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APR 04 2018
DEPARTMENT OF
WATER RESOURCES

**BEFORE THE IDAHO DEPARTMENT OF WATER RESOURCES**

| | |
|---|---|
| IN THE MATTER OF INTEGRATED MUNICIPAL APPLICATION PACKAGE ("IMAP") OF SUEZ WATER IDAHO INC., BEING A COLLECTION OF INDIVIDUAL APPLICATIONS FOR TRANSFERS OF WATER RIGHTS AND APPLICATIONS FOR AMENDMENT OF PERMITS. | **SIXTH AFFIDAVIT OF JACK W. RELF (KUNA COMP PLAN)** |

State of Idaho )
) ss.
County of Ada )

JACK W. RELF, being first duly sworn upon oath, deposes and states:

1. I am one of the attorneys representing SUEZ Water Idaho Inc. in the above-entitled action and am duly licensed to practice law in the state of Idaho.

2. I make this affidavit based upon my personal knowledge of the facts set forth in this affidavit and to the best of my information and belief.

3. A true and accurate copy of the City of Kuna Comprehensive Plan (2015), as obtained from the City of Kuna official website,[1] is attached hereto as Exhibit A.

4. This document is also available at http://www.kunacity.id.gov/DocumentCenter/View/2446.

[1] https://kunacity.id.gov/index.aspx?nid=117

DATED this 4th day of April, 2018.

GIVENS PURSLEY LLP

By _____
Jack W. Relf

Subscribed and sworn to before me this 4th day April, 2018.

_____
Notary Public for Idaho
Residing at: Boise Idaho
My Commission Expires: 3·22·2019

## CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 4th day of April, 2018, the foregoing was filed, served, and copied as shown below. Service by email is authorized by the Hearing Officer's Order of September 11, 2017 at page 3. Due to the size of the exhibit, a courtesy copy of the foregoing without the exhibit attached was emailed to all parties noted below, and a physical copy of the same with the exhibit has been placed on a disk and mailed as indicated below.

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**Exhibit A** **KUNA COMPREHENSIVE PLAN (2015)**

2015

# City of Kuna Comprehensive Plan

Acknowledgements:

Cover: Bronze Girls Statue, Kuna Idaho
Used with permission from Don Young Construction, Kuna Idaho
Photo By: Troy Behunin
Printed: February 19, 2013

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# MAP LEGEND

## BOUNDARIES

COUNTY OR EQUIVALENT

IMPACT AREA, EXISTING

IMPACT AREA, PROPOSED

PLANNING AREA, PROPOSED

FEDERALLY ADMINISTERED PARK, RESERVATION, OR MONUMENT (EXTERNAL)

## BUILDINGS AND RELATED FEATURES

SCHOOL

CHURCH, PLACE OF WORSHIP

UNPAVED LANDING STRIP

CITY PARKS

## ROADS AND RELATED FEATURES

LIGHT DUTY ROAD, PAVED

LIGHT DUTY ROAD, GRAVEL

PRIMARY HIGHWAY

## RAILROADS AND RELATED FEATURES

STANDARD GAUGE RAILROAD, SINGLE TRACK

STANDARD GAUGE RAILROAD, MULTIPLE TRACK

RAILROAD SIDING

## RIVERS, LAKES AND CANALS

PERENNIAL STREAM

PERENNIAL RIVER

INTERMITTENT STREAM

PERENNIAL LAKE/POND

WASTEWATER TREATMENT PONDS

## SUBMERGED AREAS AND BOGS

MARSH OR SWAMP

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***"Planning involves making conscious choices about the future. Those who do not plan just let the future happen."***

***"In a democracy, we get the government we deserve; of a community of citizens chooses not to plan, they will probably get – and certainly deserve – an unplanned future or a future that is planned for them by others."***

***-Barbara Becker and Eric Kelly***

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## What is Sustainability?

Sustainability is a land use development concept that has been incorporated into this Comprehensive Land Use Plan update. It is a concept that has many meanings hence the need to clarify how it applies to this land use plan.

The need for sustainable development practices results, in part, from the fact that multiple individuals acting independently, in their own self-interests, can ultimately destroy a shared resource where it is clear that such action is not in anyone's best interests. This self-interest paradox is known as the lesson of the commons and it was expressed in an influential article by Garrett Hardin entitled: "*The Tragedy of the Commons".*

There is a growing awareness that society is pushing social and environmental costs onto future generations by consumptive behaviors that are exhausting our natural resources.

Sustainability requires that human activity only use nature's resources at a rate which they can be replenished naturally. It is a concept that relies upon individual's capacities to understand there are thresholds that if exceeded provide diminishing returns. It means living in harmony with nature rather than attempting to trump it.

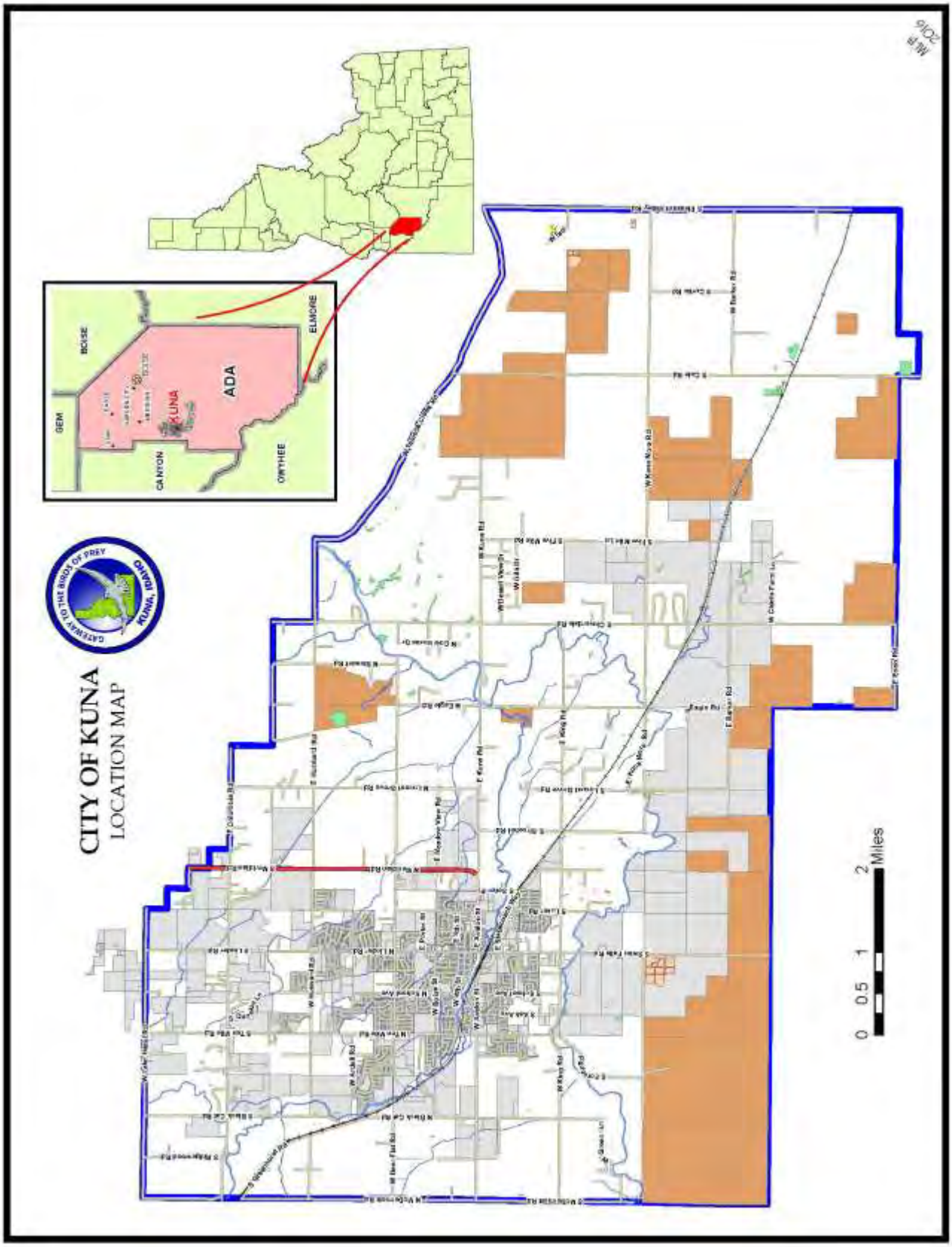
Sustainable development can be viewed as a social movement – a group of people with common ideology who try together to achieve certain general goals. Thus, sustainability intends to establish cooperative behaviors that minimize people's short term selfish interests by sponsoring long term group interests and the common good.

Sustainability, as it is presented here, is balancing the need for development (housing construction) and growth (population increase) against the need to protect the natural and built environment while meeting the needs of the present generation without compromising the needs of future generations.

It is known that small and stable populations, as one would find in a master planned or planned unit development (PUD) community with a strong social network and social norms that promote conservation and other sustainability pursuits do better at managing resources than a community with weak ties. It should be noted, this is a cooperative effort that benefits from local government's participation.

**Why is local government needed to help initiate sustainable development practices?**
Because a municipality is empowered to prevent and eliminate conditions that are injurious to the public health and welfare or conditions that could potentially impair the community's sound development growth. And it is in the public interest that the natural and built environments make efficient use of energy, natural resources, and promote the health and productivity of all its citizenry. Government befits its citizenry to the extent it provides choices and explores new ideas.

by: Steve Hasson, 2009


CITY OF KUNA
LOCATION MAP
GATEWAY TO THE BIRDS OF PREY
KUNA, IDAHO
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BOISE
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Mar 2016

# 1.0 INTRODUCTION & HISTORY

## 1.1 Introduction

This Kuna Comprehensive Land Use Plan (Plan) is the official policy document that identifies the policies to guide future development within the 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. Throughout the Plan update process, citizens identified key community values, among them:

- Maintain Kuna's quality of life for all residents.
- Encourage new growth and development, which enhances Kuna.
- Continue to provide adequate services, facilities, and utilities for all City residents.

The Plan process enables local residents, public agencies, and economic interests to develop common goals and policies for the City. The process also establishes a basis for coordination, understanding, and negotiation among citizens, economic interests, and public agencies within Kuna's area of impact and planning area.

The Plan represents Kuna's position on growth and development issues in the Ada/Canyon County area and clearly articulates a community vision for Kuna's future in terms of land use, transportation, parks and recreation, economic development, housing et cetera.

**What is a Comprehensive Land Use Plan?**
The Plan is a document that cities are required to adopt and utilize for land use development within its area of jurisdiction according to Idaho State statute. The Local Land Use Planning Act: Idaho Code §67-6508 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.

"…while zoning designations should generally follow and be consistent with the long range designations established in the Comprehensive Land Use Plan there is no requirement that zoning immediately conform to the Plan.

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)

A 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 Area of City Impact Map that graphically displays the community's envisioned land uses in a general sense. The Plan Map and the relevant text should be amended for each update. Although the Plan Map designates the basic type of land use to be permitted in an area, the text will give further information regarding densities intended for the types of land use, ideal extent of particular zones, and other information that cannot be shown on the Plan Map.

The Plan may be amended as the need arises. 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.

The Plan has been developed to balance all aspects of the community; and noting, that a change in any area of the Plan has the potential of upsetting the balance if it is not considered carefully and if related elements are not considered and adjusted in response to the change.

When considering an amendment to the Plan, decision-makers should inquire:

"Have conditions changed so that the Plan does not reflect the City's preferred development patterns or its current goals?"

If this question cannot be answered in the affirmative, any amendment should be considered with caution.

**Purpose of a Comprehensive Land Use Plan**
This Plan is a policy document. It is to be used as a guide by public officials in the:

- Preparation of specific project plans,
- Prioritization of public facility improvements,
- Adoption of land use and transportation related ordinances,
- Review of development proposals, and
- A road map to guide the community's future.

Accordingly, the Plan should not be construed as a precise document, nor is it intended to show the exact outline of land use or streets or public facilities, rather it is intended to show the general location, character, and extent of land use patterns, streets, and public facilities.

The Plan lists action steps which can be taken by the City, local organizations, and other public entities to move Kuna towards its goals. It also provides policies to guide decision-makers when reviewing specific proposals for public improvements and private development. The Plan includes a series of Planning Indicators to be used in evaluating progress on the implementation of the Plan's community vision. The Planning Indicators are located in Appendix A of this Plan.

The Plan and Plan Map should be interpreted in conjunction with the Kuna City ordinances, and shall be construed to be consistent with those ordinances. The Plan and the corresponding Plan Map shall not prohibit any land use that may be authorized by Planned Unit Development (PUD) ordinances, Special/Conditional Use ordinances or any other ordinances that may grant a land use exception or variance.

**Planning Process**

Kuna has regularly updated the Plan since its initial adoption. Recent updates included planning efforts in 1993, 1997, 2000, 2003, 2008 and most recently in 2015.

The most recent update was led by a private consultant. The process began with two public workshops. This effort brought together residents and stakeholders in the community to deliberate on existing conditions and lay out visions for the City. A steering committee comprised of residents and stakeholders was formed to have monthly meetings on the Plan's update. There were also monthly meetings with City officials including the PZ Commission and the Council.

**Updating the Comprehensive Land Use Plan**

A Plan typically looks forward at least 20 years to anticipate how the community will accommodate changes in population; demographic, economic, or social trends.

Developing the Plan is an opportunity to consider the community as it is today, determine what is working well within it, and decide what changes will improve it.

It provides the City an opportunity to plan for anticipated changes in transportation options, housing needs, commerce, and open space.

The Plan is typically revised in response to changing community priorities, technologies, market demands, or other unforeseen circumstances.

This Plan should be considered a living document, one that is used on a regular basis and updated as the need arises.

The City should review the Plan goals and policies on-going, and consider minor revisions to the Plan Map every six months if changed conditions warrant that action and the request is in accordance with Idaho Code §67-6509.

