site of a home-based business with significant outside employment.

²⁵ See Section 67-8208(1)(e), Idaho Code.

²⁶ See Section 67-8208(1)(h).

²⁷ This assumes the planned levels of service do not exceed the current levels of service.

²⁸ The Impact Fee Act allows a broad range of improvements to be considered as "capital" improvements, so long as the improvements have useful life of at least 10 years and also increase the service capacity of public facilities. See Sections 67-8203(28) and 50-1703, Idaho Code.

²⁹ This assumes that the planned level of service does not exceed the current level of service.

³⁰ This assumes the planned level of service does not exceed the current level of service.

Section II. Land Uses

As noted in Section I, it is necessary to allocate capital improvement plan (CIP) costs to both residential and nonresidential development when calculating impact fees. The study team performed this allocation based on the number of projected new households and nonresidential square footage projected to be added from 2022 through 2031 for the Department. These projections were based on data from the U.S. Census Bureau and American Community Survey, the most recent growth estimates from COMPASS, data provided by the City of Kuna Planning Department, regional real estate market reports, interviews with developers and recommendations from Department Staff and the Impact Fee Advisory Committee.

Demographic and land-use projections are some of the most variable and potentially debatable components of an impact fee study, and in all likelihood the projections used in our study will not prove to be 100 percent correct. The purpose of the Advisory Committee’s annual review is to account for these inconsistencies. As each CIP is tied to the City’s land use growth, the CIP and resulting fees can be revised based on actual growth as it occurs.

The following Exhibit II-1 presents the current and estimated future population for the Department.

**Exhibit II-1.
Current and Future Population – City of Kuna, Idaho**

| | 2021 | 2031 | Net Growth |
|------------|--------|--------|------------|
| Population | 25,338 | 41,273 | 15,935 |

Over the next ten years, demographic models indicate the City of Kuna will grow by almost 16,000 people, or at an annual growth rate of 6.3 percent. Based on this population, the following Exhibit II-2 presents the current and future number of residential units and nonresidential square feet for the City.

**Exhibit II-2.
Current and Future Land Uses - City of Kuna, Idaho**

| | 2021 | 2031 | Net Growth | Net Increase in Square Feet | Percent of Total Growth |
|---------------------------------|---------|-----------|------------|-----------------------------|-------------------------|
| Population | 25,338 | 41,273 | 15,935 | | |
| Residential (in units) | 8,387 | 13,662 | 5,275 | 13,187,500 | 92% |
| Nonresidential (in square feet) | 477,000 | 1,677,000 | 1,200,000 | 1,200,000 | 8% |
| Total | | | | 14,387,500 | 100% |

As shown above, the City of Kuna is expected to grow by approximately 5,275 residential units and 1.2 million nonresidential square feet over the next ten years. Ninety-two percent of this growth is attributable to residential land uses, while the remaining eight percent is attributable to nonresidential growth. With the approval of several large industrial facilities, and the additional retail and office development needed to serve the employees of these facilities, the percentage of land use in the City of Kuna that is non-residential will increase from its current 2% to approximately 8%.

These growth projections will be used in the following sections to calculate the appropriate impact fees for the Police and Parks Departments.

Section III.

Police Department Impact Fee Calculation

In this section, we calculate impact fees for the Kuna Police Department according to the seven - question method outlined in Section I of this report.

1. Who is currently served by the Kuna Police Department?

As shown in Exhibit II-2, the Department currently serves 8,387 residential units and approximately 477,000 square feet of nonresidential land use.

2. What is the current level of service provided by the Kuna Police Department?

The Kuna Police Department currently employs 19 sworn officers, providing a level of service of .75 officers per 1,000 population. As the population of the City grows, additional infrastructure and equipment will be needed to sustain this level of service.

3. What current assets allow the Kuna Police Department to provide this level of service?

The following Exhibit III-1 displays the current assets of the Kuna Police Department.

Exhibit III-1. Current Assets – Kuna Police Department

| Type of Capital Infrastructure | Units #/Sq.Ft | Replacement \$/Unit | Replacement Value |
|---|------------------|------------------------|----------------------|
| Facilities | | | |
| Headquarters | 2,516 | Leased | 0 |
| Recent Land Purchase | 3,500 | 400 | 1,400,000 |
| Total Facilities | 6,016 | 400 | 1,400,000 |
| Vehicles | | | |
| Total Vehicles | 0 | 0 | 0 |
| Equipment | | | |
| Handguns/Shotguns | 27 | 500 | 13,500 |
| Portable Radios | 28 | 6,250 | 175,000 |
| Speed Trailer | 1 | 10,000 | 10,000 |
| Total Equipment | 56 | 16,750 | 198,500 |
| Total Capital Inventory | 6,072 | 17,150 | 1,598,500 |
| Plus Current Impact Fee Fund Balance | | | 49,643 |
| Total Current Investment | | | 1,648,143 |

As shown above, the Department currently owns approximately \$1,648,143 of eligible current assets. These assets are used to provide the Department's current level of service. Patrol vehicles were not included in the Department's assets as they do not last ten years.

4. What is the current investment per residential unit and nonresidential square foot?

The Kuna Police Department has already invested \$192 per residential unit and \$0.08 per nonresidential square foot in the capital necessary to provide the current level of service. This figure is derived by allocating the value of the Department's current assets between the current number of residential units and nonresidential square feet.

5. What future growth is expected in the City of Kuna?

As shown in Exhibit II-2, the City of Kuna is expected to grow by approximately 5,275 residential units and 1.2 million square feet of nonresidential land use over the next ten years.

6. What new infrastructure is required to serve future growth?

The following Exhibit III-2 displays the capital improvements planned for purchase by the Kuna Police Department over the next ten years.

Exhibit III-2. Kuna Police Department CIP 2022 to 2031

| Type of Capital Infrastructure | Description | Units #/Sq.Ft | Cost \$/Unit | Total Cost | Growth Allocation | Subject to Impact Fees | Funding from Other Sources |
|---------------------------------------|--|------------------|-----------------|------------------|----------------------|---------------------------|-------------------------------|
| Facilities | | | | | | | |
| Headquarters | Replace existing and add sf for deficiency | 7,000 | 500 | 3,500,000 | 0% | 0 | 3,500,000 |
| Headquarters | Additional Space for 12 Growth Related Officers | 2,400 | 500 | 1,200,000 | 100% | 1,200,000 | 0 |
| Headquarters | Additional Functional Space for Growth | 600 | 500 | 300,000 | 100% | 300,000 | 0 |
| Total Facilities | | | | 5,000,000 | | 1,500,000 | 3,500,000 |
| Equipment | | | | | | | |
| Handguns/Shotguns | Normal Replacement | 27 | 500 | 13,500 | 0% | 0 | 13,500 |
| Portable Radios | Normal Replacement | 28 | 6,250 | 175,000 | 0% | 0 | 175,000 |
| Handguns/Shotguns | Additional Weaponry for 12 Growth Related Officers | 12 | 500 | 6,000 | 100% | 6,000 | 0 |
| Portable Radios | Additional Radios for 12 Growth Related Officers | 12 | 6,250 | 75,000 | 100% | 75,000 | 0 |
| Drone | | 1 | 7,000 | 7,000 | 50% | 3,500 | 3,500 |
| Additional Speed Trailer | | 1 | 10,000 | 10,000 | 100% | 10,000 | 0 |
| Total Equipment | | | | 286,500 | | 94,500 | 192,000 |
| Total Capital Needs | | 10,081 | 30,500 | 5,286,500 | | 1,594,500 | 3,692,000 |
| Minus Current Impact Fee Fund Balance | | | | | 100% | (49,643) | 0 |
| Plus Impact Fee Study | | | | | 100% | 12,250 | 0 |
| Total Capital Improvement Plan | | | | 5,249,107 | | 1,557,107 | 3,692,000 |

As shown above, the Department plans to purchase approximately \$5.3 million in capital improvements over the next ten years, \$1.6 million of which is impact fee eligible.

In order to continue the current level of service over the next 10 years, the City will need to hire 12 additional officers and related staff to meet the current service level of .75 officers per 1,000. Based on the current ratio of station square footage per officer, housing these growth-related officers and providing the additional functional space required by growth such as evidence storage, parking, records, etc. will require 3,000 square feet. This will be added to the 7,000 square feet the City plans to build to replace its existing headquarters which is currently inadequately sized. Only the 3,000 square feet or \$1.5 million related to growth is impact fee eligible; the remaining 7,000 square feet or \$3.5 million will need to be funded from revenue sources other than impact fees.

Other impact fee eligible capital items include weaponry and radios for the 12 additional growth-related officers, and an additional speed trailer. 50% of the drone purchase is attributable to growth while the remaining 50% will need to be funded from other revenue sources.

7. What impact fee is required to pay for the new capital improvements?

The following Exhibit III-3 takes the projected future growth from Exhibit II-2 and the growth-related CIP from Exhibit III-2 to calculate impact fees for the Kuna Police Department.

**Exhibit III-3.
DRAFT Impact Fee Calculation, Kuna Police Department**

| | | |
|--|----|-----------|
| Impact Fee Eligible CIP Value | \$ | 1,557,107 |
| Percentage of Future Growth | | |
| Residential | | 92% |
| Non-Residential | | 8% |
| CIP Attributable to Units of Future Growth | \$ | 1,427,235 |
| | \$ | 129,872 |
| Future Growth in Units | | |
| Residential (dwelling units) | | 5,275 |
| Non-Residential (square feet) | | 1,200,000 |
| Impact Fee per Unit | | |
| Residential (dwelling units) | \$ | 271 |
| Non-Residential (square feet) | \$ | 0.11 |

As shown above, we have calculated impact fees for the Kuna Police Department at \$271 per residential unit and \$0.11 per nonresidential square foot. In comparison, as indicated in question #4 above, property taxpayers within the City have already invested \$192 per residential unit and \$0.08 per nonresidential square foot in the capital inventory necessary to provide today’s level of service. The impact fee is slightly higher than the current investment, as the significant growth predicted in the next ten years will require the City to build a new headquarters instead of continuing to lease a smaller space.

The Department cannot assess fees greater than the amounts shown above. The Department may assess fees lower than these amounts, but would then experience a decline in service levels unless the Department used other revenues to make up the difference.

Because not all the capital improvements listed in the CIP are 100 percent growth-related, the Department would assume the responsibility of paying for those capital improvements that are not attributable to new growth. These payments would come from other sources of revenue including all of those listed in Idaho Code 67-8207(iv)(2)(h).

It should be noted that the participation amount associated with purely non-growth improvements, such as the size of the non-growth-related portion of the Police Headquarters and replacement of existing weaponry and radios is discretionary. The Department can choose not to fund these capital improvements.

Section IV.

Parks Department Impact Fee Calculation

In this section, we calculate impact fees for the Kuna Parks Department according to the seven - question method outlined in Section I of this report.

1. Who is currently served by the Kuna Parks Department?

As shown in Exhibit II-2, the Department currently serves 8,387 residential units. Parks impact fees are not assessed to non-residential uses.