There are no restrictions on how frequently the Plan text may be amended. When considering a text amendment, decision-makers should inquire: “Have conditions changed so that the Plan no longer reflects the City’s preferred development patterns or its current goals?” If this inquiry cannot be answered in the affirmative, any text amendment should be considered with caution.

## 1.2 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 ways west on the Oregon Trail, which wound its way through the area. 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 Capital-Boise.

Indian Creek is one of Kuna’s primary land features. This year-round water body 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.

*This assessment is also reflected in the Kuna Chamber of Commerce’s vision statement:*

> *“Kuna prides itself in good schools, responsive businesses, and fine churches. Kuna is proud of its heritage and past accomplishments and facing the future with anticipation and determination. The vision of the future is well planned and innovative (Kuna Chamber of Commerce, 1996).”*

Agricultural areas in Kuna serve as a bread basket capable of growing sugar beets, grain, wheat, oats, corn, beans, mint, hay, pasture, alfalfa, clover seed, potatoes and many specialty seed crops to name a few of its agricultural commodities. Southwest Ada County has a 100-year tradition of successful dairy and beef cattle operations.

A transportation network system comprised of highways and arterials has placed Kuna central to Idaho's largest population and industrial centers.

Kuna's proximity to the State Capitol, 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.

## 1.3 Community Vision Statement

*"A community vision statement is an overall umbrella statement that describes the desired future look, character, function, and feel of a community in terms of land use, economic development, recreation, transportation and mobility, and community design. It is intended to accurately describe the community's vision, which will be achieved through the implementation of the policies outlined in a comprehensive plan. Achieving a community vision may take decades. Although a community's vision for the future is continually evolving, it is important to identify and articulate a community vision statement to establish a ground work for the Kuna leadership to rely upon for land use decisions."*

Part of Kuna's success can be attributed to the strong community feeling and public involvement. Strong community ties have helped to create a healthy economy that is poised to accommodate a full complement of business opportunities.

Kuna is a great place to live, work, and play and there is almost a seamless transition from one to the other. Kuna provides its residents with several opportunities for outdoor recreation activity and is located in proximity to many recreation areas.

Kuna is able to maintain its small-town feel, while embracing development strategies that help establish it as an upcoming economic force.

Kuna residents enjoy living in clean, attractive, and well-maintained residential developments that includes amenities like walking paths and landscaping.

**Land Use**

Kuna's land use pattern is predominantly residential, but the number of housetops constructed in recent times is attracting commercial activity. Recently, regional and national retail chains such as Walgreens, Les Schwab, and AutoZone. Ridley's Family Market, Ace Hardware, and McDonalds located in Kuna and other retail chains have expressed interest in locating in Kuna based on their positive market research.

The residential development in the City is primarily comprised of single-family homes. This is followed by a mix of uses such as agricultural, commercial, and industrial land. Kuna also has a large amount of undeveloped land with City services potentially available. The public has

provided considerable input into the formulation of this Plan. Among the community's many viewpoints that have contributed to planning outcomes are the following assessments:

***Greenbelt along Indian Creek***

The community is interested in seeing a greater mix of land uses within the City with special emphasis on core redevelopment. Citizens believe that strengthening the core of the downtown, creating mixed-use neighborhoods, and rural cluster- agricultural areas, will aid in shaping a new identity.

Important to the public viewpoint is creation of more businesses and retail opportunities in the downtown area. Residents believe that a good mix of residential, retail and business development will provide development incentive.

Some ideas suggested for enhancing the downtown's vibrancy include: Saturday farmer's market, the expansion of Main Street to enhance retail opportunity, and a Main Street mall.

Among the suggestions offered by Kuna residents is the notion of the City developing in a systematic, pattern of repeating neighborhood-based units. Each neighborhood unit would contain a mix of housing styles and densities to ensure opportunities for people of all ages and incomes to live within the same social network. Further, each neighborhood would be developed with the goal of offering neighborhood residents opportunity to meet many of their daily needs and services within their individual neighborhoods. These include opportunities to work, worship, recreate, shop, and learn.

It should be noted, however, these neighborhood villages are not intended to compete with or serve in lieu of the City's core with respect to business ventures. While these individual neighborhoods are envisioned to be largely self-sufficient units, they are also components of the larger City-wide community, economy, and services network.

Many area residents want to ensure a slower community living pace as the City expands. Agriculture is important to Kuna's heritage, and there is interest in preserving large tracts of working agricultural land within the City for clustered, large-lot, rural residential development. City officials and staff should not discourage clustered, larger-lot, rural residential developments if that land strategy can be integrated in such a fashion and the services can be provided to developments in an efficient and cost effective manner, integrated with the development process.

The community's civic pride is reflected in citizen requests to capitalize on the City's existing scale. They have expressed a strong interest in maintaining a small-town atmosphere with a strong local business base. They believe that Kuna must maintain a family focus and not be overtaken by a fast-paced, heavily urbanized development pattern.

**Greenbelt along Indian Creek, Parks, Pathways, Other Trails and Recreation**

Kuna's residents are interested in maintaining and further developing park, pathway, trail and recreation connectivity. Some residents expressed a desire to maximize connectivity for recreation and relaxation purposes.

The community sees opportunities in the amount of open space available for the development of parks, ponds, pathways, trails and greenbelts. Residents believe these systems could be connected to each other in a green system that could create numerous opportunities for outdoor activity.

New development puts a demand on existing parks. The City is moving towards a plan to develop larger parks and recreational facilities for its residents by using the Idaho Development Impact Fee Act to a fund for the property for development. However, the City cannot expect new development to serve as the sole remedy for any current recreational deficiencies or provide all of the desired open space and recreational amenities for community-wide benefit. City staff and officials should diligently pursue community-wide support to identify priorities and determine methods and means to accomplish those priorities. It is also important to formulate policies that give incentives for new development to provide increased amounts of open space that do not create unreasonable burdens that would discourage or prejudice new development.

The residents expressed a strong interest in the development of bike lanes, trail systems, and pathways/greenbelts along the City's irrigation and canal systems.

Indian Creek, existing City parks, and Hubbard Reservoir provide anchors for future recreational development opportunity and should be connected by way of an integrated network of pathways, trails and bike lanes.

Residents of Kuna believe that bike lanes, greenbelts and trails should serve as alternative means of transportation and connection to the various community neighborhoods and subdivisions.

Kuna's unique location and natural assets provide a lot of potential for development of recreational facilities. As the Gateway to the Birds of Prey, Kuna has the ability to build upon a recreation theme.

Residents expressed a desire for dedicated park and open space to be incorporated into the design of each new residential development and connected to other recreation locations.

Residents expressed a strong interest in expansion of parks and activity areas. Some ideas suggested include: a water park, fairgrounds and horse race track. Citizens expressed an interest for placing these facilities on the south side of the City and linked together by equestrian trails, bike lanes, pathways and greenbelts.

Kuna residents are strong advocates for children's recreational opportunities to be located within the communities and neighborhoods. The identified youth activities include: the Boys and Girls Club, parks, skate parks and hobby farms to be located, within residential walking distance. Some residents believe that school facilities could be used for these activities.

Many residents also talked about the possibility of attracting uses such as the interstate fairgrounds to Kuna.

**Transportation**

Residents of Kuna are interested in expanding and improving transportation connectivity and mobility within and through the City. Future transportation planning should include and consider multiple modes of transportation and be flexible to accommodate various types of vehicular traffic.

Residents were interested in expanding biking as an alternative means of transportation. They emphasized the need for additional bike lanes on streets, and publicly dedicated bike routes to serve as community connectors and scenic routes.

Community members expressed an interest in the expansion of arterials and highways that would facilitate transportation.

Critical to Kuna's transportation future are connections to Meridian Road (Highway 69), Kuna Mora Road, McDermott Road and Ten Mile Road. To accomplish this connectivity effort, new bridge or overpass accesses will need to be constructed across Indian Creek and the Union Pacific Railroad Line to assure adequate emergency response times and greater transportation circulation. Railroad and Indian Creek crossing location approved by City Council and Ada County Highway District is to be on Swan Falls Road. The issue of parking and transportation mobility through the downtown is also of concern to the Kuna community.

The community's vision for downtown includes ample parking located to the rear of buildings and between businesses, the placement of traffic calming devices to slow traffic movement, the rerouting of Main Street truck traffic to Shortline with improvements at Swan Falls Road and Avalon Street.

Residents were interested in seeing the development of a trolley, or other public transit system, to connect various destinations within and around the City, and eventually to connect Kuna with neighboring communities.

Residents wanted to see the approach to the airstrip(s) preserved. Residents wanted to maintain existing private airfields and airstrips.

**Economic Development**

Kuna residents envision a coordinated plan for land uses and development patterns, which would offer a good mix of business and attract desirable businesses such as the dentists, doctors, and similar professional service providers in proximity to downtown.

The community would like to see a greater variety of educational and career opportunities for the youth. Some of the citizen's recommendations included promotion of a community college, high-technology training opportunities, industrial education, business incubators and business ventures related to renewable energy. The City's south side was identified as a possible location for future industry and large-scale employment centers.

Residents hoped for the creation of business and light commercial use centers within neighborhoods. These centers would include restaurants, gas stations, churches, multi-family use facilities, and other mixed-use developments. Citizens anticipated the manufacturing area moving south and eastward between the Union Pacific Railroad Line and Kuna Mora Road.

Limited access to the south side of town is critical to economic growth and an overpass with additional transportation connections is essential.

**Housing**

Residents envisioned higher densities in the City's core to include opportunities for mixed residential and light commercial activity. They expressed interest in a mix of residential type dwellings applications; including single-family, multi-family, apartments and condominiums. They were receptive to a greater mix of lot sizes and house prices to appeal to a variety of people. A goal expressed by many was the preservation of large lots and rural cluster development in appropriate balance with a complement of other types of residential development.

Citizens expressed interest in additional residential landscaping, requesting it be added as a condition of housing development approval.

**Natural Environment**

Residents of Kuna appreciate the City's natural environment and are interested its preservation. The residents stressed the importance of Kuna being the Gateway to the Morley Nelson Snake River Birds of Prey National Conservation Area; given its significance to the natural environment.

They requested preservation of open space and natural features, and for the creation of transition zones between areas of development and natural areas. The residents believe careful management of the natural environment and implementation of open space protection strategies will strengthen the City's development process.

**Downtown**

Kuna's residents are interested in a downtown revitalization that continues the small-town feel as well as embraces current and emerging development trends. They expressed a belief that revitalization efforts should include provisions for dense, walkable, transit oriented development that offers both shopping and service opportunities. The revitalization should foster a community feel and create opportunities for economic and social development. The community also expressed that downtown's geographic footprint should expand and connect commercial areas in order to support the projected population.

## 1.4 Goals of the Comprehensive Land Use Plan & Planning Indicators

While each section of the Plan begins with a set of Kuna-specific goals, objectives and policies, a series of umbrella goal statements for the Plan have been established to help guide the development of the Plan and the City's future.

**Comprehensive Land Use Plan Goals**
The following goals have been incorporated into the Plan:

1. Improve the physical environment of the community as a setting for human activities for the purpose of making it more functional, beautiful, healthy, interesting, and efficient.

2. Balance the public interest, and the interest of the community at large, with the interests of individuals or special groups within the community.

3. Maintain a high level of interaction with the public with respect to planning and decision-making actions.

4. Factor citizen input into development standards and code modifications.

Objective 1.1: Ensure that the City's land use policies are orderly, consistent, cost effective and favor local citizen's interests.

Policy: The City should work within the public process to identify areas of City policy in need of updating with the aim of simplifying and streamlining the development process.

Policy: Land use decisions should be made in a timely and cost effective manner and from the perspective of serving the local citizen's needs while respecting private property rights.

Policy: The City's Plan and its policies should take into account other applicable City ordinances. The Plan should also work in conjunction with other regional agencies, to be most beneficial to the community and the region.

Policy: The City shall initiate use of impact fees and other community-wide revenue sources to pay for public services and amenities.

Policy: The City should develop and rely upon demographic assessments for making public policy decisions.

Policy: The City shall explore the providing of services outside its planning boundaries upon request by those area citizens needing public services to develop their lands - to the extent the City has the capacity to provide these public services in a cost effective manner and not at the expense of the municipality's interests.

Policy: The City shall initiate neighborhood and sub-area planning, to the extent the City has resources to dedicate for such a pursuit.

Policy: Land regulations in mature areas should be treated primarily as land management issues instead of land design issues.

Policy: A nonconforming structure should not be expanded in a way that increases its specific nonconformity.

**Planning Indicators**

Kuna's Plan is intended to be a living document – one that is used and updated frequently. In order to ensure the Plan objectives and recommendations are being implemented, Kuna has identified a number of Planning Indicators to be tracked and analyzed to evaluate progress towards Plan implementation.

The Plan Map shall undergo reevaluation every six months while the Indicator list should undergo a complete reevaluation every 10 years in coordination with the release of the U.S. Census data. The implementation of goals and objectives shall be on-going. The Indicators were developed to track change within the Kuna community, and to assist in evaluating progress towards implementation of the Plan, these are included in Appendix A.

# 2.0 PRIVATE PROPERTY RIGHTS

## 2.1 Background and Introduction

The Kuna Comprehensive Land Use Plan was prepared with the intent of protecting private property rights and local values. Accordingly, it was not intended to create burdensome regulations, which would negatively affect private property rights or values. This Plan strives to balance the needs of the community among a broad spectrum of issues.

To preserve private property rights, the Idaho State Legislature amended Section §67-6508 of the Idaho Code in 1994 to include "an analysis of provisions which may be necessary to insure that land use policies, restrictions, conditions, and fees do not violate private property rights, adversely impact values, or create unnecessary technical limitations on the use of property…" [See Idaho code §67-6508(a)].

## 2.2 Goals and Objectives

***Goal 1:*** ***Ensure that City land use policies, restrictions, conditions and fees do not violate private property rights. Establish an orderly, consistent review process for the City to evaluate whether proposed actions may result in private property "takings".***

Objective 1.1: Ensure that City land use actions, decisions, and regulations will not cause an unconstitutional physical occupation or physical invasion of private property.