2. What is the current level of service provided by the Kuna Police Department?

The Kuna Parks Department currently has 74 developed acres of parks, or 2.91 acres per 1,000 population. As the population of the City grows, additional parks and recreational amenities will be needed to sustain this level of service.

3. What current assets allow the Kuna Parks Department to provide this level of service?

The following Exhibit IV-1 displays the current assets of the Kuna Parks Department.

**Exhibit IV-1.
Current Assets – Kuna Parks Department**

| Type of Capital Infrastructure | Units | Original | Replacement | Original | Replacement |
|---|--------------|----------|-------------|----------|--------------------------|
| | Acres/Sq.Ft | \$/Unit | \$/Unit | Value | Value |
| Parks | | | | | |
| Arbor Ridge | 7.20 | | 300,000 | 0 | 2,160,000 |
| Butler | 1.14 | | 300,000 | 0 | 342,000 |
| BB Fields | 2.70 | | 300,000 | 0 | 810,000 |
| Nicholson | 4.40 | | 300,000 | 0 | 1,320,000 |
| Chapp | 1.14 | | 300,000 | 0 | 342,000 |
| Well 5 | 0.17 | | 300,000 | 0 | 51,000 |
| Winchester | 6.03 | | 300,000 | 0 | 1,809,000 |
| Sadie Creek | 4.40 | | 300,000 | 0 | 1,320,000 |
| East Greenbelt | 2.95 | | 300,000 | 0 | 885,000 |
| West Greenbelt | 16.34 | | 300,000 | 0 | 4,902,000 |
| Bernie Fisher | 3.00 | | 300,000 | 0 | 900,000 |
| Farm | 3.00 | | 300,000 | 0 | 900,000 |
| Patagonia | 8.30 | | 100,000 | 0 | 830,000 |
| Rising Sun | 5.00 | | 300,000 | 0 | 1,500,000 |
| Ashton | 3.00 | | 300,000 | 0 | 900,000 |
| Sadie Creek 2 | 5.00 | | 300,000 | 0 | 1,500,000 |
| Total Parks | 73.77 | 0 | | 0 | 20,471,000 |
| Bare Land | | | | | |
| Crimson Point | 20 | | 120,000 | 0 | 2,400,000 |
| Discovery Creek | 12 | | 120,000 | 0 | 1,440,000 |
| Zamzow Park | 17 | | 120,000 | 0 | 2,040,000 |
| Meadowview | 20 | | 120,000 | 0 | 2,400,000 |
| Total Bare Land | 69 | 0 | | 0 | 8,280,000 |
| Facilities | | | | | |
| Greenbelt Restrooms | | | | | 175,000 |
| Bernie Fisher Restrooms | | | | | 175,000 |
| Splash Pad | | | | | 750,000 |
| Bernie Fisher Playground | | | | | 450,000 |
| Disc Golf Course 18 holes | | | | | 45,000 |
| Bernie Fisher Bandstand | | | | | 45,000 |
| Bernie Fisher Gazebo | | | | | 35,000 |
| Parks & Rec Offices | 2,626 | | | 0 | 815,450 |
| Maintenance Office | 800 | | | 0 | 219,550 |
| 457 Shortline | 1,000 | | | 0 | 462,500 |
| Total Facilities | 4,426 | 0 | 0 | 0 | 3,172,500 |
| Equipment | | | | | 1,408,500 |
| Total Capital Inventory | 4,569 | 0 | 0 | 0 | 33,332,000 |
| Plus Current Impact Fee Fund Balance | | | | | 1,600,535 |
| Total Current Investment | | | | | <u>34,932,535</u> |

As shown above, the Department currently owns almost \$35 million of eligible current assets. These assets are used to provide the Department’s current level of service.

4. What is the current investment per residential unit and nonresidential square foot?

The Kuna Parks Department has already invested \$4,165 per residential unit in the capital necessary to provide the current level of service. This figure is derived by allocating the value of the Department’s current assets between the current number of residential units.

5. What future growth is expected in the City of Kuna?

As shown in Exhibit II-2, the City of Kuna is expected to grow by approximately 5,275 residential units over the next ten years.

6. What new infrastructure is required to serve future growth?

The following Exhibit IV-2 displays the capital improvements planned for purchase by the Kuna Parks Department over the next ten years.

Exhibit IV-2. Kuna Parks Department CIP 2022 to 2031

| Type of Capital Infrastructure | Description | Total Cost | Growth Allocation | Subject to Impact Fees | Funding from Other Sources |
|---|---|---------------------|-------------------|------------------------|----------------------------|
| Parks | | | | | |
| Meadow View Park | 20 Acres Greenup and Amenities | 4,000,000 | 50% | 2,000,000 | 2,000,000 |
| Helen Zamzow Park Phase I | 17 Acres Greenup New Park | 1,700,000 | 100% | 1,700,000 | 0 |
| Helen Zamzow Park Phase 2 | Amenities | 7,500,000 | 100% | 7,500,000 | 0 |
| Rising Sun Park | restrooms and concession building | 250,000 | 100% | 250,000 | 0 |
| Patagonia Park | parking lot, playground, pickleball court | 800,000 | 100% | 800,000 | 0 |
| Land Acquisition | acquiring 10 acres toward future sports complex | 1,000,000 | 100% | 1,000,000 | 0 |
| Pathway behind Young property | pathway development | 100,000 | 100% | 100,000 | 0 |
| Well 5 Pathway | pathway development | 250,000 | 40% | 100,000 | 150,000 |
| Nicholson Pathway | pathway development | 250,000 | 40% | 100,000 | 150,000 |
| Arbor Ridge Pathway | pathway development | 250,000 | 40% | 100,000 | 150,000 |
| Total Parks | | 16,100,000 | | \$ 13,650,000 | 2,450,000 |
| Existing Park Improvements | | | | | |
| Picnic Shelters | | 100,000 | 50% | 50,000 | 50,000 |
| Parking Lot Improvements | | 100,000 | 50% | 50,000 | 50,000 |
| Restrooms | | 250,000 | 100% | 250,000 | 0 |
| Total Existing Park Improvements | | 450,000 | | 350,000 | 100,000 |
| Equipment & Facilities | | | | | |
| Parks Shop Relocation & Expansion | | 1,900,000 | 30% | 570,000 | 1,330,000 |
| Mini Excavator | | 182,000 | 100% | 182,000 | 0 |
| RTV | | 108,500 | 100% | 108,500 | 0 |
| Truck | | 435,000 | 100% | 435,000 | 0 |
| Trailer | | 60,000 | 50% | 30,000 | 30,000 |
| Existing Equipment Replacement | | 533,000 | 0% | 0 | 533,000 |
| Total Equipment & Facilities | | \$ 3,218,500 | | 1,325,500 | 1,893,000 |
| Total Capital Needs | | \$19,768,500 | | 15,325,500 | 4,443,000 |
| Minus Current Impact Fee Fund Balance | | (1,600,535) | 100% | (1,600,535) | 0 |
| Plus Impact Fee Study | | 12,250 | 100% | 12,250 | 0 |
| Total Capital Improvement Plan | | 18,180,215 | | 13,737,215 | 4,443,000 |

As shown above, the Department plans to purchase approximately \$18.2 million in capital improvements over the next ten years, \$13.7 million of which is impact fee eligible.

In order to continue the current level of service of 2.91 acres per 1,000 population, the City will need to develop 47 additional acres of parks. The City will develop 37 acres of land already owned by the City – Meadow View and Helen Zamzow Parks – and acquire the additional 10 acres of undeveloped land as part of a future sports complex. 50% of the cost of the Meadow View green-up and amenities will be funded with impact fees; the other 50% will be funded by a developer per their development agreement with the City. 100% of the green-up and amenities of Helen Zamzow Park will be funded with impact fees in two phases, as will the completion of the buildout of amenities in Rising Sun and Patagonia Parks.

Four pathway projects are planned within the next ten years to add connectivity and capacity to the pathway system within the City. 60% of three of these pathway projects are anticipated to be funded through grants with the remaining 40% coming from impact fees, while the fourth project will be entirely funded with impact fees.

Improvements in existing parks needed to provide future capacity including picnic shelters and parking lot improvements will be funded partially with impact fees and partially from other revenues as some portion of the need for these facilities already exists. Additional restrooms needed in existing parks for

growth are 100% impact fee eligible.

The Parks Department will need to expand its maintenance and administration space due in part to an existing deficiency and in part to manage the demands from additional acreage and related equipment. 30% of this facility, or the growth-related square feet, will be funded with impact fees with the remaining 70% from other City revenues. Four additional vehicles/pieces of equipment will be needed to serve the additional acres of developed parks. Existing vehicles and equipment will need to be replaced, but these are not growth-related and must be funded by other City revenues.

7. What impact fee is required to pay for the new capital improvements?

The following Exhibit IV-3 takes the projected future growth from Exhibit II-2 and the growth-related CIP from Exhibit IV-2 to calculate impact fees for the Kuna Parks Department.

Exhibit IV-3. DRAFT Impact Fee Calculation, Kuna Parks Department

| | |
|--|---------------|
| Impact Fee Eligible CIP Value | \$ 13,737,215 |
| Percentage of Future Growth Residential | 100% |
| CIP Attributable to Units of Future Growth | \$ 13,737,215 |
| Future Growth in Units Residential (dwelling units) | 5,275 |
| Impact Fee per Unit Residential (dwelling units) | \$ 2,604 |

As shown above, we have calculated impact fees for the Kuna Parks Department at \$2,604 per residential unit. In comparison, as indicated in question #4 above, property taxpayers within the City have already invested \$4,165 per residential unit in the capital inventory necessary to provide today's level of service. The impact fee is significantly lower than the amount already invested per existing residential unit.

The Department cannot assess fees greater than the amounts shown above. The Department may assess fees lower than these amounts, but would then experience a decline in service levels unless the Department used other revenues to make up the difference.

Because not all the capital improvements listed in the CIP are 100 percent growth-related, the Department would assume the responsibility of paying for those capital improvements that are not attributable to new growth. These payments would come from other sources of revenue including all of those listed in Idaho Code 67-8207(iv)(2)(h).

It should be noted that the participation amount associated with purely non-growth improvements, such as the replacement of existing equipment. The Department can choose not to fund these capital improvements.

Section V. Fee Analysis and Administrative Recommendations

A comparison of the calculated Police and Parks impact fees to Police and Parks impact fees being assessed by Eagle, Star, Meridian, Boise and Nampa is provided in Exhibit V-1:

Exhibit V-1. DRAFT Impact Fee Comparison – Police and Parks

| | City of Kuna/ Kuna Fire District DRAFT | City of Eagle/ Eagle Fire District adopted 2020 | City of Star/ Star Fire District adopted 2019 | City of Meridian/ Meridian Fire District adopted 2019 | City of Boise adopted 2021 | City of Nampa/ Nampa Fire District adopted 2022 |
|------------------------|---|--|--|--|----------------------------------|--|
| Police | | | | | | |
| per Residential Unit | \$ 271 | \$ 111 | \$ - | \$ 152 | \$ 486 | \$ 923 |
| per Non-Residential sf | \$ 0.11 | \$ 0.04 | \$ - | \$ 0.24 | \$ 0.77 | \$ 0.41 |
| Parks | | | | | | |
| per residential unit | \$ 2,604 | \$ 1,446 | \$ 2,050 | \$ 2,098 | \$ 5,486 | \$ 2,341 |

Each of the comparison cities also assesses fire impact fees (on behalf of a fire district in Kuna, Eagle, Star and Nampa) and streets impact fees (in Ada County these are assessed by the Ada County Highway District). Ada County is currently considering the assessment of jail, coroner and EMS impact fees to its incorporated cities, as well as sheriff impact in the unincorporated areas. A comparison of all of these fees is provided in Exhibit V-2:

**Exhibit V-2.
DRAFT Impact Fee Comparison**

| | City of Kuna/ Kuna Fire District DRAFT | City of Eagle/ Eagle Fire District adopted 2020 | City of Star/ Star Fire District adopted 2019 | City of Meridian/ Meridian Fire District adopted 2019 | City of Boise adopted 2021 | City of Nampa/ Nampa Fire District adopted 2022 | Unincorporated Ada County DRAFT |
|------------------------------------|---|--|--|--|----------------------------------|--|--|
| Police | | | | | | | |
| per Residential Unit | \$ 271 | \$ 111 | \$ - | \$ 152 | \$ 486 | \$ 923 | |
| per Non-Residential sf | \$ 0.11 | \$ 0.04 | \$ - | \$ 0.24 | \$ 0.77 | \$ 0.41 | |
| Sheriff | | | | | | | |
| per Residential Unit | | | | | | | \$ 666 |
| per Non-Residential sf | | | | | | | \$ 0.29 |
| Jail | | | | | | | |
| per Residential Unit | \$ 715 | \$ 715 | \$ 715 | \$ 715 | \$ 715 | | \$ 715 |
| per Non-Residential sf | \$ 0.31 | \$ 0.31 | \$ 0.31 | \$ 0.31 | \$ 0.31 | | \$ 0.31 |
| Coroner's Office | | | | | | | |
| per Residential Unit | \$ 88 | \$ 88 | \$ 88 | \$ 88 | \$ 88 | | \$ 88 |
| per Non-Residential sf | \$ 0.04 | \$ 0.04 | \$ 0.04 | \$ 0.04 | \$ 0.04 | | \$ 0.04 |
| Fire/Fire District | | | | | | | |
| per Residential Unit | \$ 1,792 | \$ 897 | \$ 829 | \$ 693 | \$ 2,112 | \$ 1,671 | \$ 1,041 |
| per Non-Residential sf | \$ 0.72 | \$ 0.36 | \$ 0.39 | \$ 0.64 | \$ 0.96 | \$ 0.67 | \$ 0.45 <i>(average of districts)</i> |
| EMS | | | | | | | |
| per Residential Unit | \$ 181 | \$ 181 | \$ 181 | \$ 181 | \$ 181 | | \$ 181 |
| per Non-Residential sf | \$ 0.08 | \$ 0.08 | \$ 0.08 | \$ 0.08 | \$ 0.08 | | \$ 0.08 |
| Parks | | | | | | | |
| per residential unit | \$ 2,604 | \$ 1,446 | \$ 2,050 | \$ 2,098 | \$ 5,486 | \$ 2,341 | \$ - |
| Streets | | | | | | | |
| per single-family residential unit | \$ 3,433 | \$ 3,433 | \$ 3,433 | \$ 3,433 | \$ 3,433 | \$ 3,008 | \$ 3,433 |
| per multi-family residential unit | \$ 1,682 | \$ 1,682 | \$ 1,682 | \$ 1,682 | \$ 1,682 | \$ 1,474 | \$ 1,682 |
| per retail/commercial sf | \$ 8.04 | \$ 8.04 | \$ 8.04 | \$ 8.04 | \$ 8.04 | \$ 7.44 | \$ 8.04 |
| per office sf | \$ 3.98 | \$ 3.98 | \$ 3.98 | \$ 3.98 | \$ 3.98 | \$ 3.50 | \$ 3.98 |
| per industrial sf | \$ 1.37 | \$ 1.37 | \$ 1.37 | \$ 1.37 | \$ 1.37 | \$ 1.21 | \$ 1.37 |
| TOTAL | | | | | | | |
| per single-family residential unit | \$ 9,084 | \$ 6,871 | \$ 7,296 | \$ 7,360 | \$ 12,501 | \$ 7,943 | \$ 6,124 |
| per multi-family residential unit | \$ 7,333 | \$ 5,120 | \$ 5,545 | \$ 5,609 | \$ 10,750 | \$ 6,408 | \$ 4,373 |
| per retail/commercial sf | \$ 9.29 | \$ 8.87 | \$ 8.86 | \$ 9.35 | \$ 10.20 | \$ 8.52 | \$ 9.20 |
| per office sf | \$ 5.24 | \$ 4.81 | \$ 4.80 | \$ 5.29 | \$ 6.14 | \$ 4.58 | \$ 5.15 |
| per industrial sf | \$ 2.63 | \$ 2.20 | \$ 2.19 | \$ 2.68 | \$ 3.54 | \$ 2.29 | \$ 2.54 |

It should be noted that Eagle, Star and Meridian will be reviewing their impact fees in 2022 and their current impact fees are likely to increase significantly to capture the sharp increase in construction costs. It is likely then, that impact fees throughout Ada County will be relative comparable.

Some communities express concern that impact fees will stifle growth. Empirical data indicates this is not the case. Factors including the price of land and construction, market demand, the availability of skilled workers, access to major transportation modes, amenities for quality of life, etc. all weigh more heavily in decisions to construct new homes or businesses, as well for business relocation. Ultimately the impact fee, which is paid at the time of building permit, is passed along to the buyer in the purchase price or wrapped into a lease rate. Therefore, in a market with a high demand for development, an impact fee higher than other jurisdictions is unlikely to slow growth.

On the positive side, the City's impact fee program will enable the Police and Parks Departments to plan for growth without decreasing its service levels which can decrease buyer satisfaction. It will also allow the Department to collect a proportionate share of the cost of capital improvements from growth instead of funding all future capital through property taxes assessed to existing residents and businesses.

Implementation Recommendations

The following implementation recommendations should be considered:

Capital Improvements Plan. The City should formally adopt this Capital Improvement Plan subject to the procedures of the Local Land Use Planning Act (LLUPA).

Impact Fee Ordinance. Following adoption of the Capital Improvement Plan, the City should adopt amendments to the existing Kuna Impact Fee Ordinance to reflect changes in fees.

Advisory Committee. The Advisory Committee is in a unique position to work with and advise City and Department staff to ensure that the capital improvement plans and impact fees are routinely reviewed and modified as appropriate.

Impact fee service area. Some municipalities have fee differentials for various zones under the assumption that some areas utilize more or less current and future capital improvements. The study team, however, does not recommend the City assess different fees by dividing the areas into zones. The capital improvements identified in this report inherently serve a system-wide function.

Specialized assessments. If permit applicants are concerned they would be paying more than their fair share of future infrastructure purchases, the applicant can request an individualized assessment to ensure they will only be paying their proportional share. The applicant would be required to prepare and pay for all costs related to such an assessment.

Donations. If the City receives donations for capital improvements listed on the CIP, they must account for the donation in one of two ways. If the donation is for a non- or partially growth-related improvement, the donation can contribute to the City's General Fund participation along with more traditional forms, such as revenue transfers from the General Fund. If, however, the donation is for a growth-related project in the CIP, the donor's impact fees should be reduced dollar for dollar. This means that the City will either credit the donor or reimburse the donor for that portion of the impact fee.

Credit/reimbursement. If a developer constructs or contributes all or part of a growth-related project that would otherwise be financed with impact fees, that developer must receive a credit against the fees owed for this category or, at the developer's choice, be reimbursed from impact fees collected in the future.³⁷ This prevents "double dipping" by the City.

The presumption would be that builders/developers owe the entirety of the impact fee amount until they make the City aware of the construction or contribution. If credit or reimbursement is due, the governmental entity must enter into an agreement with the fee payer that specifies the amount of the credit or the amount, time and form of reimbursement.³⁸

Impact fee accounting. The City should maintain Impact Fee Funds separate and apart from the General Fund. All current and future impact fee revenue should be immediately deposited into this account and withdrawn only to pay for growth-related capital improvements of the same category. General Funds should be reserved solely for the receipt of tax revenues, grants, user fees and associated interest earnings, and ongoing operational expenses including the repair and replacement of existing capital improvements not related to growth.

Spending policy. The City should adhere to a policy governing their expenditure of monies from the Impact Fee Fund. The Fund should be prohibited from paying for any operational expenses and the repair and replacement or upgrade of existing infrastructure not necessitated by growth. In cases when *growth-related capital improvements are constructed*, impact fees are an allowable

revenue source as long as only new growth is served. In cases when new capital improvements are expected *to partially replace existing capacity and to partially serve new growth*, cost sharing between the General Fund or other sources of revenue listed in Idaho Code 67-8207(I)(iv), (2)(h) and Impact Fee Fund should be allowed on a pro rata basis.

Update procedures. The Department is expected to grow rapidly over the 10-year span of the CIPs. Therefore, the fees calculated in this study should be updated annually as the City invests in additional infrastructure beyond what is listed in this report, and/or as the City's projected development changes significantly. Fees can be updated on an annual basis using an inflation factor for building material from a reputable source such as McGraw Hill's Engineering News Record. As described in Idaho Code 67-8205(3)(c)(d)(e), the Advisory Committee will play an important role in these updates and reviews.

³⁷ See Section 67-8209(3), Idaho Code.

³⁸ See Section 67-8209(4), Idaho Code

FINAL REPORT – November 30, 2021

**Kuna Rural Fire District
Impact Fee Study and
Capital Improvement Plan**

Prepared By

Galena Consulting
Anne Wescott
1214 S Johnson
Boise, Idaho 83705



Section I.

Introduction

This report regarding impact fees for the Kuna Rural Fire District is organized into the following sections:

- An overview of the report's background and objectives;
- A definition of impact fees and a discussion of their appropriate use;
- An overview of land use and demographics;
- A step-by-step calculation of impact fees under the Capital Improvement Plan (CIP) approach;
- A list of implementation recommendations; and
- A brief summary of conclusions.

Background and Objectives

The Kuna Rural Fire District hired Galena Consulting to calculate impact fees.

This document presents impact fees based on the District's demographic data and infrastructure costs before credit adjustment; calculates the District's monetary participation; examines the likely cash flow produced by the recommended fee amount; and outlines specific fee implementation recommendations. Credits can be granted on a case-by-case basis; these credits are assessed when each individual building permit is pulled.