Objective 1.2: Ensure that City land use actions, decisions, and regulations do not effectively eliminate all economic value of the subject property.

Objective 1.3: Ensure that City land use actions, decisions, and regulations further the City's responsibility to protect public health, safety, and welfare.

Objective 1.4: Ensure that 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.

Policy: As part of a land use action review, the staff shall evaluate with guidance from the City's attorney; the Idaho Attorney General's six criterion established to determine the potential for property taking.

1. Does the regulation or action result in a permanent or temporary physical occupation of private property?

2. Does the regulation or action require a property owner to dedicate a portion of property or to grant an easement?

3. Does the regulation deprive the owner of all economically viable uses of the property?

4. Does the regulation have a significant impact on the landowner's economic interest?

5. Does the regulation deny a fundamental attribute of ownership?

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?

## 2.3 Guidance on balancing private property rights and community interest

**Constitutional Requirements and a Balance of Interests**
Both the Federal Constitution and the Constitution of the state of Idaho provide that private property may not be taken for public use without just compensation as prescribed by law.

Idaho Code sections §67-6508 (a), §67-8001, §67-8002, and §67-8003 establish a review process, which the City uses to evaluate whether proposed regulatory or administrative actions result in a taking of private property without due process of law.

However, Section §67-8001 states that it is not the purpose of the chapter to expand or reduce the scope of the private property protections provided in the State and Federal Constitutions. Section §67-8001 states that nothing in the section grants a person the right to seek judicial relief requiring compliance with the provisions of the chapter.

Any laws or regulations governing private property should heavily depend upon the government's authority and responsibility to protect public health, safety, and welfare.

Based upon this premise, courts have supported limitations on the use of private property through affirmation of land use planning regulations such as comprehensive plans, zoning ordinances, subdivision ordinances, and environmental quality acts.

**Questions and Legal Background**
It is the City's policy to consider the Idaho Attorney General's review process, in evaluating the potential impact of a regulatory or administrative action on specific property.

While these questions provide a framework for evaluating the impact proposed regulations may have, generally, takings issues normally arise in the context of specific affected property. The public review process used for evaluating proposed regulations is another tool that the City staff should rely upon to safeguard rights of private property owners.

If property is subject to regulatory jurisdiction of multiple government agencies, each agency should be sensitive to the cumulative impacts of the various regulatory restrictions. Although a question about property takings may be answered affirmatively, it does not mean that there has been a "taking"; rather, it means there could be a constitutional issue and that should be carefully reviewed with legal counsel.

**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 pre-existing 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, 18 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 pre-existing 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 Nolan, 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, subsides, 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 sever economic deprivation. While not a legal requirement, such programs can help take the sting out of the tough, but necessary, environmental land use controls.

# 3.0 POPULATION AND HISTORY

## 3.1 Introduction and Background

***An early map of Kuna***

Kuna is located in southwest Ada County, Idaho. Kuna residents enjoy a rural lifestyle. Kuna is part of the Boise City-Nampa City, Idaho Metropolitan Statistical Area. Other cities in Ada County include Boise, Eagle, Garden City, Meridian, and Star.

**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 onto 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.[1]

## 3.2 Goals and Objectives

***Goal 1:*** ***Ensure that Kuna continues to embrace and track its history. Demographic and population trends and data should also be well documented and analyzed through various methods.***

Objective 1.1: Update and track demographic data through the use of the Census, building permit data, utility hook-up data et cetera.

Objective 1.2: Use planning indicators to help track changes in population and demography, and base reevaluation of planning indicators on population and demographic data.

Objective 1.3: Coordinate with COMPASS in updating and analyzing demographic data.

Objective 1.4: Work with local historical societies in updating and documenting the history of Kuna.

Objective 1.5: Work with the Western Heritage Byway Committee to update the history and create comprehensive narratives of important landmarks and sites.

Objective 1.6: Work with the local community to record and document events in various media for use by future generations.

[1] Except from Arrowrock Group, Inc. Production, November 2000; funded by The Ada County Historic Preservation Council

## 3.3 Existing Conditions

**Population**
Since 1990, the City has experienced rapid population growth. While the population between 1960 and 1990 increased by 1,439 persons, averaging an annual growth rate of approximately 4.5 percent, the population between 1990 and 2015 increased at an average annual rate of approximately 9.5 percent.

By comparison, Ada County grew at an average annual rate of 2.8 percent from 1960 to 1990, and at a rate of 3.2 percent from 1990 to 2015.

| HISTORIC POPULATION GROWTH BY CITY LIMITS | | |
|---|---|---|
| YEAR | ADA COUNTY POPULATION | KUNA POPULATION |
| 1960 | 90,000 | 516 |
| 1970 | 110,000 | 593 |
| 1980 | 173,036 | 1,767 |
| 1990 | 205,775 | 1,955 |
| 2000 | 300,904 | 6,093 |
| 2006 | 359,035 | 12,647 |
| 2010 | 392,365 | 15,210 |
| 2012 | 399,670 | 15,650 |
| 2013 | 416,556 | 15,960 |
| 2014 | 426,236 | 16,070 |
| 2015 | 474,190 | 17,320 |
| *Source: 2010 Census Information and Compass Projections* | | |

Several sources of information have been reviewed in order to estimate Kuna's current population. The following table shows residential building permits recorded by the City between 2000 and 2012. The Community Planning Association of Southwest Idaho (COMPASS) also uses building permit information to estimate current City populations. There are some differences in the permit information used by COMPASS compared to the number of permits recorded by the City.

| BUILDING PERMIT DATA – CITY OF KUNA | | | | |
|---|---|---|---|---|
| **YEAR** | **HOUSING TYPE** | **NUMBER OF PERMITS (SOURCE: CITY OF KUNA)** | **NUMBER OF PERMITS (SOURCE: COMPASS)** | **APPROXIMATE POPULATION ADDED** |
| 2000 | Single Family | 361 | 343 | 1202 |
| 2001 | Single Family | 288 | 289 | 959 |
| | Four-Plex | 8 | 8 | 105 |
| 2002 | Single Family | 416 | 360 | 1385 |
| | Duplex | 8 | 8 | 53 |
| | Four-Plex | 1 | 1 | 13 |
| | Multi-Family | 1 | 1 | Unknown |
| 2003 | Single Family | 237 | 232 | 789 |
| 2004 | Single Family | 226 | 200 | 752 |
| | Duplex | 1 | 1 | 7 |
| 2005 | Single Family | 522 | 533 | 1738 |
| | Four-Plex | 6 | 6 | 80 |
| | Duplex | 3 | 3 | 20 |
| 2006 | Single Family | 295 | 296 | 982 |
| 2007 | Single Family | 212 | 359 | 706 |
| 2008 | Single Family | 242 | 238 | 793 |
| 2009 | Single Family | 239 | 236 | 796 |
| 2010 | Single Family | 93 | 92 | 298 |
| 2011 | Single Family | 56 | 56 | 179 |
| 2012 | Single Family | 105 | 105 | 336 |
| **TOTAL** | | **3,320** | **3,367** | **+/- 11,193** |
| *Source: Kuna City; COMPASS annual reports* | | | | |

Based on the total number of permits issued since 2000, the following calculations show population estimates for 2012.

| POPULATION ESTIMATES – BUILDING PERMITS | | | | |
|---|---|---|---|---|
| **SOURCE** | **TOTAL HOUSEHOLDS (2010 US CENSUS** | **TOTAL BUILDING PERMITS 2011-2012** | **AVERAGE HOUSEHOLD SIZE** | **2012 POPULATION** |
| City of Kuna | 5,108 | 161 | 3.2 | 16,861 |
| COMPASS | 5,108 | 148 | 2.98 | 15,650 |
| *Source: Kuna City; COMPASS; 2010 Census* | | | | |

Current population can also be estimated by multiplying the average household size by the number of City water or sewer connections. The number of total water connections through 2012 is 5,053 and the number of sewer connections is 5,191. The City estimates that approximately 2.9 percent of those connections are for commercial locations. The table below shows current population estimates based on the number of household water and sewer connections.

| POPULATION ESTIMATES – WATER & SEWER CONNECTIONS | | | | |
|---|---|---|---|---|
| | TOTAL CONNECTIONS | TOTAL HOUSEHOLD CONNECTION | AVERAGE HOUSHOLD SIZE | 2012 POPULATION |
| Water | 5,053 | 5,191 | 3.2 | 15,699 |
| Sewer | 5,191 | 5,053 | 3.2 | 15,715 |
| *Source: Kuna City, Compass projections* | | | | |

The following table shows the various population estimates through 2012. Based on discussions with City officials, the number of household water connections multiplied by the average household size set by COMPASS provides the most accurate estimate of the current population of Kuna.

| POPULATION ESTIMATES - SUMMARY | |
|---|---|
| SOURCE | POPULATION ESTIMATE* |
| Building Permits (Kuna City) | 16,861 |
| Building Permits (COMPASS) | 15,650 |
| Household Water Connections | 15,699 |
| Household Sewer Connections | 15,715 |
| | |
| **All estimates assume an average household size of 3.2 persons. Based On discussions with the school district, local officials and real estate agents, household size in Kuna appears to be increasing.* | |

**Population Projections**

While it is expected that the housing market will continue to rebound over the next several years, annual growth rates are estimated to be somewhat lower than Kuna has recently experienced. Population projections made by COMPASS estimate the growth rate for Kuna through 2015 to be approximately 2.7 percent per year; slowing to approximately, 1.8 percent annually between 2015 and 2020.

The following table shows two scenarios for population growth in Kuna. The first scenario projects population growth using COMPASS rates. The second scenario projects population growth using building permit data at approximately 242 new residential units per year – the average number of residential building permits issued annually in Kuna since 2000.

| POPULATION GROWTH ESTIMATES BY KUNA PROPOSED AREA OF IMPACT | | | | |
|---|---|---|---|---|
| YEAR | COMPASS RATES | | BUILDING PERMITS | |
| | POPULATION | % GROWTH | POPULATION | % GROWTH |
| **2015** | 22,334 | | 19,624 | |
| **2020** | 24,460 | 1.8% | 24,236 | 4.3% |
| **2025** | 30,330 | 4.4% | 29,931 | 4.3% |
| **2030** | 38,119 | 4.7% | 35,468 | 3.5% |
| **2035** | 48,259 | 4.8% | 44,335 | 4.6% |
| **2040** | 53,003 | 1.9% | 54,533 | 4.2% |

There are several residential developments in various stages of the planning process that will affect future population growth in Kuna. Some of these developments include Crimson Point (600-700 lots at buildout plus 154 multifamily lots), Greyhawk (115 lots) and Patagonia Subdivision (470 lots) to name a few of the subdivisions within the City.

**Age**

According to the 2010 Census, Kuna has the lowest median age (28.1 years) in Ada County – well below Ada County's median age (34.8 years), and nearly 10 years lower than the median age nation-wide (37.2 years).

Trends in age significantly impact a community's planning needs. While the 20 to 29 year-old age group, represents the median age in 2000 and 2010. The 30 to 49 year-old age group tends to be viewed as the new generation of community leaders and business owners. These two age groups tend to be active in the community and expect high-quality services for their children and families. Within this population range, those 30 to 34 year-olds are typically first-time home buyers, while 35 to 39 year-olds are typically included in the move-up home buyer market.

The table below shows the increase in the median age for Kuna and the surrounding cities, Ada County, Idaho and the United States in 2000 compared to 2010. The comparison demonstrates that Kuna mirrored the increase in median age experienced by Ada County, Idaho and the USA.

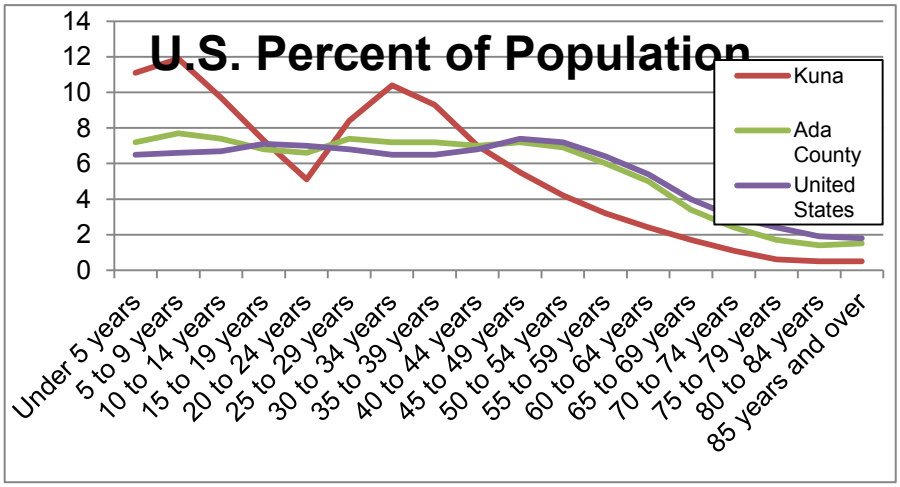
| MEDIAN AGE COMPARISONS | | | | |
|---|---|---|---|---|
| | MEDIAN AGE | | PERCENT OF POPULATION OVER 65 | |
| | 2000 | 2010 | 2000 | 2010 |
| Boise | 32.8 | 35.3 | 10.0% | 11.2% |
| Eagle | 35.2 | 40.6 | 7.6% | 12.1% |
| Garden City | 35.4 | 43.2 | 12.5% | 18.8% |
| **Kuna** | **26.1** | **28.1** | **4.3%** | **4.4%** |
| Meridian | 30.1 | 32.5 | 6.4% | 8.9% |
| Star | 28.4 | 32.3 | 5.7% | 7.9% |
| Ada County | 32.8 | 34.8 | 9.1% | 10.5% |
| State of Idaho | 33.2 | 34.6 | 11.3% | 12.4% |
| Country | 35.3 | 37.2 | 12.4% | 13.0% |
| *Source: COMPASS* | | | | |

Kuna has the lowest percent of the senior population over the age of 65 in Ada County (4.4 percent). Kuna's population (over 65 years) is roughly 6.1 percent less than Ada County's average of 10.5 percent. Seniors, ages 65 to 74, are interested in a variety of housing options. Empty nesters in this age group begin to replace their several bedroom-(two or more story residence); exchanging it for lower maintenance-two-bedroom units, often on one-level.