Definition of Impact Fees

Impact fees are one-time assessments established by local governments to assist with the provision of Capital Improvements necessitated by new growth and development. Impact fees are governed by principles established in Title 67, Chapter 82, Idaho Code, known as the Idaho Development Impact Fee Act (Impact Fee Act). The Idaho Code defines an impact fee as "... a payment of money imposed as a condition of development approval to pay for a proportionate share of the cost of system improvements needed to serve development."¹

Purpose of impact fees. The Impact Fee Act includes the legislative finding that "... an equitable program for planning and financing public facilities needed to serve new growth and development is necessary in order to promote and accommodate orderly growth and development and to protect the public health, safety and general welfare of the citizens of the state of Idaho."²

Idaho fee restrictions and requirements. The Impact Fee Act places numerous restrictions on the calculation and use of impact fees, all of which help ensure that local governments adopt impact fees that are consistent with federal law.³ Some of those restrictions include:

- Impact fees shall not be used for any purpose other than to defray system improvement costs incurred to provide additional public facilities to serve new growth;⁴
- Impact fees must be expended within 8 years from the date they are collected. Fees may be held in certain circumstances beyond the 8-year time limit if the governmental entity can provide reasonable cause;⁵
- Impact fees must not exceed the proportionate share of the cost of capital improvements needed to serve new growth and development;⁶
- Impact fees must be maintained in one or more interest-bearing accounts within the capital projects fund.⁷

In addition, the Impact Fee Act requires the following:

- Establishment of and consultation with a development impact fee advisory committee (Advisory Committee);⁸
- Identification of all existing public facilities;
- Determination of a standardized measure (or service unit) of consumption of public facilities;
- Identification of the current level of service that existing public facilities provide;
- Identification of the deficiencies in the existing public facilities;
- Forecast of residential and nonresidential growth;⁹
- Identification of the growth-related portion of the District's Capital Improvement Plan;¹⁰
- Analysis of cash flow stemming from impact fees and other capital improvement funding sources;¹¹
- Implementation of recommendations such as impact fee credits, how impact fee revenues should be accounted for, and how the impact fees should be updated over time;¹²
- Preparation and adoption of a Capital Improvement Plan pursuant to state law and public hearings regarding the same;¹³ and
- Preparation and adoption of a resolution authorizing impact fees pursuant to state law and public hearings regarding the same.¹⁴

How should fees be calculated? State law requires the District to implement the Capital Improvement Plan methodology to calculate impact fees. The District can implement fees of any amount not to exceed the fees as calculated by the CIP approach. This methodology requires the District to describe its service areas, forecast the land uses, densities and population that are expected to occur in those service areas over the 10-year CIP time horizon, and identify the capital improvements that will be needed to serve the forecasted growth at the planned levels of service, assuming the planned levels of service do not exceed the current levels of service.¹⁵ Only those items identified as growth-related on the CIP are eligible to be funded by impact fees.

The governmental entity intending to adopt an impact fee must first prepare a capital improvements plan.¹⁷ Once the essential capital planning has taken place, impact fees can be calculated. The Impact Fee Act places many restrictions on the way impact fees are calculated and spent, particularly via the principal that local governments cannot charge new development more than a “proportionate share” of the cost of public facilities to serve that new growth. “Proportionate share” is defined as “. . . that portion of the cost of system improvements . . . which reasonably relates to the service demands and needs of the project.”¹⁹ Practically, this concept requires the District to carefully project future growth and estimate capital improvement costs so that it prepares reasonable and defensible impact fee schedules.

The proportionate share concept is designed to ensure that impact fees are calculated by measuring the needs created for capital improvements by development being charged the impact fee; do not exceed the cost of such improvements; and are “earmarked” to fund growth-related capital improvements to benefit those that pay the impact fees.

There are various approaches to calculating impact fees and to crediting new development for past and future contributions made toward system improvements. The Impact Fee Act does not specify a single type of fee calculation, but it does specify that the formula be “reasonable and fair.” Impact fees should take into account the following:

- Any appropriate credit, offset or contribution of money, dedication of land, or construction of system improvements;
- Payments reasonably anticipated to be made by or as a result of a new development in the form of user fees and debt service payments;
- That portion of general tax and other revenues allocated by the District to growth-related system improvements; and
- All other available sources of funding such system improvements.²⁰

Through data analysis and interviews with the District and Galena Consulting identified the share of each capital improvement needed to serve growth. The total projected capital improvements needed to serve growth are then allocated to residential and nonresidential development with the resulting amounts divided by the appropriate growth projections from 2021 to 2031. This is consistent with the Impact Fee Act.²¹ Among the advantages of the CIP approach is its establishment of a spending plan to give developers and new residents more certainty about the use of the particular impact fee revenues.

Other fee calculation considerations. The basic CIP methodology used in the fee calculations is presented above. However, implementing this methodology requires a number of decisions. The considerations accounted for in the fee calculations include the following:

- Allocation of costs is made using a service unit which is “a standard measure of consumption, use, generation or discharge attributable to an individual unit²² of development calculated in accordance with generally accepted engineering or planning standards for a particular category of capital improvement.”²³ The service units chosen by the study team for every fee calculation in this study are linked directly to residential dwelling units and nonresidential development square feet.²⁴
- A second consideration involves refinement of cost allocations to different land uses. According to Idaho Code, the CIP must include a “conversion table establishing the ratio of a service unit to various types of land uses, including residential, commercial, agricultural and industrial.”²⁵ In this analysis, the study team has chosen to use the highest level of detail supportable by available data and, as a result, in this study, the fee is allocated between aggregated residential (i.e., all forms of residential housing) and nonresidential development by land use type (retail, office and industrial).

Current Assets and Capital Improvement Plans

The CIP approach estimates future capital improvement investments required to serve growth over a fixed period of time. The Impact Fee Act calls for the CIP to “. . . project demand for system improvements required by new service units . . . over a reasonable period of time not to exceed 20 years.”²⁶ The impact fee study team recommends a 10-year time period based on the District’s best available capital planning data.

The types of costs eligible for inclusion in this calculation include any land purchases, construction of new facilities and expansion of existing facilities to serve growth over the next 10 years at planned and/or adopted service levels.²⁷ Equipment and vehicles with a useful life of 10 years or more are also impact fee eligible under the Impact Fee Act.²⁸ The total cost of improvements over the 10 years is referred to as the “CIP Value” throughout this report. The cost of this impact fee study is also impact fee eligible for all impact fee categories.

The forward-looking 10-year CIP for the District includes some facilities that are only partially necessitated by growth (e.g., facility expansion). The study team met with the District to determine a defensible metric for including a portion of these facilities in the impact fee calculations. A general methodology used to determine this metric is discussed below. In some cases, a more specific metric was used to identify the growth-related portion of such improvements. In these cases, notations were made in the applicable section.

Fee Calculation

In accordance with the CIP approach described above, we calculated the impact fee for the District by answering the following seven questions:

1. **Who is currently served by the District?** This includes the number of residents as well as residential and nonresidential land uses.
2. **What is the current level of service provided by the District?** Since an important purpose of impact fees is to help the District *achieve* its planned level of service²⁹, it is necessary to know the levels of service it is currently providing to the community.
3. **What current assets allow the District to provide this level of service?** This provides a current inventory of assets used by the District, such as facilities, land and equipment. In addition, each asset's replacement value was calculated and summed to determine the total value of the District's current assets.
4. **What is the current investment per residential and nonresidential land use?** In other words, how much of the District's current assets' total value is needed to serve current residential households and nonresidential square feet?
5. **What future growth is expected in the District?** How many new residential households and nonresidential square footage will the District serve over the CIP period?
6. **What new infrastructure is required to serve future growth?** For example, how many stations will be needed by the Kuna Rural Fire District within the next ten years to achieve the planned level of service of the District?³⁰
7. **What impact fee is required to pay for the new infrastructure?** We calculated an apportionment of new infrastructure costs to future residential and nonresidential land- uses for the District. Then, using this distribution, the impact fees were determined.

Addressing these seven questions, in order, provides the most effective and logical way to calculate impact fees for the District. In addition, these seven steps satisfy and follow the regulations set forth earlier in this section.

"GRUM" Analysis

In the District, not all capital costs are associated with growth. Some capital costs are for repair and replacement of facilities e.g., standard periodic investment in existing facilities such as roofing. These costs *are not* impact fee eligible. Some capital costs are for betterment of facilities, or implementation of new services (e.g., development of an expanded training facility). These costs *are generally not entirely* impact fee eligible. Some costs are for expansion of facilities to accommodate new development at the current level of service (e.g., purchase of new fire station to accommodate expanding population). These costs *are* impact fee eligible.

Because there are different reasons why the District invests in capital projects, the study team conducted a "GRUM" analysis on all projects listed in each CIP:

- **Growth.** The “G” in GRUM stands for growth. To determine if a project is solely related to growth, we ask “Is this project designed to maintain the current level of service as growth occurs?” and “Would the District still need this capital project if it weren’t growing at all?” “G” projects are only necessary to maintain the District’s current level of service as growth occurs. It is thus appropriate to include 100 percent of their cost in the impact fee calculations.
- **Repair & Replacement.** The “R” in GRUM stands for repair and replacement. We ask, “Is this project related only to fixing existing infrastructure?” and “Would the District still need it if it weren’t growing at all?” “R” projects have nothing to do with growth. It is thus not appropriate to include any of their cost in the impact fee calculations.
- **Upgrade.** The “U” in GRUM stands for upgrade. We ask, “Would this project improve the District’s current level of service?” and “Would the District still do it even if it weren’t growing at all?” “U” projects have nothing to do with growth. It is thus not appropriate to include any of their cost in the impact fee calculations.
- **Mixed.** The “M” in GRUM stands for mixed. It is reserved for capital projects that have some combination of G, R and U. “M” projects by their very definition are partially necessitated by growth, but also include an element of repair, replacement and/or upgrade. In this instance, a cost amount between 0 and 100 percent should be included in the fee calculations. Although the need for these projects is triggered by new development, they will also benefit existing residents.

Projects that are 100 percent growth-related were determined by our study to be necessitated solely by growth. Alternatively, some projects are determined to be “mixed,” with some aspects of growth and others aspects of repair and replacement. In these situations, only a portion of the total cost of each project is included in the final impact fee calculation.

It should be understood that growth is expected to pay only the portion of the cost of capital improvements that are growth-related. The District will need to plan to fund the pro rata share of these partially growth-related capital improvements with revenue sources other than impact fees within the time frame that impact fees must be spent. These values will be calculated and discussed in Section IV of this report.

Exhibits found in Section III of this report detail all capital improvements planned for purchase over the next ten years by the District.

¹ See Section 67-8203(9), Idaho Code. “System improvements” are capital improvements (i.e., improvements with a useful life of 10 years or more) that, in addition to a long life, increase the service capacity of a public facility. Public facilities include fire, emergency medical and rescue facilities. See Sections 67-8203(3), (24) and (28), Idaho Code.

² See Section 67-8202, Idaho Code.