The following table shows the population breakdown by age for Kuna City.

| KUNA POPULATION BREAKDOWN BY AGE | | |
|---|---|---|
| **AGE** | **NUMBER** | **PERCENT** |
| **Up to 10** | **3,506** | **23%** |
| 11 – 20 | 2,585 | 17% |
| 21 – 30 | 2,056 | 14% |
| 31 – 40 | 2,994 | 20% |
| 41 – 50 | 1,899 | 12% |
| 51 – 60 | 1,125 | 7% |
| 61 – 70 | 636 | 4% |
| 71 – 80 | 258 | 2% |
| 81+ | 151 | 1% |
| *Source: COMPASS; 2010 CENSUS* | | |

The following graph shows the percent of age groups in Kuna compared to age groups in Ada County and the United States.



**Gender**

The precentages of male to female residents within Ada County does not differ significantly. The median percentage of all of the cities in the County have a composition of 49.2 percent male and 50.9 percent female. Kuna is the city closest to the 50/50 percent mark, with 49.9 percent male and 50.1 percent female. This ratio is similar to that of Ada County. Ada County as a whole is 50.1 percent male and 49.9 percent female.

| GENDER COMPARISONS | | |
|---|---|---|
| | PERCENT MALE | PERCENT FEMALE |
| **Boise** | 49.4% | 50.6% |
| **Eagle** | 49.1% | 50.9% |
| **Garden City** | 48.4% | 51.6% |
| **Kuna** | 49.9% | 50.1% |
| **Meridian** | 49.0% | 51.0% |
| **Star** | 49.2% | 50.8% |
| **Ada County** | 50.1% | 49.9% |
| **State of Idaho** | 50.1% | 49.9% |
| **United States** | 49.1% | 50.9% |
| *Source: Census Data 2010* | | |

**Education**

The level of educational attainment in Ada County is high when compared to Idaho and the United States. Kuna has 90.2 percent of the citizens that have obtained a high school diploma and 20.7 percent have obtained a bachelor's degree or higher.

| LEVEL OF EDUCATION COMPARISON | | |
|---|---|---|
| | HIGH SCHOOL GRADUATE OR HIGHER | BACHELOR'S DEGREE OR HIGHER |
| **Boise** | 93.2% | 36.9% |
| **Eagle** | 95.3% | 48.6% |
| **Garden City** | 87.1% | 32.2% |
| **Kuna** | **90.2%** | **20.7%** |
| **Meridian** | 94.5% | 33.4% |
| **Star** | 95.9% | 26.9% |
| **Ada County** | 93.1% | 35.2% |
| **State of Idaho** | 88.5% | 24.6% |
| **United States** | 85.4% | 28.2% |

**Income**

The median income in Kuna is higher than the average in Idaho and in the USA, but slightly lower than the median income in Ada County. Kuna had a 2010 median household income of $53,387, in Ada County.

| MEDIAN HOUSEHOLD INCOME | |
|---|---|
| **Boise** | $ 49,516 |
| **Eagle** | $ 80,724 |
| **Garden City** | $ 39,688 |
| **Kuna** | **$ 53,387** |
| **Meridian** | $ 63,388 |
| **Star** | $ 63,775 |
| **Ada County** | $55,616 |
| **State of Idaho** | $44,254 |
| **Country** | $50,021 |
| *Source: Census Data 2010; COMPASS* | |

**Commute to Work**

The average commute time for those living in Kuna is 24.5 minutes. The Kuna commute time is above the average of Ada County and Idaho. Although Kuna's job opportunities are increasing, most residents travel outside Kuna to work since the majority of the employment opportunities are located in Boise. The longer commute time, complemented with rising transportation costs, could have an impact on the rate of future housing growth in Kuna, and emphasizes the importance of creating more jobs within the City for trip capture purposes.

| AVERAGE COMMUTE TIME TO WORK* | |
|---|---|
| **Boise** | 17.5 |
| **Eagle** | 21.7 |
| **Garden City** | 17.8 |
| **Kuna** | **24.5** |
| **Meridian** | 21.8 |
| **Star** | 26.2 |
| **Ada County** | 19.4 |
| **State of Idaho** | 20.0 |
| **Country** | 25.4 |
| **Commute time in minutes* | |
| *Source: COMPASS* | |

**Average Household Size**

As the table illustrates on the next page, Kuna's average household size of 3.2 persons is substantially larger than the average household size in Ada County or other neighboring cities. Kuna's larger household size may reflect the City's appeal to larger families as a result of housing affordability, high-quality schools, and the rural environment.

| AVERAGE HOUSEHOLD SIZE | |
|---|---|
| **Boise** | 2.39 |
| **Eagle** | 2.80 |
| **Garden City** | 2.25 |
| **Kuna** | **3.20** |
| **Meridian** | 2.84 |
| **Star** | 3.31 |
| **Ada County** | 2.57 |
| **State of Idaho** | 2.64 |
| **United States** | 2.60 |
| *Source: COMPASS* | |

**Occupancy**

Ada County cities owner-occupied housing rate is approximately 68.2 percent. This rate is slightly lower than the occupancy rate for Idaho and higher than the United States. The occupancy rate in Kuna is higher at 83.6 percent.

| OCCUPIED HOUSING UNITS | | | | VACANT HOUSING UNITS |
|---|---|---|---|---|
| | TOTAL | OWNER-OCCUPIED | RENTER-OCCUPIED | |
| **Boise** | 85,464 | 58.9% | 41.1% | 5.9% |
| **Eagle** | 6,911 | 84.9% | 15.1% | 5.2% |
| **Garden City** | 4,903 | 63.2% | 36.8% | 7.5% |
| **Kuna** | **4,393** | **83.6%** | **16.4%** | **3.6%** |
| **Meridian** | 25,767 | 76.8% | 23.2% | 6.1% |
| **Star** | 95% | 79.9% | 20.1% | 9.1% |
| **Ada County** | 149,310 | 68.2% | 31.8% | 6.6% |
| **State of Idaho** | 576,630 | 70% | 30% | 13.8% |
| **Country** | 114,931,864 | 65.4% | 34.6% | 12.8% |
| *Source: American Factfinder* | | | | |

Approximately, 92 percent of the housing in Kuna is single-family and 8 percent is multi-family.

**Race**

Race characteristics can influence workforce dynamics, education curriculum and overall community perceptions. Kuna should encourage diversity at every opportunity.

| ETHNIC PERCENTAGE COMPARISON | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | WHITE | BLACK OR AFRICAN AMERICAN | AMERICAN INDIAN AND ALASKA NATIVE | ASIAN | NATIVE HAWAIIAN AND OTHER PACIFIC ISLANDER | SOME OTHER RACE | TWO OR MORE RACES | HISPANIC OR LATINO (OF ANY RACE) |
| **Boise** | 80.0% | 1.5% | 0.7% | 3.2% | 0.2% | 2.5% | 3.0% | 7.1% |
| **Eagle** | 98.0% | 0.3% | 0.5% | 1.6% | 0.1% | 1.0% | 2.0% | 4.7% |
| **Garden City** | 86.2% | 1.0% | 1.1% | 1.4% | 0.1% | 7.1% | 3.1% | 13.8% |
| **Kuna** | **91.2%** | **0.6%** | **0.8%** | **0.7%** | **0.1%** | **3.6%** | **2.9%** | **8.6%** |
| **Meridian** | 92.0% | 0.8% | 0.5% | 1.8% | 0.1% | 1.9% | 2.9% | 6.8% |
| **Star** | 93.5% | 0.6% | 0.8% | 0.6% | 0.1% | 2.1% | 2.4% | 6.7% |
| **Ada County** | 90.3% | 1.1% | 0.7% | 2.4% | 0.2% | 2.4% | 2.8% | 7.1% |
| **State of Idaho** | 89.1% | 0.6% | 1.4% | 1.2% | 0.1% | 5.1% | 2.5% | 11.2% |
| **Country** | 72.4% | 12.6% | 0.9% | 4.8% | 0.2% | 6.2% | 2.9% | 16.3% |
| *Source: Census Data 2010* | | | | | | | | |

**Housing Growth**

While Boise and Garden City experienced their largest percentage growth from 1990 through 1999, Eagle, Meridian, Kuna and Star's largest growth increases have occurred since 2000.

Approximately sixty (60) percent of Kuna's growth in housing units occurred between 2000 through 2011.

| THE YEAR THE HOUSING STRUCTURE WAS BUILT | | | | | | |
|---|---|---|---|---|---|---|
| | BOISE | EAGLE | GARDEN CITY | KUNA | MERIDIAN | STAR |
| Built 2005 or Later | 4.5% | 14.8% | 4.9% | **24.8%** | 27.9% | 38.8% |
| Built 2000 to 2004 | 9.2% | 31.7% | 13.7% | **33.9%** | 23.1% | 35% |
| Built 1990 to 1999 | 21.8% | 33.3% | 34.5% | **30.7%** | 33% | 15.7% |
| Built 1980 to 1989 | 15.2% | 2.8% | 13.4% | **1.6%** | 5.3% | 3.4% |
| Built 1970 to 1979 | 21.4% | 15.0% | 21.8% | **3.6%** | 6.3% | 2.2% |
| Built 1960 to 1969 | 7.3% | 0.2% | 2.9% | **1.2%** | 1.2% | 0% |
| Built 1940 to 1959 | 12.7% | 1.6% | 4.9% | **2.2%** | 2% | 3.1% |
| Built 1939 or earlier | 7.9% | 0.6% | 3.9% | **2%** | 1.2% | 1.8% |
| **Total:** | **100%** | **100%** | **100%** | **100%** | **100%** | **100%** |
| *Source: American Factfinder* | | | | | | |

# 4.0 SCHOOL FACILITES

## 4.1 Background and Introduction

The Kuna School District is known for its quality education and high level of community and parental support and involvement. One of the main attractions for people moving to the Kuna area is the School District. The District is one of the fastest growing in the State and in the 2014-2015 school year) serves over 6,929 students. The mission of the School District is "every student to become a lifelong learner and contributing, responsible citizen." Additionally, Kuna's Falcon Ridge Charter School has a program that provides similar high-quality curriculum.

## 4.2 Goals and Objectives

***Goal 1: Provide high-quality education.***

Objective 1.1: The educational system will be high-quality, and appropriately funded.

Policy: Provide adequate school capacity for present and future enrollment.

Policy: Provide sufficient space at every elementary school for music, art, physical education computer laboratories, resource services and guidance.

Policy: Ensure equality and fairness in the City's educational facilities, services and programs.

Policy: Continue to encourage community support and volunteer work at local schools.

Policy: Cooperate with the School District and the Charter School to address future program and facility needs.

***Goal 2: Broaden choices for educational opportunities.***

Objective 2.1: Provide a variety of learning opportunities that accommodates Kuna's entire population.

Policy: Work with industry to assess feasible sites for a post-secondary, vocational/technical training facility that serves residents of Kuna and the surrounding area. Pursue the possibility of a technical/trade school to enrich student's career prospects.

Policy: Continue to support adult education classes offered through the Kuna School District.

Policy: Consider the promotion of a satellite campus for higher education or any type of vocational training.

***Goal 3:*** ***Ensure that the location of school facilities is incorporated into the long range comprehensive planning process so that schools may serve as the neighborhood focal point.***

Objective 3.1: Support the efforts to the School District and Charter School to ensure that adequate school sites are provided.

Policy: Coordinate school sites with open space and pathway systems. Develop new schools on sites where school facilities will be best utilized for family and community activity.

Policy: Coordinate the location of school sites with the School District and Charter School. Identify possible school sites in the Capital Facilities Plan and on the Plan Map.

Policy: Coordinate the amount of school site acreage required per type of school access to schools.

Policy: Ensure residential developments have features that provide safe access to schools.

Policy: Ensure that the development community provides adequate sites within subdivisions for children to congregate while waiting to be transported. Sites located within easy walking distance of the children's homes. Sites shall be well illuminated, highly visible, and safe.

Policy: Maximize the community's use of school facilities for outdoor and indoor recreation opportunity.

***Goal 4:*** ***Provide safe and convenient access to schools.***

Objective 4.1: Consider access when developing school sites to make travel to school safe and efficient.

Policy: Establish safe bicycle and pedestrian routes to school sites.

Policy: Establish subdivision location criteria that encourage walking or other means of transportation to school.

***Goal 5:*** ***Maintain adequate communications with the Kuna School District and Charter School.***

Objective 5.1: Promote communication between the City, the School District and Charter School

Policy: Maintain regular communications with the School District and Charter School officials.

Policy: Seek or establish joint venture possibilities between the City, the School District and the Charter School.

***Goal 6: Ensure school facilities provide safe harbor for students, teachers, other employees and the public.***

Objective 6.1: Adopt measures to minimize crime activity on school property.

Objective 6.2: Ensure school building structures are strong and well maintained to withstand the impacts of earthquakes, tornadoes and other known perils.

Objective 6.3: Coordinate with school administrators to use school facilities as temporary shelters and aid distribution centers, in the event of a disaster or emergency.

Objective 6.4: Ensure schools have safety precautions in place and are appropriately staffed with security personnel to protect students, teachers and other staff at all times.

## 4.3 Existing Conditions

**Enrollment**

The School District, as well as Charter School, has experienced consistent student enrollment growth over the past 12 years. The enrollment, as provided by the Kuna School District is in the following table:

| STUDENT ENROLLMENT | | | |
|---|---|---|---|
| **1997-98** | 2,564 | **2006-07** | 4,312 |
| **1998-99** | 2,608 | **2007-08** | 4,547 |
| **1999-00** | 2,714 | **2008-09** | 4,698 |
| **2000-01** | 2,869 | **2009-10** | 4,805 |
| **2001-02** | 3,107 | **2010-11** | 4,969 |
| **2002-03** | 3,265 | **2011-12** | 4,924 |
| **2003-04** | 3,507 | **2012-13** | 5,055 |
| **2004-05** | 3,811 | **2013-14** | 5,100 |
| **2005-06** | 3,903 | **2014-15** | 5,191 |
| *Source: Kuna School District No. 3* | | | |

Falcon Ridge Charter School has 261 students in grades kindergarten to 8th grade.

**Current School Facilities**

The Kuna School District has 10 certified schools including seven elementary schools, one middle school, and one high school. An alternative high school was constructed and opened in the fall of 2009. This school has student capacity is approximately 150 students. Additionally, the Kuna School District, in cooperation with the Boise and Meridian School Districts, is involved with a technical/trade school in Boise.

The following table lists the current enrollment for schools in the Kuna School District.

| STUDENT ENROLLMENT FOR KUNA SCHOOL DISTRICT | | |
|---|---|---|
| **SCHOOL** | **TYPE** | **APPROXIMATE ENROLLMENT 2014-2015** |
| Ross | Elementary | 213 |
| Indian Creek | Elementary | 266 |
| Teed | Elementary | 284 |
| Hubbard | Elementary | 392 |
| Crimson Point | Elementary | 496 |
| Reed | Elementary | 633 |
| Silver Trial | Elementary | 591 |
| Kuna Middle School | Middle School | 820 |
| Initial Point | Alternative High School | 92 |
| Kuna High School | High School | 1,404 |
| *Source: Kuna Joint School District No. 3 (Enrollment as of 2014-2015 school year.)* | | |

Kuna's Charter School consists of a single school known as Falcon Ridge Charter School for grades kindergarten through eighth grades. The Charter School accommodates children living in Ada and Canyon counties.

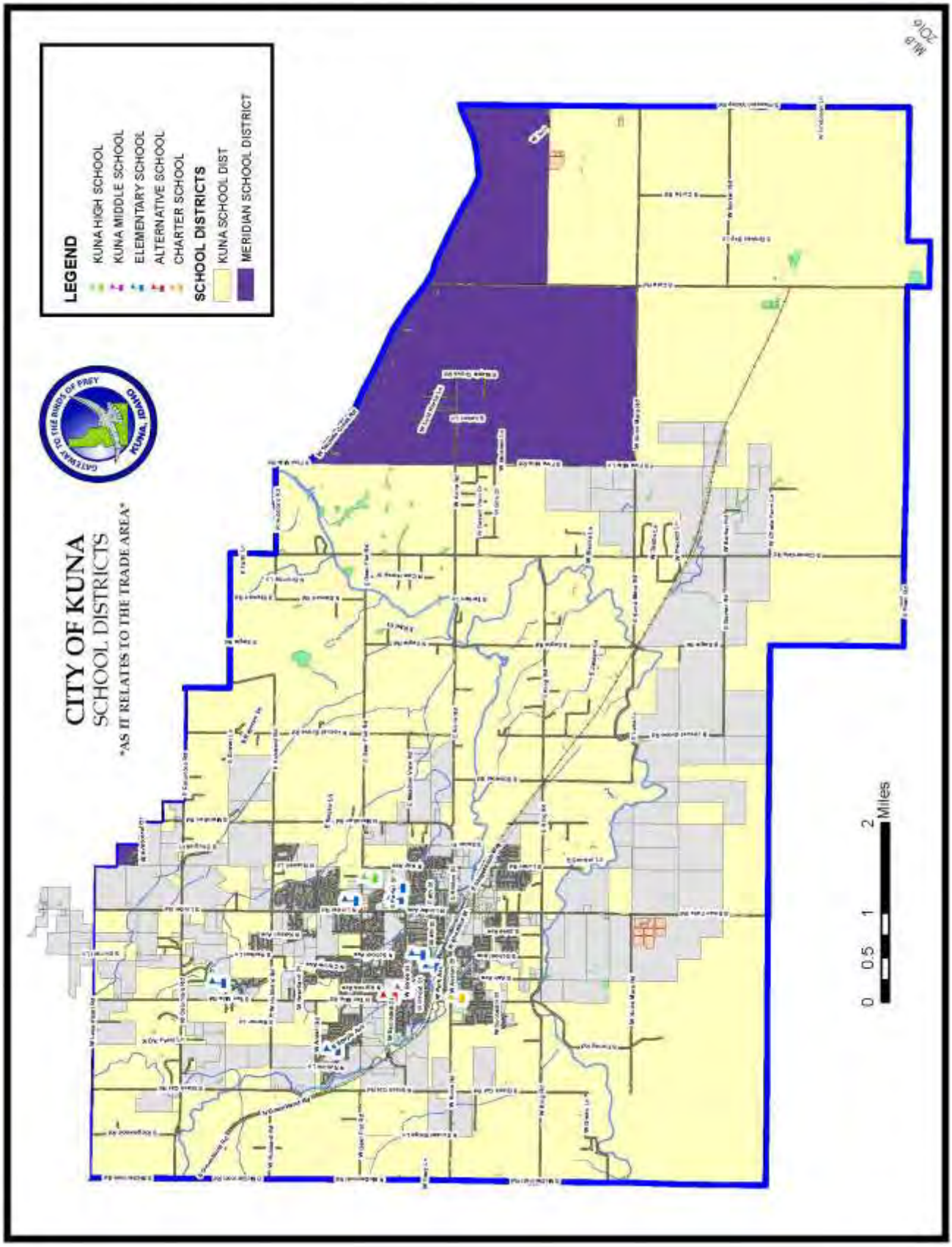
## 4.4 Future Conditions

Growth rates for primary grades have been higher when historically compared to intermediate and secondary grades. This growth rate variation provided by Kuna School District has been incorporated into the figures shown in the table below:

| FACILITIES ANALYSIS | | | |
|---|---|---|---|
| | **K-6** | **MIDDLE SCHOOL** | **HIGH SCHOOL** |
| **CURRENT CAPACITY** | **4,050** | **1,020** | **1,859** |
| **YEAR** | **PROJECTED ENROLLMENT** | | |
| **2008/2009** | 2,727 | 677 | 1,294 |
| **2009/2010** | 2,779 | 703 | 1,323 |
| **2010/2011** | 2,859 | 733 | 1,377 |
| **2011/2012** | 2,801 | 755 | 1,368 |
| **2012/2013** | 2,988 | 796 | 1,271 |
| **2013/2014** | 2,896 | 773 | 1,586 |
| **2014/2015** | 2,911 | 827 | 1,653 |
| **2015/2016** | 2,871 | 849 | 1,576 |
| **2016/2017** | 2,875 | 837 | 1,659 |
| **2017/2018** | 2,876 | 871 | 1,717 |
| **2018/2019** | 2,921 | 885 | 1,767 |
| **2019/2020** | 2,910 | 923 | 1,850 |

| | | | |
|---|---|---|---|
| **2020/2021** | 2,941 | 944 | 1,864 |
| **2021/2022** | 2,969 | 913 | 1,947 |
| **2022/2023** | 2,992 | 932 | 1,985 |
| *Source: Kuna School District* | | | |

The Dehryl Dennis Professional Technical Educational Center, a technical/trade school operated in cooperation with the Boise and Meridian School districts, is nearing enrollment capacity. According to 2010 Census data, Kuna has 90.2 percent of the population that has a high school degree or higher education. Kuna should consider working with local industry to assess feasible sites for a post-secondary, vocational/technical training facility that will serve residents of Kuna and the surrounding area. That will help alleviate commuter traffic in the future by providing educational opportunities closer to home.


CITY OF KUNA
SCHOOL DISTRICTS
"AS IT RELATES TO THE TRADE AREA"
LEGEND
KUNA HIGH SCHOOL
KUNA MIDDLE SCHOOL
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ALTERNATIVE SCHOOL
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# 5.0 ECONOMIC DEVELOPMENT

## 5.1 Background and Introduction

Idaho has seen dynamic economic growth. The State has a strong technology and engineering base, and in 2007 was first in the nation in the number of patents issued per capita. It has one of the lowest energy costs in the nation, relatively high wages, and excellent quality of life (including low crime rates and great vacation values).

In February 2012, *CNN Money* rated the Boise area the "Top 10 Turnaround Towns". A month later, *the KPMG Report* ranked Boise area third "Lowest Cost of Business in Pacific Northwest." Kuna was a contender for CNN/Money's "Best Place to Live 2005" list.

The nation is emerging from an economic downturn, which had considerable negative impact on building construction and financial investment in real estate. None-the-less, Kuna remains one of the fastest growing cities in the Treasure Valley. Kuna's population increased from 14,830 in 2007 to 15,650 in 2012. This represents an approximately 5.53 percent increase in population and provides some perspective of just how strong Kuna's growth is even during times of economic uncertainty.

Like many cities transitioning from a rural community to a more complex suburban city, residential development in Kuna has outpaced commercial development. Commercial investors rely on rooftops as a measure of the buying power, and substantial residential growth occurs before many commercial developments are found in a community.

This off-balance ratio of residential to commercial tax base is not uncommon for the Treasure Valley, since the majority of commercial development is occurring along Interstate 84 and within Boise. However, it is necessary for Kuna to expand its commercial acreage in order to achieve a more sustainable long-term tax base. Identifying additional commercial areas within the City as part of this Plan is an important first step. Implementation of the Plan will be the next through establishment of new zoning districts, rezoning property, and the possible creation of an Urban Renewal District. As the population in Kuna continues to expand there will be a greater demand for commercial property and more buying power to support it.

This section of the Plan outlines Kuna's goals, objectives, and policy decisions that will govern future economic growth and provide the framework for planning policies. These decisions reflect Kuna's goal of improving and diversifying the local economy to ensure a sustainable economic tax base. The first section will provide a general background on Kuna exists economic conditions by outlining current and historic demographics, employment projections, important economic infrastructure, and an analysis of Ada County's major industries.

Following this section, the Plan will address elements that influence retail and industrial development, suggesting how Kuna can capitalize on local and regional strengths to promote sustainable growth. This Plan will also discuss education as an economic tool and other incentive programs that Kuna can utilize as part of its economic policy.

## 5.2 Goals and Objectives

***Goal 1:*** ***Promote and support a diverse and sustainable economy that will allow more Kuna residents to work in their community.***

Objective 1.1: Identify and pursue strategically-targeted business and industry clusters with good-paying jobs.

Policy: The City will develop a policy to provide incentives and/or assistance for industries in targeted clusters, such as high-technology jobs and jobs in environmentally clean manufacturing sectors.

Policy: The City will develop a policy to provide incentives and/or assistance in order to competitively attract firms.

Policy: 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 M-1 and M-2 zoned land uses that will also have adequate access to Highway 69. Designate this area on the Plan Map for that purpose. Assure the land has sufficient buffer widths to mitigate nearby incompatible uses.

Policy: Encourage investment in a railroad spur south of Shortline, east of Luker, for the industrial area that would connect industrial uses with the Union Pacific Railroad Line.

Policy: Encourage the construction of an overpass over Indian Creek and the Union Pacific Railroad Line.

Policy: Identify a large tract of land (more than 80 acres) located approximately a quarter to half-mile east of Highway 69 and as close to Interstate 84 as possible to accommodate light manufacturing M-1 zoned lands. Designate this area on the Plan Map for that purpose. Assure the land has sufficient buffer widths to mitigate possible adjoining incompatible uses.

Policy: Recruit industrial businesses for a business park south of Kuna Mora Road and east of Cloverdale Road.

Policy: 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.

Policy: Actively recruit new businesses by working with Idaho State agencies, pursue grant opportunities and private/public partnerships.

Policy: Develop and coordinate a marketing/recruitment plan aimed at new businesses relocating to Kuna.

Policy: Promote the expansion of home-based businesses in appropriately zoned areas.

Objective 1.2: Strengthen existing business enterprises and promote their expansion.

Policy: Support existing community agricultural businesses.

Policy: Encourage the procurement of goods and services from local farmers, businesses and service providers.

Policy: Partner with the local agricultural community to ensure a place for agricultural businesses in Kuna.

Policy: Provide demographic and economic market information to interested parties in collaboration with the Kuna Chamber of Commerce and other business groups that will support existing businesses and aid in new business recruitment.

Policy: Work with the Economic Development Committee (EDC) to obtain technical assistance and/or funding for the expansion or establishment of economically-viable development.

Objective 1.3: Improve tourism and outdoor recreation opportunities in the Kuna area.

Policy: Develop strategies to encourage tourism and recreation activities, beginning by capitalizing on the Morley Nelson Snake River Birds of Prey National Conservation Area.

Objective 1.4: Improve the quality of the workforce in Kuna through the promotion of educational opportunities.

Policy: Encourage the Kuna School District and other educational entities to offer vocational and technical education programs. Encourage the creation of an educational and research facility.

Policy: Adopt measures to attract entrepreneurs and businesses to Kuna and consider sponsoring a business incubation center.

Objective 1.5: Provide the capital and economic infrastructure that is necessary to attract top-quality employment.

Policy: Ensure an adequate supply of housing for all income levels.

Policy: Coordinate with institutions of higher education to initiate a satellite Kuna campus.

***Goal 2: Expand Kuna's shopping and entertainment opportunities.***

Objective 2.1: Assist in retaining or expanding sales opportunities in entertainment, sit-down restaurants, and neighborhood/convenience shopping categories. Encourage neighborhood and community-scale retail.

Objective 2.2: Promote the development of neighborhood retail centers throughout the City.

***Goal 3: Strengthen and expand the City Center area. (Also see goals for the City Center)***

Objective 3.1: Encourage specialty retail store clusters, which include eating establishments to enhance the appeal and draw of the downtown area.

Policy: Promote the concept of back-in, on-street parking to increase safety and convenience for downtown retail shoppers.

Policy: Facilitate pedestrian connections, both visually and physically, to enhance pedestrian movement.

Objective 3.2: Improve the City Center's streetscape.

Policy: Provide façade renovation grants for businesses fronting on Main Street.

Policy: Improve signage through signage guidelines.

Policy: Review zoning regulations to assure they encourage downtown revitalization.