³ As explained further in this study, proportionality is the foundation of a defensible impact fee. To meet substantive due process requirements, an impact fee must provide a rational relationship (or nexus) between the impact fee assessed against new development and the actual need for additional capital improvements. An impact fee must substantially advance legitimate local government interests. This relationship must be of “rough proportionality.” Adequate consideration of the factors outlined in Section 67-8207(2) ensure that rough proportionality is reached. See *Banbury Development Corp. v. South Jordan*, 631 P.2d 899 (1981); *Dollan v. District of Tigar*, 512 U.S. 374 (1994).

4 *See Sections 67-8202(4) and 67-8203(29), Idaho Code.*

5 *See Section 67-8210(4), Idaho Code.*

6 *See Sections 67-8204(1) and 67-8207, Idaho Code.*

7 *See Section 67-8210(1), Idaho Code*

8 *See Section 67-8205, Idaho Code.*

9 *See Section 67-8206(2), Idaho Code.*

10 *See Section 67-8208, Idaho Code.*

11 *See Section 67-8207, Idaho Code.*

12 *See Sections 67-8209 and 67-8210, Idaho Code.*

13 *See Section 67-8208, Idaho Code.*

14 *See Sections 67-8204 and 67-8206, Idaho Code.*

15 As a comparison and benchmark for the impact fees calculated under the Capital Improvement Plan approach, Galena Consulting also calculated the District's current level of service by quantifying the District's current investment in capital improvements, allocating a portion of these assets to residential and nonresidential development, and dividing the resulting amount by current housing units (residential fees) or current square footage (nonresidential fees). By using current assets to denote the current service standard, this methodology guards against using fees to correct existing deficiencies.

17 *See Section 67-8208, Idaho Code.*

19 *See Section 67-8203(23), Idaho Code.*

20 *See Section 67-8207, Idaho Code.*

21 The impact fee that can be charged to each service unit (in this study, residential dwelling units and nonresidential square feet) cannot exceed the amount determined by dividing the cost of capital improvements attributable to new development (in order to provide an adopted service level) by the total number of service units attributable to new development. *See Sections 67-8204(16), 67-8208(1(f)) and 67-8208(1(g)), Idaho Code.*

22 *See Section 67-8203(27), Idaho Code.*

23 *See Section 67-8203(27), Idaho Code.*

24 The construction of detached garages alongside residential units does not typically trigger the payment of additional impact fees unless that structure will be the site of a home-based business with significant outside employment.

25 *See Section 67-8208(1)(e), Idaho Code.*

26 *See Section 67-8208(1)(h).*

27 This assumes the planned levels of service do not exceed the current levels of service.

28 The Impact Fee Act allows a broad range of improvements to be considered as "capital" improvements, so long as the improvements have useful life of at least 10 years and also increase the service capacity of public facilities. *See Sections 67- 8203(28) and 50-1703, Idaho Code.*

29 This assumes that the planned level of service does not exceed the current level of service.

30 This assumes the planned level of service does not exceed the current level of service.

Section II. Land Uses

As noted in Section I, it is necessary to allocate capital improvement plan (CIP) costs to both residential and nonresidential development when calculating impact fees. The study team performed this allocation based on the number of projected new households and nonresidential square footage projected to be added from 2021 through 2031 for the District. These projections were based on the most recent growth estimates from COMPASS, building permit history from the City of Kuna, regional real estate market reports, interviews with developers and recommendations from District Staff and the Impact Fee Advisory Committee.

Demographic and land-use projections are some of the most variable and potentially debatable components of an impact fee study, and in all likelihood the projections used in our study will not prove to be 100 percent correct. The purpose of the Advisory Committee's annual review is to account for these inconsistencies. As each CIP is tied to the District's land use growth, the CIP and resulting fees can be revised based on actual growth as it occurs.

The District serves the population of the City of Kuna, as well as portions of unincorporated Ada and Canyon Counties.

The following Exhibit II-1 presents the current and estimated future population for the District.

**Exhibit II-1.
Current and Future Population within the boundaries of the Kuna Rural Fire District**

| | 2021 | 2031 | Net Increase | Percent Increase |
|------------|--------|--------|--------------|------------------|
| Population | 33,390 | 58,235 | 24,845 | 74% |

The District currently has approximately 33,390 persons residing within its service boundary. Current and future population estimates were derived by isolating the population within each Transportation Analysis Zone (TAZ) within the District's boundaries according to current COMPASS and Census data. This data was compared to current population estimates from the City of Kuna, which is within the Fire District boundaries.

Over the next ten years, COMPASS models indicate the District to grow by approximately 24,845 people, or at an average annual growth rate of 7.4 percent.

Based on this population, the following Exhibit II-2 presents the current and future number of residential units and nonresidential square feet for the District.

Exhibit II-2.
Current and Future Land Uses, Kuna Rural Fire District

| | 2021 | 2031 | Net Growth | Net Increase in Square Feet | Percent of Total Growth |
|---------------------------------|---------|-----------|------------|-----------------------------|-------------------------|
| Population | 33,390 | 58,235 | 24,845 | | |
| Residential (in units) | 10,434 | 18,199 | 7,764 | 19,410,546 | 93.38% |
| Nonresidential (in square feet) | 444,079 | 1,819,859 | 1,375,780 | 1,375,780 | 6.62% |
| Retail | 277,188 | 727,944 | 450,756 | 450,756 | 2.17% |
| Office | 96,661 | 727,944 | 631,283 | 631,283 | 3.04% |
| Industrial | 70,230 | 363,972 | 293,742 | 293,742 | 1.41% |
| Total | | | | 20,786,326 | 100% |

As shown above, the Kuna Rural Fire District is expected to grow by approximately 7,764 residential units and 1.37 million nonresidential square feet over the next ten years. 93.38% of the total increase in square feet is attributable to residential land uses, while the remaining 6.62% is attributable to nonresidential growth. Of the non-residential growth, 3.04% is attributable to growth in office uses, 2.17% is attributable to growth in retail development and the remaining 1.4% is attributable to industrial development. These growth projections will be used in the following sections to calculate the appropriate impact fees for the District.

Non-residential development (office, retail and industrial) can be difficult to predict. Generally, “retail follows rooftops” but it is unclear how quickly this development will occur over the next ten years. Kuna is primarily a residential community and has only 42 square feet of non-residential development per current household, compared to 232 square feet per household in the City of Eagle. In this study we have estimated the total number of square feet per household increasing from 42 to 100 square feet over 10 years of residential development. Based on the absorption of non-residential land uses in other similar cities in Ada County, the majority of this development will be retail and office uses.

Section III.

Impact Fee Calculation

In this section, we calculate impact fees for the Kuna Rural Fire District according to the seven - question method outlined in Section I of this report.

1. Who is currently served by the Kuna Rural Fire District?

As shown in Exhibit II-2, the District currently serves 10,434 residential units and approximately 444,079 square feet of nonresidential land use.

2. What is the current level of service provided by the Kuna Rural Fire District?

The Kuna Rural Fire District provides a level of service of a 90 percent fractile response time of between 4 minutes (in the urban area) to 6 minutes (in the rural portions of the District). As the population of the District grows, additional infrastructure and equipment will be needed to sustain this level of service.

3. What current assets allow the Kuna Rural Fire District to provide this level of service?

The following Exhibit III-1 displays the current assets of the Kuna Rural Fire District.

Exhibit III-1. Current Assets – Kuna Rural Fire District

| Type of Capital Asset | Replacement Value |
|--|----------------------|
| Facilities | |
| Station #1 | \$ 6,500,000 |
| Station #2 Land | \$ 500,000 |
| Apparatus/Vehicles | |
| 2015 Pierce Engine | \$ 800,000 |
| 1993 Pierce Engine | \$ 800,000 |
| Water Tender | \$ 300,000 |
| 2001 Brush Truck | \$ 400,000 |
| 2003 Brush Truck | \$ 400,000 |
| 2011 Ford 150 | \$ 45,000 |
| 2012 Ford Explorer | \$ 45,000 |
| 2018 GMC 1500 Pickup | \$ 60,000 |
| Equipment | |
| 22 SCBAs | \$ 255,000 |
| SCBA Compressor and Charging Station | \$ 80,000 |
| Thermal Imager | \$ 7,500 |
| Extrication Equipment | \$ 86,541 |
| Cardiac Monitors and AEDs | \$ 106,119 |
| Radios | \$ 145,000 |
| 6 MDTs | \$ 30,720 |
| Total Assets | \$ 10,560,880 |
| Plus Cost of Fee-Related Research | |
| Impact Fee Study | \$ 8,000 |
| Plus Current Fund Balance | \$ 2,139,480 |
| Grand Total | \$ 12,708,360 |

As shown above, the District currently owns approximately \$12.7 million of eligible current assets. These assets are used to provide the District's current level of service.

4. What is the current investment per residential unit and nonresidential square foot?

The Kuna Rural Fire District has already invested \$991 per residential unit and \$.99 per non-residential square foot into the capital necessary to provide the current level of service. This figure is derived by allocating the value of the District’s current assets between the current number of residential units and nonresidential square feet.

We will compare our final impact fee calculations with these figures to determine if the two results will be similar; this represents a “check” to see if future District residents will be paying for infrastructure at a level commensurate with what existing District residents have invested in infrastructure. Geographical spread of new development may require an impact fee higher than the current investment per unit because increased response distances warrant more stations than currently exist per unit.

5. What future growth is expected in the Kuna Rural Fire District?

As shown in Exhibit II-2, the Kuna Rural Fire District is expected to grow by approximately 7,764 residential units and 1.4 million square feet of nonresidential land use over the next ten years.

6. What new infrastructure is required to serve future growth?

The following Exhibit III-2 displays the capital improvements planned for purchase by the Kuna Rural Fire District over the next ten years.

Exhibit III-2. Kuna Rural Fire District CIP 2021 to 2030

| Type of Capital Infrastructure | CIP Value | Growth times | Portion equals | Amount to Include in Fees | Amount from Other Sources |
|---|---------------------|--------------|----------------|---------------------------|---------------------------|
| Facilities | | | | | |
| Remodel and Expand Station #1 | \$ 2,000,000 | | 50% | \$ 1,000,000 | \$ 1,000,000 |
| Logistics Building | \$ 80,000 | | 50% | \$ 40,000 | \$ 40,000 |
| Station #2 for Growth - have land | \$ 6,000,000 | | 100% | \$ 6,000,000 | \$ - |
| Station #3 for Growth - includes land acquisition | \$ 6,525,000 | | 100% | \$ 6,525,000 | \$ - |
| Vehicles | | | | | |
| Ladder Truck | \$ 1,000,000 | | 100% | \$ 1,000,000 | \$ - |
| Engine for Station #2 | \$ 800,000 | | 100% | \$ 800,000 | \$ - |
| Engine for Station #3 | \$ 800,000 | | 100% | \$ 800,000 | \$ - |
| Command Vehicle for Growth | \$ 70,000 | | 100% | \$ 70,000 | \$ - |
| Brush Truck for Growth | \$ 340,000 | | 100% | \$ 340,000 | \$ - |
| Utility Side-By-Side Rescue for Growth | \$ 55,000 | | 100% | \$ 55,000 | \$ - |
| Squad Vehicle | \$ 250,000 | | 100% | \$ 250,000 | \$ - |
| Replace 2 Command Vehicles | \$ 110,000 | | 0% | \$ - | \$ 110,000 |
| Replace 1 Engine | \$ 300,000 | | 0% | \$ - | \$ 300,000 |
| Replace 2 Brush Trucks | \$ 800,000 | | 0% | \$ - | \$ 800,000 |
| Equipment | | | | | |
| SCBAs - for new staffing | \$ 72,000 | | 100% | \$ 72,000 | \$ - |
| SCBAs - scheduled replacement | \$ 184,300 | | 0% | \$ - | \$ 184,300 |
| Air Filling Compressor Replacement | \$ 80,000 | | 0% | \$ - | \$ 80,000 |
| Cardiac Monitors for Growth | \$ 30,000 | | 100% | \$ 30,000 | \$ - |
| Cardiac Monitors - scheduled replacement | \$ 138,000 | | 0% | \$ - | \$ 138,000 |
| Radios for Growth | \$ 50,000 | | 100% | \$ 50,000 | \$ - |
| Radio Replacement | \$ 145,000 | | 0% | \$ - | \$ 145,000 |
| Replacement of Turnouts/Wildland Gear | \$ 230,846 | | 0% | \$ - | \$ 230,846 |
| Total Infrastructure | \$20,060,146 | | | \$ 17,032,000 | \$ 3,028,146 |
| Plus Cost of Fee-Related Research | | | | | |
| Impact Fee Study | \$ 10,000 | | 100% | \$ 10,000 | |
| Minus Current Fund Balance | \$ 2,139,480 | | | \$ 2,139,480 | |
| Grand Total | \$17,930,666 | | | \$ 14,902,520 | |

As shown above, the District plans to purchase approximately \$20 million in capital improvements over the next ten years, \$17 million of which is impact fee eligible. Of this \$17 million, over \$2 million is currently in fund balance which brings the amount to be funded from growth in the next ten years to approximately \$15 million.

These new assets will allow the District to continue its current level of service in the future. Assuming current housing and development trends continue at projected rates the purchase of the ladder truck, the expansion of Station #1 and the construction of the Logistics facility are estimated to occur in 2025. Construction of Station #2 and purchase of an additional engine is planned for 2026. Construction of Station #3 and purchase of an additional engine is planned for 2030. The acquisition of other pieces of apparatus will depend on cash flow from impact fee revenues.

The remaining \$3 million is the price for the District to replace existing apparatus, vehicles and other equipment; and for the non-growth-related portion of the expansion of Station #1 and the Logistics facility. Replacement of existing capital and non-growth-related capital are not eligible for inclusion in the impact fee calculations. The District will therefore have to use other sources of revenue including all of those listed in Idaho Code 67- 8207(iv)(2)(h). The District has identified property tax revenue as the source for funding non-growth-related capital improvements. This revenue will fund the non-growth-related portion of the expansion of Station #1 and the Logistics facility in 2025. The District will replace its non-growth-related apparatus and equipment as they reach their industry life span throughout the 10-year period.

7. What impact fee is required to pay for the new capital improvements?

The demand for fire and emergency medical services from the projected amount of growth is best determined using calls for service data. The land use with the highest percentage of calls for service per land use units should bear a larger “share” of the cost of the capital infrastructure needed to support growth. As shown in Exhibit III-3, below, each land use type creates a different level of demand for service, which must be converted into units that can be compared to one residential dwelling unit.

**Exhibit III-3.
Equivalent Dwelling Units (EDUs), Kuna Rural Fire District**

| Land Use | Unit of Measure | Existing Units | Average Annual CFS | Structure Calls/ Unit | Fire EDUs/ Unit | 2021 | | 2031 | | Fire EDUs/ Unit | 2031 | | Fire Net EDU Increase |
|-------------------------|-----------------|----------------|--------------------|-----------------------|-----------------|--------------|------------|--------------|------------|-----------------|------------|--------------|-----------------------|
| | | | | | | Total EDUs | % | Units | Total EDUs | | % | | |
| Total Residential Units | Dwelling Unit | 10,434 | 1,151 | 0.11 | 1.00 | 10,434 | 81% | 18,199 | 1.00 | 18,199 | 66% | 7,764 | |
| Non-Residential | | | | | | | | | | | | | |
| Industrial | 1,000 sq. ft. | 70 | 30 | 0.43 | 3.87 | 272 | 2% | 364 | 3.87 | 1,409 | 5% | 1,138 | |
| Retail | 1,000 sq. ft. | 277 | 176 | 0.63 | 5.74 | 1,591 | 12% | 728 | 5.74 | 4,178 | 15% | 2,587 | |
| Office | 1,000 sq. ft. | 97 | 59 | 0.61 | 5.49 | 530 | 4% | 728 | 5.49 | 3,994 | 14% | 3,464 | |
| | | <u>444</u> | <u>264</u> | | | <u>2,393</u> | <u>19%</u> | <u>1,820</u> | | <u>9,582</u> | <u>34%</u> | <u>7,188</u> | |

Source: 2019-2021 Calls for Service for Structure Fires, Kuna Rural Fire
 Note: The District does not currently have the data necessary to split out single vs. multi-family residential units, or to assess the proportional demand for medical calls.

Residential dwelling units and Industrial, Retail and Office development per 1,000 square feet were divided by the 2020 number of calls for service to determine the proportional calls per unit (dwelling or 1,000 square feet of non-residential use). To be able to determine the proportional split between a dwelling unit and a non-residential square foot, the Industrial, Retail and Office/Institutional land uses were converted to equivalent dwelling units (EDUs) and multiplied by the number of units of each land use in 2021. This determined that 81% of the demand for fire services comes from residential uses, while 19% comes from non-residential uses. Moreover, this data also demonstrates that residential and office/institutional land uses create the largest demand for fire services among non-residential uses.

This process was repeated for the projected number of dwelling units and Industrial, Retail and Office/Institutional square feet in 2031 to determine the net EDU increase over the next ten years. This information will be used in the calculation of the impact fee.

The following Exhibit III-4 takes the projected future growth from Exhibits II-2 and the growth-related CIP from Exhibit III-2 to calculate impact fees for the Kuna Rural Fire District.

**Exhibit III-4.
DRAFT Impact Fee Calculation, Kuna Rural Fire District**

| Impact Fee Calculation | |
|--|---------------|
| Amount to Include in Fee Calculation | \$ 14,902,520 |
| Distribution of Future Calls for Service | |
| Residential | 93% |
| Nonresidential | 7% |
| Future Assets by Land Use | |
| Residential | \$ 13,916,170 |
| Nonresidential | \$ 986,350 |
| Future Growth | |
| Residential unit increase | 7,764 |
| Industrial EDU Increase | 1,138 |
| Retail EDU Increase | 2,587 |
| Office EDU Increase | 3,464 |
| Impact Fee per Unit | |
| Residential (per dwelling) | \$ 1,792 |
| Industrial (per 1,000 sf) | \$ 531 |
| Retail (per 1,000 sf) | \$ 788 |
| Office (per 1,000 sf) | \$ 753 |

As shown above, we have calculated impact fees for the Kuna Rural Fire District at \$1,792 per residential unit, \$531 per 1,000 square feet for Industrial development, \$788 per 1,000 square feet for retail development, and \$753 per 1,000 square feet per office and institutional development.

In comparison, as indicated in question #4 above, property taxpayers within the District have already invested \$991 per residential unit and \$0.99 per 1,000 nonresidential square feet in the capital inventory necessary to provide today’s level of service. The calculated impact fee is higher than the current investment as non-contiguous growth within the District will require two additional stations to continue the current level of service (measured in response time) as the District increases in population by 75%. If growth in the District was estimated to be more densely located in one geographic area, it is likely that only one new station would be needed in the next ten years.

The District cannot assess fees greater than the amounts shown above. The District may assess fees lower than these amounts, but would then experience a decline in service levels unless the District used other revenues to make up the difference.

Because not all the capital improvements listed in the CIP are 100 percent growth-related, the District would assume the responsibility of paying for those portions of the capital improvements that are not attributable to new growth. These payments would come from other sources of revenue including all of those listed in Idaho Code 67-8207(iv)(2)(h). The District has identified property tax revenue as the source for funding non-growth-related capital improvements.

To arrive at this participation amount, the expected impact fee revenue needs to be subtracted from the total CIP value. Exhibit III-5 divides the District’s participation amount into two categories: the portion of purely non-growth-related improvements, and the portion of growth-related improvements that are attributable to repair, replacement, or upgrade, but are not impact fee eligible.

It should be noted that the participation amount associated with purely non-growth improvements is discretionary. The District can choose not to fund these capital improvements (although this could result in a decrease in the level of service if the deferred repairs or replacements were urgent). However, the non-growth-related portion of improvements that are impact fee eligible *must* be funded in order to maintain the integrity of the impact fee program.

Exhibit III-5.

Kuna Rural Fire District Participation Summary, 2021-2030

| | Required | Discretionary | Total |
|------|--------------|---------------|--------------|
| Fire | \$ 1,040,000 | \$ 1,988,146 | \$ 3,028,146 |

The total amount the District would be *required* to contribute over 10 years, should the District adopt fees at the calculated amount, is \$1,040,000 for the non-growth portion of the expansion to Station #1 and the non-growth portion of the Logistics building.

The District could also choose to fund the discretionary infrastructure of \$1.98 million for apparatus and equipment replacement. While District has the option to fund these capital improvements over the 10-year period, these payments are not required.

The District has identified property tax revenue as the source for funding non-growth-related capital improvements.

Section IV.

Fee Analysis and Administrative Recommendations

A comparison of the calculated Fire impact fee to similar fees to that being assessed by fire departments and fire districts within Southwest Idaho is shown in Exhibit IV-1:

Exhibit IV-1. DRAFT Impact Fee Comparison - Fire

| Fire/Fire District | City of Kuna/ Kuna Fire District DRAFT | City of Nampa/ Nampa Fire District DRAFT | City of Boise DRAFT | City of Meridian adopted 2019 | City of Caldwell/ Caldwell Fire District adopted 2020 | City of Eagle/ Eagle Fire District adopted 2020 | City of Star/ Star Fire District adopted 2019 | City of Middleton/ Middleton Fire District adopted 2019 | Twin Falls/ Twin Falls Fire District adopted 2021 | City of Emmett adopted 2021 | Gem County/ Gem Fire District adopted 2021 | City of Mountain Home DRAFT |
|------------------------|---|---|---------------------------|-------------------------------------|--|--|--|--|--|-----------------------------------|---|-----------------------------------|
| per Residential Unit | \$ 1,792 | \$ 1,567 | \$ 2,119 | \$ 693 | \$ 649 | \$ 897 | \$ 829 | \$ 849 | \$ 657 | \$ 1,555 | \$ 1,407 | \$ 1,338 |
| per Non-Residential sf | | \$ 0.63 | | | \$ 0.32 | \$ 0.36 | \$ 0.39 | \$ 0.42 | \$ 0.33 | \$ 0.83 | \$ 0.56 | \$ 0.74 |
| Retail | \$ 0.79 | | \$ 1.76 | \$ 0.64 | | | | | | | | |
| Office | \$ 0.75 | | \$ 0.70 | \$ 0.41 | | | | | | | | |
| Industrial | \$ 0.53 | | \$ 0.96 | \$ 0.41 | | | | | | | | |

As cities and fire districts are updating their fire impact fees in 2021, these fees are increasing due to the dramatic increase in construction costs over the past 5 years. The cities of Meridian and Caldwell and the Eagle, Star and Middleton Fire Districts will likely be updating their fire impact fees within the next 1-2 years to account for these cost increases. As their current fees are in line with Kuna's previous fees, it is anticipated that their impact fees will likely double when updated as well.