Policy: Encourage mixed-use and residential development in downtown to foster a vibrant around-the-clock atmosphere.

Objective 3.3: Establish downtown as the heart of the community and the central gathering place.

Policy: Promote City-sponsored activities (i.e. parades, festivals, farmer's markets, open-air concerts, etcetera) in downtown Kuna.

Policy: Locate important community buildings like the Post Office and City Hall in the downtown area.

***Goal 4: Promote cooperation between businesses, City, Special Purpose Districts, County, State, and Federal Government to strengthen Kuna's economy.***

Objective 4.1: Encourage communication between various stakeholders to establish public/private partnerships in community development matters.

Policy: Consider establishing an Urban Renewal District that can focus on downtown and Capital Facility Improvement matters.

Policy: Strengthen the relationship between the Kuna Chamber of Commerce and the City Council.

## 5.3 Existing Conditions

This section outlines the span of past, present and future projected demographics, employment and infrastructure that contribute to economic growth and stability in Kuna and in the Boise-Nampa Metropolitan Statistical Area (MSA).

**Current employment**

Kuna had an estimated 1,922 jobs in 2010, representing merely 0.97 percent of the total 197,527 jobs county-wide. By comparison, in 2002 Kuna's employment was approximately 1,405 which represented about 0.77 percent of Ada County's employment. Kuna is characterized as a "bedroom" community, where the majority of residents seek employment outside of City boundaries.

| TOTAL EMPLOYMENT BY CITY IN ADA COUNTY | | |
|---|---|---|
| | **2002 ESTIMATE** | **2010 ESTIMATE** |
| Boise | 145,606 | 143,252 |
| Eagle | 3,164 | 4,737 |
| Garden City | 7,356 | 7,614 |
| Kuna | 1,405 | 1,922 |
| Star | 205 | 456 |
| Meridian | 18,604 | 27,834 |
| Rural | 6,188 | 11,712 |
| **Ada County Total** | **182,528** | **197,527** |
| *Source: COMPASS; Census Bureau, On The Map* | | |

Based on information provided by COMPASS regarding population, households, employment, Kuna has a 0.13 ratio of jobs per person, which represents approximately 0.40 jobs per household. The job ratio should increase as more commercial businesses invest in Kuna because of its population growth and the availability of public services.

| JOBS PER PERSON, PER HOUSEHOLD 2010 | | | | | |
|---|---|---|---|---|---|
| | **POPULATION** | **HOUSEHOLDS** | **JOBS** | **JOBS PER CAPITA** | **JOBS PER HH** |
| Boise | 205,671 | 85,704 | 143,252 | 0.70 | 1.67 |
| Eagle | 19,908 | 7,069 | 4,737 | 0.24 | 0.67 |
| Garden City | 10,972 | 4,878 | 7,614 | 0.69 | 1.56 |
| Kuna | 15,210 | 4,782 | 1,922 | 0.13 | 0.40 |
| Meridian | 75,092 | 25,302 | 27,834 | 0.37 | 1.10 |
| Star | 5,793 | 1,927 | 456 | 0.08 | 0.24 |
| Rural | 59,719 | 18,783 | 11,712 | 0.20 | 0.62 |
| Ada County | 392,365 | 148,445 | **197,527** | 0.50 | 1.33 |
| *Source: COMPASS* | | | | | |

Based on the 2010 Census, only 21.4 percent of the City's employed population worked in Kuna, with the remaining 78.6 percent commuting elsewhere to their place of employment. Again, this percentage of exported jobs should decrease as new commercial venture invest in Kuna.

| PLACE OF WORK – for Kuna, ID Residents | |
|---|---|
| Total | 6,138 |
| Worked at home | 532 |
| Worked outside place of residence | 5,956 |
| *Source: 2007-2011 American Community Survey 5-Year Estimates* | |

Approximately 24 percent of all Kuna's residents have a commute time to work of less than twenty (20) minutes; the remaining 76 percent have a commute time of 20 minutes or longer. Many of Kuna's residents work at businesses located in Boise, Meridian, or Nampa.

| COMMUTE TIME TO WORK | | |
|---|---|---|
| | Workers 16 years and over who did not work at home | PERCENT OF TOTAL |
| Total | 5,956 | 100% |
| Less than 10 minutes | 560 | 9.4% |
| 10 to 14 minutes | 310 | 5.2% |
| 15 to 19 minutes | 548 | 9.2% |
| 20 to 24 minutes | 1084 | 18.2% |
| 25 to 29 minutes | 953 | 16.0% |
| 30 to 34 minutes | 1817 | 30.5% |
| 35 to 44 minutes | 381 | 6.4% |
| 45 to 59 minutes | 214 | 3.6% |
| 60 or more minutes | 89 | 1.5% |

**Historical Employment**

Ada County historically has had a strong employment base. Employment growth in the County has been occurring at a consistently higher rate each year with the exception of 2009. The 2012 annual rate of growth was 1.53 percent[1]. By contrast, employment growth statewide occurred at a slightly higher rate of 2.2 percent.

The city of Boise is Idaho's primary employment center, attracting workers from surrounding counties, as well as eastern Oregon. Ada County's strong economic base suggests that Kuna will continue to be an attractive place to house and employ many of these workers.

| ADA COUNTY | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Labor Force | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
| Civilian Labor Force | 175,774 | 175,436 | 176,872 | 178,515 | 186,449 | 194,994 | 196,480 | 197,309 | 194,669 | 197,470 | 199,770 |
| Unemployment | 6,488 | 8,102 | 8,001 | 6,877 | 6,127 | 5,288 | 4,946 | 8,881 | 15,169 | 16,517 | 15,894 |
| % of Labor Force Unemployment | 3.7 | 4.6 | 4.5 | 3.9 | 3.3 | 2.7 | 2.5 | 4.5 | 7.8 | 8.4 | 8.0 |
| Employment | 169,286 | 167,334 | 168,872 | 171,639 | 180,323 | 189,706 | 191,535 | 188,429 | 179,500 | 180,953 | 183,876 |
| *Source: Idaho Department of Labor* | | | | | | | | | | | |

| STATE OF IDAHO | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Labor Force | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
| Civilian Labor Force | 677,855 | 683,184 | 689,090 | 703,851 | 727,463 | 749,244 | 748,710 | 756,320 | 749,660 | 763,498 | 775,300 |
| Unemployment | 33,039 | 37,042 | 36,397 | 33,105 | 28,997 | 25,623 | 22,618 | 37,207 | 60,104 | 66,983 | 67,077 |
| % of Labor Force Unemployment | 4.9 | 5.4 | 5.3 | 4.7 | 4.0 | 3.4 | 3.0 | 4.9 | 8.0 | 8.8 | 8.7 |
| Employment | 644,816 | 646,142 | 652,693 | 670,746 | 698,466 | 723,621 | 726,091 | 719,113 | 689,556 | 696,515 | 703,562 |
| *Source: Idaho Department of Labor* | | | | | | | | | | | |

**Employment by Industry Sector**

With the exception of mining (which is not a significant industry sector in Ada County), average wages are higher in Ada County in all industry segments than average wages statewide in those respective industry sectors. Overall, wages in Ada County are 21 percent higher than wages statewide and this benefits Kuna.

| ADA COUNTY | | | | | | |
|---|---|---|---|---|---|---|
| COVERED EMPLOYMENT /AVERAGE ANNUALWAGES | 2001 | | 2010 | | 2011 | |
| | AVERAGE EMPLOYMENT | AVERAGE WAGES | AVERAGE EMPLOYMENT | AVERAGE WAGE | AVERAGE EMPLOYMENT | AVERAGE WAGE |
| Total Covered Wages | 182,311 | $33,081 | 192,164 | $40,803 | 194,714 | $41,352 |
| Agriculture | 604 | $22,422 | 756 | $30,371 | 764 | $31,222 |
| Mining | 113 | $31,559 | 86 | $85,688 | 84 | $85,155 |
| Construction | 12,898 | $35,628 | 9,466 | $44,983 | 9,104 | $44,306 |
| Manufacturing | 23,615 | $49,269 | 14,266 | $75,864 | 14,909 | $73,870 |
| Trade, Utilities, Transportation | 34,845 | $28,813 | 36,703 | $36,147 | 37,260 | $37,152 |
| Information | 3,270 | $42,209 | 3,685 | $47,539 | 3,590 | $48,253 |
| Financial Activities | 9,459 | $38,716 | 10,622 | $47,224 | 10,800 | $48,532 |
| Professional and Business Services | 28,878 | $36,160 | 33,419 | $40,951 | 33,338 | $42,507 |
| Educational and Health Services | 19,800 | $31,440 | 29,152 | $41,739 | 30,616 | $42,492 |
| Leisure and Hospitality | 16,722 | $11,199 | 18,240 | $14,701 | 19,101 | $14,855 |
| Other Services | 5,127 | $21,739 | 5,288 | $24,685 | 5,214 | $24,884 |
| Government | 26,980 | $33,999 | 30,481 | $43,138 | 29,935 | $43,527 |
| *Source: Idaho Department of Labor* | | | | | | |

Ada County average wage per capita is higher than the State average, reflecting the strong employment base in the County.

| *PER CAPITA INCOME COMPARISON* | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Per Capita Income** | **2001** | **2002** | **2003** | **2004** | **2005** | **2006** | **2007** | **2008** | **2009** | **2010** |
| Ada County | $34,059 | $34,456 | $34,811 | $37,596 | $39,302 | $42,516 | $42,262 | $41,234 | $37,703 | $38,718 |
| State of Idaho | $25,014 | $25,180 | $25,461 | $27,414 | $28,478 | $31,493 | $32,607 | $33,110 | $30,997 | $31,897 |
| United States | $30,562 | $30,795 | $31,466 | $33,090 | $34,471 | $37,725 | $39,506 | $40,947 | $38,846 | $39,937 |
| *Source: Idaho Department of Labor* | | | | | | | | | | |

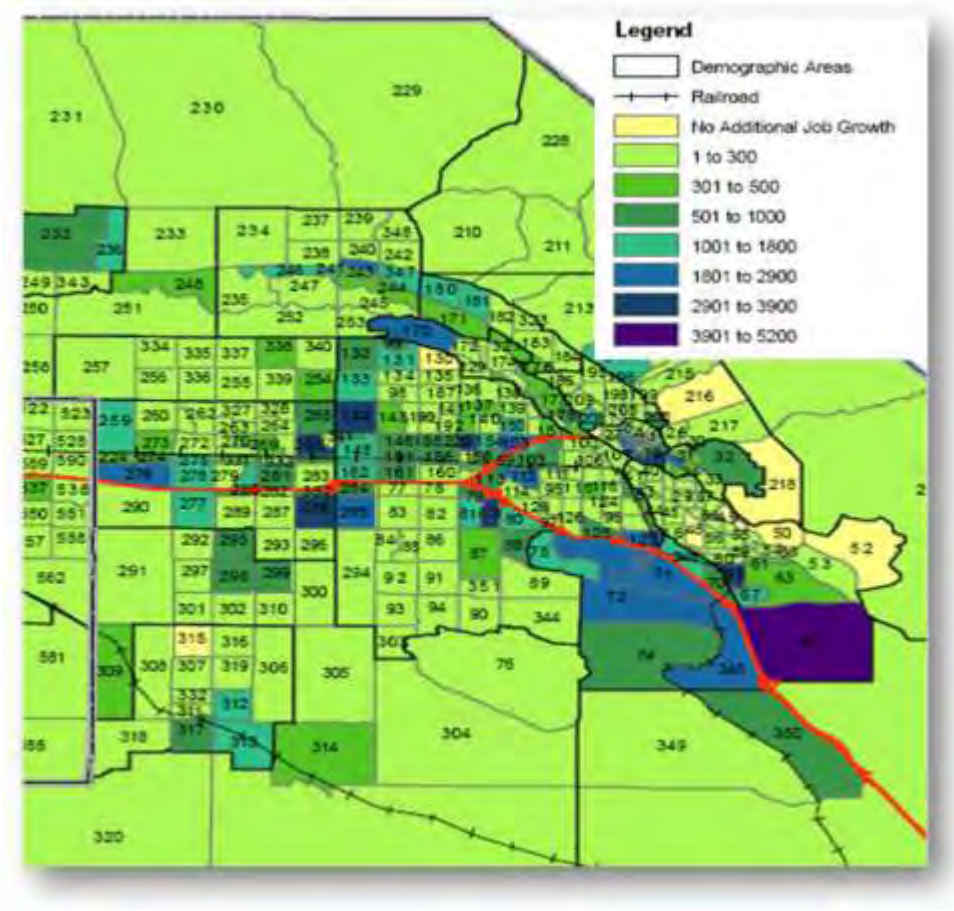
**Employment Growth Projects**

Kuna includes 20 transportation area zones (TAZ) as outlined on the employment growth projections map below. COMPASS, Ada County's regional transportation authority, has projected future employment growth by traffic area zones throughout Ada County. Based on that analysis, employment growth in Kuna will not be as rapid as the growth along major highways through Boise and Meridian. However, the southern portion of Kuna, along the Railroad Line, should see relatively rapid employment growth. Kuna's growth dynamic is changing with Ten

Mile's connection into Interstate 84, and with the expansion and development of the Kuna Mora roadway.

**Employment Growth Projections – 2005 to 2035**
COMPASS provides two sets of forecasts, Community Choices and Preservation. Community Choices is based on the regional growth control total of 1.046 million population with a horizon year of 2035. Preservation forecast is a result of reviewing local land use plans to quantify a buildout for population and jobs.

**EMPLOYMENT GROWTH PROJECTIONS MAP**




*Source: COMPASS*

**Community Choices**
Community Choices is a vision for the future with more growth concentrated within existing areas of impact and some transit level densities along key corridors such as the Union Pacific Railroad Line. This forecast provides for open space between communities.

In December 2005, the COMPASS Board approved Community Choices as the preferred growth forecast to be used in Communities in Motion, the Regional Long Range Transportation Plan. Community Choices does not reflect the way the region has been growing; instead it incorporates a vision for how residents would like to grow.