Some communities express concern that impact fees will stifle growth. Empirical data indicates this is not the case. Factors including the price of land and construction, market demand, the availability of skilled workers, access to major transportation modes, amenities for quality of life, etc. all weigh more heavily in decisions to construct new homes or businesses, as well for business relocation. Ultimately the impact fee, which is paid at the time of building permit, is passed along to the buyer in the purchase price or wrapped into a lease rate. Therefore, in a market with a high demand for development, an impact fee higher than other jurisdictions is unlikely to slow growth.

On the positive side, an impact fee program will enable the District to plan for growth without decreasing its service levels (response time), which can decrease buyer satisfaction and cause property insurance premiums to increase. It will also allow the District to collect a proportionate share of the cost of capital improvements from growth instead of funding all future capital through property taxes assessed to existing residents and businesses.

At the recommendation of the Development Impact Fee Advisory Committee, the Commission may wish to incorporate into its enacting resolution means for a development to seek an exemption from impact fees when it can be proven that this development will contribute significant benefits to the taxpayers of the District, such as the development of affordable housing. This issue is discussed in more detail in the following section.

Implementation Recommendations

The following implementation recommendations should be considered:

Intergovernmental Agreements. The Kuna Rural Fire District is enabled under Idaho Code as a governmental entity to adopt impact fees. However, because impact fees are paid upon building permit, and the District does not participate in this process, and because fire districts do not have the authority to adopt fees via ordinance, the Kuna Rural Fire District must rely on Ada and Canyon Counties, and the City of Kuna to collect these fees on its behalf. Idaho Code 67-8204(a) authorizes the District to enter into an intergovernmental agreement with a city or county which can collect fire fees and distribute the revenue to the District.

In 2019, the City of Kuna and Ada County entered into intergovernmental agreements with the Kuna Rural Fire District to collect impact fees on their behalf. In 2020, Canyon County entered a similar agreement.

Capital Improvements Plan. The District should formally adopt this Capital Improvement Plan. While not subject to the procedures of the Local Land Use Planning Act (LLUPA), the adoption of the Capital Improvement Plan would comply with the Act's requirements of other governmental entities to adopt capital improvement plans into a Comprehensive Plan as part of the adoption of impact fees. Any city or county adopting and collecting fire impact fees for the Kuna Rural Fire District must formally adopt the Capital Improvement Plan as an amendment to their current Comprehensive Plan concurrent to a public hearing.

Impact Fee Ordinance. Following adoption of the Capital Improvement Plan, each city and county collecting fees on the District's behalf must adopt the impact fees by ordinance after a public hearing on said fees.

Advisory Committee. The Advisory Committee is in a unique position to work with and advise Commission and District staff to ensure that the capital improvement plans and impact fees are routinely reviewed and modified as appropriate.

Impact fee service area. Some municipalities have fee differentials for various zones under the assumption that some areas utilize more or less current and future capital improvements. The study team, however, does not recommend the District assess different fees by dividing the areas into zones. The capital improvements identified in this report inherently serve a system-wide function.

Specialized assessments. If permit applicants are concerned they would be paying more than their fair share of future infrastructure purchases, the applicant can request an individualized assessment to ensure they will only be paying their proportional share. The applicant would be required to prepare and pay for all costs related to such an assessment.

Donations. If the District receives donations for capital improvements listed on the CIP, they must account for the donation in one of two ways. If the donation is for a non- or partially growth-related improvement, the donation can contribute to the District's General Fund participation along with more traditional forms, such as revenue transfers from the General Fund. If, however, the donation is for a growth-related project in the CIP, the donor's impact fees should be reduced dollar for dollar. This means that the District will either credit the donor or reimburse the donor for that portion of the impact fee.

Credit/reimbursement. If a developer constructs or contributes all or part of a growth-related project that would otherwise be financed with impact fees, that developer must receive a credit against the fees owed for this category or, at the developer's choice, be reimbursed from impact fees collected in the future.³⁷ This prevents "double dipping" by the District.

The presumption would be that builders/developers owe the entirety of the impact fee amount until they make the District aware of the construction or contribution. If credit or reimbursement is due, the governmental entity must enter into an agreement with the fee payer that specifies the amount of the credit or the amount, time and form of reimbursement.³⁸

Impact fee accounting. The District should maintain Impact Fee Funds separate and apart from the General Fund. All current and future impact fee revenue should be immediately deposited into this account and withdrawn only to pay for growth-related capital improvements of the same category. General Funds should be reserved solely for the receipt of tax revenues, grants, user fees and associated interest earnings, and ongoing operational expenses including the repair and replacement of existing capital improvements not related to growth. Specific accounting protocol

should be included in the District's Policy Code.

Spending policy. The District should establish and adhere to a policy governing their expenditure of monies from the Impact Fee Fund. The Fund should be prohibited from paying for any operational expenses and the repair and replacement or upgrade of existing infrastructure not necessitated by growth. In cases when *growth-related capital improvements are constructed*, impact fees are an allowable revenue source as long as only new growth is served. In cases when new capital improvements are expected *to partially replace existing capacity and to partially serve new growth*, cost sharing between the General Fund or other sources of revenue listed in Idaho Code 67-8207(I)(iv), (2)(h) and Impact Fee Fund should be allowed on a pro rata basis.

Update procedures. The District is expected to grow rapidly over the 10-year span of the CIPs. Therefore, the fees calculated in this study should be updated annually as the District invests in additional infrastructure beyond what is listed in this report, and/or as the District's projected development changes significantly. Fees can be updated on an annual basis using an inflation factor for building material from a reputable source such as McGraw Hill's Engineering News Record. As described in Idaho Code 67-8205(3)(c)(d)(e), the Advisory Committee will play an important role in these updates and reviews.

³⁷ See Section 67-8209(3), Idaho Code.

³⁸ See Section 67-8209(4), Idaho Code

Appendix G – Kuna’s Early History

Kuna and the surrounding area is part of the Snake River Plain that stretches for miles across southern Idaho. The vast sagebrush desert was originally home to Native Americans who utilized the land as hunters and gatherers. In time, irrigation opened the area to settlement and the eventual establishment of the town of Kuna.

The first non-Indians in the area were fur trappers. They arrived about 1811 having followed Lewis and Clark who opened up much of the Oregon territory, including Idaho, in 1804-1806. Numerous people made their way west through Idaho and into Oregon along the Oregon Trail that followed the Boise River to the Snake River bringing settlers to the area as early as the 1840s. However, Southern Idaho’s hot, dry, dusty climate discouraged many early pioneers from settling in the area.

The discovery of gold in the Boise Basin in 1862 and the Owyhee Mountains in 1863 brought thousands of miners, farmers and businessmen to the area. The influx of people prompted the United States Army to establish a military fort in the area. Major Pinckney Lugenbeel who arrived from Fort Vancouver with a detachment of Oregon and Washington volunteers established Fort Boise on July 4, 1863.

In 1881 the Oregon Short Line Railroad started building its line westward across Idaho. In 1882 the railroad established a construction camp at a stage station where the road to Silver City (a major mining community) crossed the railway right of way. The site was originally known as “Fifteen Mile Station” because it was fifteen miles southwest of Boise and approximately twenty miles from the Snake River. When the rail line was put into operation in September of 1882, a station was placed at that point and given the name “Kuna”. A settlement grew up around the station and flourished until 1887 when the O.S.L. built a branch line from Nampa to Boise.

During the years 1883 to 1887 supplies for Boise City, Idaho City, Placerville, Centerville, and Silver City, were transported by freight wagon from the railroad at Kuna. The early town consisted of at least three warehouses, a depot and a post office. The settlement closed down and Kuna became just another railroad siding until prospects of irrigation water began attracting settlers.

When the United States Reclamation Service was established in 1902, its planned project sites included the Boise Valley. Major reservoir development began on the Boise Project, including expansion of the New York Canal system. Eventually it ran south of Boise to the Kuna area and extended on to Deer Flat Reservoir near Nampa.

In 1905 Mr. and Mrs. Fremont H. Teed anticipated the coming irrigation trend and filed a 200-acre claim under the Desert Land Act, where Kuna stands. Water for stock and human consumption was hauled in barrels from Snake River and later from an 18-foot well, dug in the bed of Indian Creek near Mora. The Teeds opened a post office in Kuna in 1905 and that same year the town site was opened. The promise of water brought numerous settlers to the area, although Kuna remained sparsely settled until 1909. On February 22, 1909, the first water was let into the New York Canal at Diversion Dam east of Boise. Irrigation water was now available to the Kuna region.

The small community of Kuna began to take shape when Frank Fiss established the first general mercantile store. As more people settled in the area and other companies sought to take advantage of the land made fertile by irrigation.

Appendix H: Attorney General Review Questions

Attorney General Review Questions:

1. Does the regulation or action result in a permanent or temporary physical occupation of private property?

Regulation or action resulting in a permanent or temporary physical occupation of all or a portion of private property will generally constitute a "taking." For example, a regulation that required landlords to allow the installation of cable television boxes in their apartments was found to constitute a "taking." See *Loretto v. Teleprompter Manhattan CATV Corp.*, 458 U.S. 419 (1982).

2. Does the regulation or action require a property owner to dedicate a portion of property or to grant an easement?

Carefully review all regulations requiring the dedication of property or granting of an easement. The dedication of property must be reasonably and specifically designed to prevent or compensate for adverse impacts of the proposed development. Likewise, the magnitude of the burden placed on the proposed development should be reasonably related to the adverse impacts created by the development. A court also will consider whether the action in question substantially advances a legitimate state interest. For example, the United States Supreme Court determined in *Nollan v. California Coastal Commission*, 483 U.S. 825 (1987), that compelling an owner of waterfront property to provide a public easement across his property that does not substantially advance the public's interest in beach access, constitutes a "taking". Likewise, the United States Supreme Court held that compelling a property owner to leave a public greenway, as opposed to a private one, did not substantially advance protection of a floodplain, and was a "taking". *Dolan v. City of Tigard*, 114 U.S. 2309 (June 24, 1994).

3. Does the regulation deprive the owner of all economically viable uses of the property?

If a regulation prohibits all economically viable or beneficial uses of the land, it will likely constitute a "taking". In this situation, the agency can avoid liability for just compensation only if it can demonstrate that the proposed uses are prohibited by the laws of nuisance or other preexisting limitations on the use of the property. See *Lucas v. South Carolina Coastal County*, 112 S. Ct. 2886 (1992).

Unlike the criterion noted above, it is important for the agency to analyze the regulation's impact on the property as a whole, and not just the impact on a portion of the property. It is also important to assess whether there is any profitable use of the remaining property available. See *Florida Rock Industries, Inc. v. United States*, F.3d 1560 (Fed. Cir. 1994). The remaining use does not necessarily have to be the owner's planned use, a prior use, or the highest and best use of the property.

One factor to consider in the property analysis is the degree to which the regulatory action interferes with a property owner's reasonable investment-backed development expectations. The agency should carefully review regulations requiring that all of a particular parcel of land be left substantially in its natural state. A prohibition of all economically viable uses of the property is vulnerable to a takings challenge. In some situations, however, there may be preexisting limitations on the use of property that could insulate the government from takings liability.

4. Does the regulation have a significant impact on the landowner's economic interest?

Carefully review regulations that have a significant impact on the owner's economic interest. Courts will often compare the value of property before and after the impact of the challenged regulation. Although a reduction in property value alone may not be a "taking", a severe reduction in property value often indicates a reduction or elimination of reasonably profitable uses. Another economic factor courts will consider is the degree to which the challenged regulation impacts any development rights of the owner. As with criterion three noted above, these economic factors are normally applied to the property as a whole.

5. Does the regulation deny a fundamental attribute of ownership?

Regulations that deny the landowner a fundamental attribute of ownership—including the right to possess, exclude others, and dispose of all or a portion of the property—are potential takings. The United States Supreme Court recently held that requiring a public easement for recreational purposes where the harm to be prevented was to the floodplain was a "taking". In finding this to be a "taking", the Court stated: The City never demonstrated why a public greenway, as opposed to a private one, was required in the interest of flood control.

The difference to the petitioner, of course, is the loss of her ability to exclude others. This right to exclude others is "one of the most essential sticks in the bundle of rights that are commonly characterized as property". *Dolan v. City of Tigard*, 114 U.S. 2309 (June 24, 1994).

The United States Supreme Court has also held that barring the inheritance (an essential attribute of ownership) of certain interests in land held by individual members of an Indian tribe constituted a "taking". *Hodel v. Irving*, 481 U.S. 704 (1987).

6. Does the regulation serve the same purpose that would be served by directly prohibiting the use or action; and does the condition imposed substantially advance that purpose?

A regulation may go too far and may result in a takings claim where it does not substantially advance a legitimate governmental purpose. *Nollan v. California Coastal Commission*, 107 S. Ct. 3141 (1987); *Dolan v. City of Tigard*, 114 U.S. 2309 (June 24, 1994). In *Nollan*, the United States Supreme Court held that it was an unconstitutional "taking" to condition the issuance of a permit to land owners on the grant of an easement to the public to use their beach.

The Court found that since there was no indication that the *Nollan's* house plans interfered in any way with the public's ability to walk up and down the beach, there was no "nexus" between any public interest that might be harmed by the construction of the house, and the permit condition. Lacking this connection, the required easement was just as unconstitutional as it would be if imposed outside the permit context.

Likewise, regulatory actions that closely resemble, or have the effects of a physical invasion or occupation of property, are more likely to be found to be takings. The greater the deprivation of use, the greater the likelihood that a "taking" will be found. Private property rights and local land use control have been linchpins of American society for many years but it seems these ideals, sometimes viewed as complementary, have become unlikely adversaries. At least part of the reason is that these concepts have changed over time.

Property rights groups seem to be well aware of their own rights, but sometimes lose sight of others' property rights and oppose development projects they don't like. Local land use control, in principle

is a process that allows local residents to be involved in planning their cities' future, but it has become a forum for outside activists to block new development. The dilemma is that local control can certainly infringe upon property rights, but property right protection lessens local land use control.

There continue to be more local land use control issues. Opposition to growth and development in some areas has grown to the point that it has prompted the creation of terms such as NIMBY (not in my backyard), LULU (locally unwanted land use), and BANANA (build absolutely nothing anywhere near anything).

The forces behind this resistance range from citizens worried about property values and neighborhood changes to environmental groups worried about air quality and ecosystem preservation. Regardless of the motive, the outcome of their opposition is often to deny property owners their preferred use of their land and thus diminish their property rights. (From a treatise published by the American Planning Association.)

Recommendations

There are a number of different ways in which communities concerned about addressing the "takings" issue can protect themselves against potential "takings" claims. These include the following:

- Establish a sound basis for land use and environmental regulations through comprehensive planning and background studies. A thoughtful comprehensive plan or program that sets forth overall community goals and objectives and which establishes rational basis for land use regulations helps lay the foundation for a strong defense against any "takings" claim. Likewise, background studies of development and pollution impacts can build a strong foundation for environmental protection measures.
- Institute an administrative process that gives decision-makers adequate information to apply the "takings" balancing test by requiring owners to produce evidence of undue economic impact on the subject property prior to filing a legal action. Much of the guesswork and risk for both the public official and the private landowner can be eliminated from the "takings" arena, by establishing administrative procedures for handling "takings" claims and other landowner concerns before they go to court. These administrative procedures should require property owners to support their claims by producing relevant information, including an explanation of the property owner's interest in the property, price paid or option price, terms of purchase or sale, property appraisals, assessed value, tax on the property, offers to purchase, rent, income and expense statements for income-producing property, and similar that can help substantiate their claim.
- Take steps to prevent the subdivision of land in a way that may create economically unusable substandard or unbuildable parcels. Subdivision controls and zoning ordinances should be revised if they permit division of land in such a fashion as to make development very difficult or impossible – for example by severing sensitive environmental areas or partial property rights (such as mineral rights) from an otherwise usable parcel.
- Make development pay its fair share, but establish a rational, equitable basis for calculating the type of exaction, or the amount of any impact fee. The U.S. Supreme Court has approved

use of development conditions and exactions, as long as they are tied to specific needs created by a proposed development.

- Avoid any government incentives, subsidies, or other programs that encourage development in sensitive areas such as steep slopes, floodplains, and other high-hazard areas. Nothing in the United States Constitution Fifth Amendment requires a government entity to promote the maximum development of a site at the expense of the public purse or to the detriment of the public interest. Taxpayers need not subsidize unwise development. At the same time, consider incentive programs that encourage good development, when regulatory approaches cannot alone achieve necessary objective without severe economic deprivation. While not a legal requirement, such programs can help take the sting out of the tough, but necessary, environmental land use controls.

Comprehensive Plan Amendments

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| Ordinance No. 2022-22 (July 5, 2022) | AN ORDINANCE UPDATING CITY OF KUNA PARKS, CITY OF KUNA POLICE AND KUNA RURAL FIRE DISTRICT CAPITAL IMPROVEMENT PLANS |
| Resolution No. R46-2022 (July 5, 2022) | A RESOLUTION OF CITY COUNCIL OF KUNA, IDAHO ADOPTING A REDUCTION OF THE KUNA AREA OF CITY IMPACT BOUNDARY AS REPRESENTED ON THE FUTURE LAND USE MAP FOR THE CITY OF KUNA, IDAHO; AFFIRMING THAT THE PRESCRIBED NOTICE AND HEARING REQUIREMENTS WERE MET IN ACCORDANCE WITH TITLE 67, CHAPTER 65, IDAHO CODE; AND PROVIDING AN EFFECTIVE DATE. |
| Resolution No. R88-2022 (November 1, 2022) | <p>A RESOLUTION OF THE CITY COUNCIL OF KUNA, IDAHO:</p> <ul style="list-style-type: none"> • PROVIDING CERTAIN FINDINGS; AND • ADOPTING, APPROVING AND ENACTING THE ENVISION KUNA - 2019 COMPREHENSIVE PLAN (MAPS) AMENDMENT INCLUDING THE FUTURE LAND USE MAP FOR THE CITY OF KUNA, IDAHO; AND • DIRECTING THE CITY CLERK ; AND • ESTABLISHING AN EFFECTIVE DATE. |
| Resolution No. R22-2024 (March 19, 2024) | <p>A RESOLUTION OF THE CITY COUNCIL OF KUNA, IDAHO:</p> <ul style="list-style-type: none"> • MAKING CERTAIN FINDINGS AND DECLARATION OF AUTHORITY; AND • AMENDING THE “ENVISION KUNA” COMPREHNSIVE PLAN FUTURE LAND USE MAP BY AMENDING THE FUTURE LAND USE DESIGNATION OF CERTAIN REAL PROPERTIES, TO WIT: ADA COUNTY ASSESSOR’S PARCEL NO. S1532336300, OWNED BY FREDERICK D LONG, WITHIN UNICORPORATED AREA OF ADA COUNTY, IDAHO; AND • ESTABLISHING THE FUTURE LAND USE DESIGNATION OF SAID REAL PROPERTY; AND • DIRECTING THE CITY CLERK; AND • PROVIDING AN EFFECTIVE DATE. |

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| <p>Resolution No. R26-2025 (March 18, 2025)</p> | <p>A RESOLUTION OF THE CITY COUNCIL OF KUNA, IDAHO:</p> <ul style="list-style-type: none">• MAKING CERTAIN FINDINGS AND DECLARATION OF AUTHORITY; AND• AMENDING THE “ENVISION KUNA” COMPREHNSIVE PLAN FUTURE LAND USE MAP BY AMENDING THE FUTURE LAND USE DESIGNATION OF CERTAIN REAL PROPERTIES, TO WIT: ADA COUNTY ASSESSOR’S PARCEL NO. S1314120891, OWNED BY IDAWY LLC, WITHIN UNINCORPORATED AREA OF ADA COUNTY, IDAHO; AND• ESTABLISHING THE FUTURE LAND USE DESIGNATION OF SAID REAL PROPERTY; AND• DIRECTING THE CITY CLERK; AND• PROVIDING AN EFFECTIVE DATE. |
| <p>Resolution No. R44-2025 (June 17, 2025)</p> | <p>A RESOLUTION OF CITY COUNCIL OF KUNA, IDAHO ADOPTING A REDUCTION OF THE KUNA AREA OF CITY IMPACT BOUNDARY AS REPRESENTED ON THE FUTURE LAND USE MAP FOR THE CITY OF KUNA, IDAHO; AFFIRMING THAT THE PRESCRIBED NOTICE AND HEARING REQUIREMENTS WERE MET IN ACCORDANCE WITH TITLE 67, CHAPTER 65, IDAHO CODE; AND PROVIDING AN EFFECTIVE DATE.</p> |