Kuna should work with COMPASS to ensure greater Kuna community input in future regional planning efforts and host specific input meetings.

| *Communities in Motion 2040 EMPLOYMENT PROJECTIONS* | | | | | | | |
|---|---|---|---|---|---|---|---|
| | **2010 Estimates** | **Projections** | | | | | |
| | | **2015** | **2020** | **2025** | **2030** | **2035** | **2040** |
| Boise | 141,628 | 152,010 | 163,722 | 179,230 | 196,522 | 315,147 | **235,852** |
| Eagle | 5,507 | 6,711 | 8,059 | 9,842 | 11,823 | 13,964 | **16,340** |
| Garden City | 7,049 | 7,736 | 8,504 | 9,525 | 10,659 | 11,881 | **13,238** |
| Kuna | 2,423 | 7,736 | 8,504 | 9,525 | 10,659 | 11,881 | **13,238** |
| Meridian | 30,772 | 35,008 | 39,221 | 44,841 | 51,077 | 57,802 | **65,283** |
| Star | 564 | 1,024 | 1,543 | 2,225 | 2,992 | 3,810 | **4,726** |
| **Ada Co. Total** | 190,327 | 208,611 | 228,642 | 255,203 | 284,788 | 316,671 | **352,094** |
| ***Source: COMPASS*** | | | | | | | |

**Major Employers**
Major employers in Ada County include[1]:

- Micron Technology, Inc.
- Supervalue
- Hewlett-Packard
- Blue Cross of Idaho Health Services
- Direct TV
- Idaho Power Company
- St. Alphonsus Regional Medical Center
- St. Luke's Regional Medical Center
- Fred Meyer
- Wal-Mart
- Citicorp
- Idaho State, Ada County and Boise City Government

Many of the private companies listed above have national prominence in information technology, health services, engineering services, agribusiness and retailing. Kuna may be able to build on these regional economic strengths by adding related businesses in information or engineering technology and manufacturing to its business development portfolio. If Kuna sets aside sufficient land for manufacturing development it could become an ideal manufacturing destination; offering large tracts of undeveloped land at relatively low prices when compared to the rest of Ada County.

Kuna's most common professions include service and retail trade occupations, with the following percentage breakdowns: 44.61 percent services, 22.43 percent production and, transportation, and 8.95 percent construction occupations.

Source: Idaho Department of Labor; companies are not listed in any specific order.

**Economic Infrastructure**
The potential for economic development in a community is tied closely to economic infrastructure in the form of transportation modes including: railroads, bus and freight services, airports, and technology capability.

Educational Institutions

The Treasure Valley features several educational institutions including:

*Boise State University*
Boise State University (BSU) is located in Boise and it represents the largest university in Idaho with over 200 fields of study. BSU had a 2012 enrollment of 17,349 undergraduate students, 1,200 applied technology students and 2,644 graduate students.

*College of Idaho*
College of Idaho is a liberal arts college in Caldwell, Idaho with 1,042 undergraduate students. The college offers 26 degrees and 55 areas of study.

*College of Western Idaho*
The College of Western Idaho (CWI) is a community college located in Nampa, Idaho started offering academic classes in January 2009. CWI is headquartered at the former Boise State University West campus in Nampa, near the Idaho Center. It has satellite operations in Meridian and Boise. Currently, there are 18,628 enrolled students and over 285-plus adjunct and 117 full-time faculty. The community college administration offers 11 different undergraduate degrees.

Northwest Nazarene University
Northwest Nazarene University (NNU) is located in Nampa, Idaho and has over 60 areas of study. NNU had a 2012 enrollment of over 1,322 undergraduate and 698 graduate students, with 8,000 taking online courses or for continuing education.

Treasure Valley Community College
Treasure Valley Community College (TVCC) is located in Caldwell, Idaho. TVCC has five other locations in the state of Oregon. At the Caldwell campus, current enrollment is 760 students with 25 part-time faculty and staff. TVCC offers a variety of courses and two different associate degrees.

| EDUCATIONAL INSTITUTIONS | | |
|---|---|---|
| **INSTITUATION** | **2012 ENROLLMENT** | **DISTANCE FROM KUNA (MILES)** |
| Boise State University | 21,193 | 13.4 |
| College of Idaho | 1,042 | 22.8 |
| College of Western Idaho | 18,628 | 12.7 |
| Northwest Nazarene University | 10,020 | 12.5 |
| Treasure Valley Community College | 760 | 24.2 |
| *Source: Enrollment data from each University; Google Maps* | | |

There are many other opportunities for education that include various business, instructional, religious, technical and vocational secondary educational facilities which are located within driving distance of Kuna.

Transportation/Traffic Counts

In 2008, average daily traffic (ADT) counts in Kuna were highest on Highway 69, just north of Deer Flat Road (with more than 14,600 ADT).

Traffic counts were almost as high on Avalon Street just east of Orchard Road (12,361). From Avalon Street, east of Linder Road, traffic counts were 11,133. Additionally, traffic counts from Meridian Road north of Kuna Road were 6,717.

| AVERAGE ANNUAL DAILY TRAFFIC – KUNA, IDAHO | | | |
|---|---|---|---|
| **STREET** | **LOCATION** | **Date** | **AADT** |
| Meridian Road | North of Deer Flat Road | October 2008 | 14,643 |
| Avalon Street | East of Linder Road | September 2008 | 11,133 |
| Avalon Street | East of Orchard | June 2009 | 12,361 |
| Linder Road | North of Avalon Street | September 2008 | 5,237 |
| Deer Flat Road | East of Linder Road | January 2012 | 6,471 |
| Meridian Road | North of Kuna Road | May 2010 | 6,717 |
| Deer Flat Road | West of Linder Road | January 2012 | 5,692 |
| Shortline Street | West of Swan Falls | January 2012 | 2,528 |
| *Source: COMPASS* | | | |

Rail

The Union Pacific Railroad Line runs northwest to southeast through Kuna. There is a temporary switching yard in Kuna and a more significant one located 11 miles away in Nampa. This rail yard has multiple side tracks that are used for car storage, cargo unload and reload and change of route.

Boise City Airport

The nearest public airport with scheduled airline service is the Boise Airport (BOI) located approximately 10 miles northwest of Kuna. BOI has seen a decrease in total passengers for the past decade. The total number of passengers has decreased from about 2.5 million in 1996 to over 2.3 million in 2011. The total number of landings at BOI was about 19,580 in 2011. BOI airport is served by 15 different airlines, charters and commuters.

**Economic Growth: Retail and Industry Analysis**

Ada County has a higher proportion of employment in two industry sectors: professional and business services, and education and health services. .

| EMPLOYMENT AS PERCENT OF TOTAL EMPLOYMENT | | | |
|---|---|---|---|
| **INDUSTRY** | **U.S. TOTAL** | **IDAHO STATEWIDE** | **ADA COUNTY, IDAHO** |
| Base Industry: Total, all industries | 100.00% | 100.00% | 100.00% |
| Natural Resources and Mining | 1.75% | 4.93% | 0.52% |
| Construction | 5.06% | 5.94% | 5.52% |
| Manufacturing | 10.82% | 10.97% | 9.05% |
| Trade, Transportation and Utilities | 22.94% | 24.30% | 22.62% |
| Information | 2.47% | 1.89% | 2.18% |
| Financial Activities | 6.86% | 5.40% | 6.55% |
| Professional and Business Services | 15.99% | 15.03% | 20.23% |
| Education and Health Services | 17.60% | 16.61% | 18.58% |
| Leisure and Hospitality | 12.29% | 11.87% | 11.60% |
| Other Services | 4.08% | 3.04% | 3.16% |
| Unclassified | 0.16% | 0.02% | 0.00% |
| *Source: Idaho Department of Labor* | | | |

The relatively high percentage in professional and business services is reflective of the fact that Ada County is the center of government and business activity in the State. Interestingly, even though Idaho undoubtedly attracts many visitors for business purposes, leisure and hospitality employment is below average, suggesting that the County is not as competitive in the tourism market as are other areas in Idaho.

Another way of assessing employment trends is through location quotients, which provide a way to compare the industrial activity levels among different areas of the state and country. In general, location quotients are ratios that compare the concentration of a resource or activity, such as employment, in a defined area to that of a larger area. For example, location quotients can be used to compare state employment by industry to that of the nation; or employment in a city, county, metropolitan statistical area (MSA), or other defined geographic sub-area to that in the state.

The Bureau of Labor and Statistics provides a location quotient calculator that uses the Quarterly Census of Employment and Wages (QCEW). The table below summarizes the location quotients for Ada County compared with state industries. A location quotient above “one” indicates a higher concentration in a local area than nationwide; a location quotient below “one” indicates less activity in this industry sector than national averages.

| 2011 LOCATION QUOTIENT ANALYSIS | | |
|---|---|---|
| **INDUSTRY** | **IDAHO STATEWIDE** | **ADA COUNTY, IDAHO** |
| Base Industry: Total, all industries | 1.00 | 1.00 |
| Natural Resources and Mining | 9.56 | 0.10 |
| Construction | 1.08 | 0.93 |
| Manufacturing | 1.21 | 0.82 |
| Trade, Transportation and Utilities | 1.07 | 0.93 |
| Information | 0.87 | 1.15 |
| Financial Activities | 0.82 | 1.21 |
| Professional and Business Services | 0.74 | 1.35 |
| Education and Health Services | 0.89 | 1.12 |
| Leisure and Hospitality | 1.02 | 0.98 |
| Other Services | 0.96 | 1.04 |
| Unclassified | 5.53 | 0.18 |
| *Source: http://data.bis.gov/LOCATION_QUOTIENT/servlet/lqc.ControllersServlet* | | |

**Retail Development**

Retail development generally takes place after residential development, giving place to the saying that "retail follows rooftops"; in other words, as a community grows, retail development follows, providing goods and services to local residents and households after sufficient buying power is in place to support this type of development. Retail development is generally classified into four different size and type groupings: 1) neighborhood; 2) community; 3) regional; and 4) super-regional.

| TYPE OF CENTER | MINIMUM POPULATION SUPPORT REQUIRED | RADIUS | DRIVING TIME |
|---|---|---|---|
| Super Regional | 300,000 or more | 12 miles | 30 minutes |
| Regional | 150,000 or more | 8 miles | 20 minutes |
| Community | 40,000 – 150,000 | 3-5 miles | 10-20 minutes |
| Neighborhood | 3,000 – 40,000 | 1.5 miles | 5-10 minutes |
| *Source: Urban land Institutes, Shopping Center Development Handbook 3rd ed.* | | | |

| CHARACTERISTICS OF SHOPPING CENTERS | | | | |
|---|---|---|---|---|
| **TYPE OF CENTER** | **LEADING TENANT** | **TYPICAL GLA (SF)** | **GENERAL RANGE IN GLA** | **SITE AREA (ACRES)** |
| Super Regional | Three or more full-line department stores | 900,000 | 500,000 – 2,000,000 | 15-100 or more |
| Regional | One or two full-line department stores | 450,000 | 300,000 – 900,000 | 10-60 |
| Community | Varies based on type: Power; Town; Lifestyle; Outlet; off-Price Centers | 150,000 | 100,000 – 450,000 | 10-30 |
| Neighborhood | Supermarket | 50,000 | 30,000 – 100,000 | 3-10 |
| *Source: Urban Land Institute, Shopping Center Development Handbook, 3rd ed.* | | | | |
| ** Note: GLA = Gross Leasable Area* | | | | |

A super regional center requires a population of 300,000 or more within a 12-mile radius. A regional retail center generally requires a population of 150,000 or more within an 8-mile radius. A community retail center requires a population ranging between 40,000 and 150,000 within three to five miles, while a neighborhood center needs a population of 3,000 to 40,000 within one and a half miles.

Kuna continues to attract the attention of national retailers because of the residential rooftop factor. It is likely that additional retail development pursuits will locate in Kuna in the next three to five years given the remarkable growth that is occurring in this community.

Major characteristics of these center types are shown in the following table:

| INTERSECTION OF DEER FLAT AND HIGHWAY 69 | | |
|---|---|---|
| **RADIUS** | **POPULATION 2010 (TAZ)** | **POPULATION 2030 (TAZ)** |
| 1.5 | 7,530 | 15,888 |
| 3 | 17,328 | 44,733 |
| 5 | 33,973 | 82,685 |
| 8 | 109,915 | 213,761 |

| INTERSECTION OF LAKE HAZEL AND TEN MILE | | |
|---|---|---|
| **RADIUS** | **POPULATION 2010 (TAZ)** | **POPULATION 2030 (TAZ)** |
| 1.5 | 1,386 | 5,690 |
| 3 | 9,110 | 35,488 |
| 5 | 60,749 | 135,082 |
| 8 | 223,668 | 392,830 |

According to a GIS analysis of COMPASS traffic area zones, the five-mile radius surrounding the Lake Hazel and Ten Mile intersection is projected to have a population of over 100,000 by 2035, suggesting that this intersection may become a community-scale retail center, increasing in size and acreage as development occurs.

Currently, the Deer Flat Road and Highway 69 intersection has more population within a 1.5-mile radius than the Lake Hazel and Ten Mile intersection. Populations within a 3-mile radius are similar at the two intersections, with Lake Hazel and Ten Mile roads having significantly greater population in the five-mile and eight-mile radiuses. This is because the Lake Hazel and Ten Mile intersection draws greater densities from Meridian. These estimates are based on historical data.

As the Kuna community grows, its retail buying power will increase accordingly, creating the demand for additional goods and services. Average household purchases are shown in the below, as reported by the United States Department of Labor.

| RETAIL BUYING POWER PER HOUSEHOLD | | | | |
|---|---|---|---|---|
| | **$2003** | **$2005** | **AAGR 2003 TO 2005** | **$2008** |
| Food at home | 3,520 | 3,723 | 0.03 | 4,050 |
| Food away from home | 2,211 | 2,634 | 0.09 | 3,425 |
| Housing | 13,432 | 15,167 | 0.06 | 18,199 |
| Apparel and services | 1,640 | 1,886 | 0.07 | 2,326 |
| Transportation | 7,781 | 8,344 | 0.04 | 9,266 |
| Healthcare | 2,416 | 2,664 | 0.05 | 3,085 |
| Entertainment | 2,060 | 2,388 | 0.08 | 2,980 |
| Personal care products and services | 527 | 541 | 0.01 | 563 |
| Reading | 127 | 126 | (0.00) | 125 |
| Education | 783 | 940 | 0.10 | 1,236 |
| Miscellaneous | 896 | 1,127 | 0.12 | 1,590 |
| Cash contributions | 1,370 | 1,663 | 0.10 | 2,224 |
| Personal insurance and pension | 4,055 | 5,204 | 0.13 | 7,566 |
| TOTAL | 40,818 | 46,407 | 0.07 | 56,633 |

Based on this information, the average household will have spent $56,633 in 2008. Of this amount, approximately 32 percent was for housing and utility-related costs. The analysis below assesses the retail buying power of the community when it reaches a population of 20,000 and then 30,000.

| BUYING POWER ANALYSIS | | | | |
|---|---|---|---|---|
| | 2008 SPENDING PER HH* | TOTAL EXPENDITURES (5,145 HH'S) | TOTAL EXPENDITURES (6,431 HH'S) | TOTAL EXPENDITURES (9,646 HH'S) |
| Food at home | $4,050 | $20,834,265 | $26,042,832 | $39,064,247 |
| Food away from home | $3,425 | $17,620,406 | $22,025,507 | $33,038,261 |
| Housing | $18,199 | $93,626,284 | $117,032,855 | $175,549,282 |
| Apparel and services | $2,326 | $11,956,974 | $14,957,467 | $22,436,201 |
| Transportation | $9,266 | $47,669,677 | $59,587,096 | $89,380,644 |
| Healthcare | $3,085 | $15,869,007 | $19,836,259 | $29,754,388 |
| Entertainment | $2,980 | $15,333,616 | $19,167,019 | $28,750,529 |
| Personal care products and services | $563 | $2,894,922 | $3,618,652 | $5,427,978 |
| Reading | $125 | $640,590 | $800,738 | $1,201,107 |
| Education | $1,236 | $6,361,164 | $7,951,455 | $11,927,182 |
| Miscellaneous | $1,590 | $8,179,135 | $10,223,919 | $15,335,878 |
| Cash contributions | $2,224 | $11,442,196 | $14,302,744 | $21,454,117 |
| Personal insurance and pensions | $7,566 | $38,923,916 | $48,654,895 | $72,982,342 |
| *Source: United States Department of Labor* | | | | |
| **Note: HH = Household* | | | | |

| POPULATION AND HOUSEHOLD GROWTH | |
|---|---|
| POPULATION | EQUIVALENT HOUSEHOLD UNITS |
| 16,000 | 5,145 |
| 20,000 | 6,431 |
| 30,000 | 9,646 |
| *Source: US Census; LYRB* | |

Kuna is expected to have a population of 22,397 by 2020 and 28,192 by 2025. The estimated buying power of the community is shown at various stages of its population growth.

The following table analyzes the number of retail square feet in specific categories that would be supported by the population of Kuna. However, only a percentage of these purchases will take place within the City because many of these purchases will be made near the resident's workplace. As previously noted, 76 percent of Kuna's residents work outside of the City. Some retail categories, such as "food at home" (i.e., grocery stores), where residents generally prefer to make purchases closer to home, will achieve higher capture rates in Kuna than other categories where convenience is relatively less important and selection of product is of increased importance.

| RETAIL BUYING POWER – Shown in Square Feet | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | 16.000 POPULATION | | 20,000 POLULATION | | 30,000 POPULATION | |
| | SALES PER SF | SUPPORTABLE SF | ACRES | SUPPORTABLE SF | ACRES | SUPPORTABLE SF | ACRES |
| Food at home | 350 | 59,526 | 9.1 | 74,408 | 11.4 | 111,612 | 17.1 |
| Food away from home | 200 | 88,102 | 13.5 | 110,128 | 16.9 | 165,191 | 25.3 |
| Apparel and services | 200 | 59,830 | 9.2 | 74,787 | 11.4 | 112,181 | 17.2 |
| Entertainment | 62 | 247,316 | 37.9 | 309,145 | 47.3 | 463,713 | 71.0 |
| Personal care products and services | 100 | 28,949 | 4.4 | 36,187 | 5.5 | 54,280 | 8.3 |
| Reading | 132 | 4,853 | 0.7 | 6,066 | 0.9 | 9,099 | 1.4 |
| *Source: Lewis Young Robertson & Burningham* | | | | | | | |

As a general rule of thumb, one person supports the equivalent of 61 square feet of retail space, according to the following distribution: 31 square feet of freestanding retail; 10 square feet of neighborhood retail; 10 square feet of community center retail; and 10 square feet of regional center retail. However, different combinations of the above distribution are possible and common, depending on the nature of local and regional retail development. Capture rates for neighborhood retail will be high in Kuna; on the other hand, Kuna currently captures only a portion of community retail within the City's boundaries. This is due to the size of the community, the location of the community and its commute-to-work patterns.

Neighborhood Retail

Generally, 10 square feet of neighborhood retail space is supported by each community resident, or 31 square feet per household unit. Therefore, population growth of 5,000 persons (roughly 1,600 units) results in demand for approximately 50,000 square feet of additional neighborhood retail. Assuming a floor area ratio (FAR) between 0.15 and 0.2 equates to the need for an additional 5.7 to 7.7 acres of neighborhood retail for each population increase of 5,000 persons. A "typical" neighborhood center is about 35,000 to 50,000 square feet in size. Therefore, a population increase of 20,000 persons (to a total population of 36,000), with 200,000 square feet of additional neighborhood retail demand, requires roughly four to six neighborhood centers. Geographic distance and density of development also plays a role in the calculation of neighborhood centers needed.

Kuna should plan to accommodate this retail space in neighborhood centers located throughout the community. The City will need to designate more neighborhood retail acreage than what is shown in the table in order to have the flexibility to accommodate future development patterns.

| NEIGHBORHOOD RETAIL | | | | | |
|---|---|---|---|---|---|
| **POPULATION GROWTH** | **1,000** | **2,000** | **5,000** | **10,000** | **20,000** |
| Additional neighborhood SF supported | 10,000 | 20,000 | 50,000 | 100,000 | 200,000 |
| Additional neighborhood retail acres supported - .15 FAR | 1.5 | 3.1 | 7.7 | 15.3 | 30.6 |
| Additional neighborhood retail acres supported -.2 FAR | 1.1 | 2.3 | 5.7 | 11.5 | 23.0 |
| **Note: FAR = Floor Area Ratio* | | | | | |

Community Retail

The City has acquired sufficient residential development to be considered by retailers for community-scale retail. The City's approximately 16,297 existing residents can support roughly 160,000 square feet of community retail space. While Kuna residents will not make all of their community retail purchases within City boundaries, a larger portion of their purchases will occur locally over time, assuming that such goods and services become available. A large big-box store such as Wal-Mart or Target should soon find the area attractive for development. Significant free-standing retail could accompany big-box development, increasing the demand to 300,000 to 400,000 square feet.

**Business & Industrial Development**

Industrial development is currently situated in and around the Swan Falls Business Park, which is one of the prime sites for industrial development.
.

Further, Kuna may be able to build on the strengths of Ada County's technology industry by recruiting smaller manufacturers in high-technology industries that make computer parts. A trade/technical school in Kuna would be a major job enhancement attraction by offering a well-trained local workforce. The Kuna School District is considering the addition of a trade school to its curriculum to assist students in gaining living-wage job skills.

The amount of land needed in Kuna for employment, business, and research and development centers will vary greatly depending on the type of development planned as well as the community's competitiveness with its economic infrastructure and its ability to utilize rail and highway for distribution purposes. In general, communities plan for 50 to 70 square feet of industrial building space per household. If such calculation holds true in Kuna, the following industrial acreages would be needed in order to satisfy the demands of a growing population. If an industry has a greater share than expected of a given industrial sector, then that industry employment is assumed to be a core or "destination" sector. This can include acreage for alternative energy production from sources like solar and geothermal.

| INDUSTRIAL LAND PROJECTIONS (in acres) | | | |
|---|---|---|---|
| HOUSEHOLDS | POPULATION | 50 SF OF INDUSTRY PER HOUSEHOLD | 70 SF OF INDUSTRY PER HOUSEHOLD |
| 5,000 | 15,550 | 38.26 | 53.57 |
| 7,500 | 23,325 | 57.39 | 80.35 |
| 10,000 | 31,100 | 76.52 | 107.13 |

Hospitality, Tourism and Recreation Development

In 2004, a comprehensive study was completed to determine the economic impact of the tourism industry in the State of Idaho. This study, commissioned by the State of Idaho Division of Tourism Development and completed by Global Insight Incorporated, assessed the direct, indirect and induced impacts of traveler spending as reported in D.K. Shifflet & Associates' Performance/Monitor[SM] travel survey and the Office of Travel and Tourism Industries (OTTI) data on international visitation.

The report illustrated that travelers spending in Idaho totaled $2.97 billion in 2004, with the largest percentage of spending occurring in Ada County (38 percent of the total). Traveler spending supported 68,839 jobs in Idaho in 2004, with 47,203 jobs in tourism sectors. Tourism generated an additional 9,679 indirect jobs and 11,957 induced jobs.

| TOTAL VISITOR SPENDING: COUNTY (US$ MILLIONS) | | | | | | | |
|---|---|---|---|---|---|---|---|
| 2004 | TRANSPORT | FOOD | ROOM | ENTERTAINMENT | SHOPPING | TOTAL | SHARE OF STATE |
| Ada | 336.88 | 193.29 | 143.09 | 138.33 | 317.14 | 1,128.74 | 38% |
| Boise | - | 1.59 | 0.79 | 2.50 | 2.23 | 7.11 | 0% |
| Canyon | 16.95 | 38.68 | 14.04 | 20.20 | 36.98 | 126.85 | 4% |
| Gem | 7.24 | 2.56 | 0.31 | 1.60 | 4.28 | 15.98 | 1% |
| Owyhee | - | 0.93 | 0.19 | 0.14 | 0.52 | 1.77 | 0% |
| Total Region | 361.07 | 237.05 | 158.42 | 162.77 | 361.15 | 1,280.45 | 43% |

*Source: State of Idaho Division of Tourism Development, Global Insight, September 2005*

Morley Nelson Snake River Birds of Prey National Conservation Area is a potential major tourist attraction located 25 miles south of Kuna. Other attractions within the Treasure Valley (and their distances from Kuna) include: Lucky Peak (20 miles), Eagle Island State Park (25 miles), Boise National Forest (35 miles), Payette National Forest (40 miles), and. Bogus Basin Ski Resort (35 miles).

Outdoor attractions include fishing, boating and water sports at the Snake River, Lucky Peak Reservoir and Lake Lowell. Nearby mountains provide camping, hunting, fishing, skiing, and world-class whitewater rafting. Additional recreational activities include: horseback riding, motocross, and mountain biking.

City Center

Downtown Kuna is the heart of the community, providing not only a commercial center, but also a place of historical and social significance. The downtown area has a nice walkable pedestrian-friendly scale. Downtown Kuna features a variety of businesses, including restaurants, bars, a post office, gift shops, a hardware store, the *Kuna Melba News*, and a number of financial services.

Many downtown storefronts are in need of refurbishment that will complement its design character. Much of the recent residential growth has occurred in the northern portion of the City. Because a large portion of these residents commute northward to their places of employment (along the Interstate 84 corridor), they may not feel a strong affinity with Kuna's downtown. Therefore, it is important that the City keep and encourage "destination" businesses to locate in downtown – businesses that are necessary or attractive to a large portion of Kuna's residents, such as an expanded post office, City offices, specialty retail stores (that do not compete with big box retail, (such as custom framing, photography, et cetera.) and restaurants.

The downtown core should be revitalized with an emphasis on keeping it pedestrian-friendly area that is the civic, social and cultural center of Kuna. Mixed-uses, which include retail, residential, entertainment, culture, and education, should be complemented with sufficient parking to accommodate a variety of uses. The City features a downtown landmark park, which should be considered a "central plaza" for community events and festivities.

Kuna maintains records showing new business licenses granted by year since 2000. The records demonstrate an increasing trend of businesses locating in the northern portion of the City and along Highway 69. This business migration trend will continue with the connection of Ten Mile Road to Interstate 84. In order to encourage more business development in downtown and offset this out-migration trend, the City should consider seeking grants and/or assisting the businesses in obtaining financing incentives that encourage the renovation of existing storefronts to.

**Promoting Growth through Cooperation**

To further promote employment and commercial growth, Kuna should focus on providing informational support to individuals and businesses. The City should provide, in cooperation with other agencies, demographic and economic materials to assist in business, education and economic decision-making. Much of this type of information is available through the Idaho Departments of Labor and Commerce and from Federal agencies like the U.S. Department of Agriculture and the Bureau of Labor and Statistics. State agencies collect labor and economic-related information, often aggregated by County and, in some cases, at the City level. Information provided through these agencies includes historic employment data, labor projections, industry strengths, state and national comparative data, location quotients, and other economic information. The City should periodically gather, update and interpret this information in order to provide regional and local information that will facilitate economic decision-making.

State Support Programs for Economic Development

The State of Idaho provides several incentive packages to encourage businesses to locate in Idaho such as:

- *Idaho Property Tax Reimbursement*: A performance-based incentive, which features a tax credit of up to 30% for up to 15 years on new state tax revenues generated by companies seeking to expand in or relocate to the state of Idaho by adding new, qualifying jobs.

- *Idaho Opportunity Fund: I*nfrastructure improvements to attract or accommodate new commercial or industrial may be able to be funded in part by the Idaho Department of Commerce. The allotment is at the discretion of the Idaho Commerce director.

- *Idaho Business Advantage*: If your business invests at least $500,000 in new facilities and creates at least 10 new jobs averaging $40,000 a year with benefits, you may qualify for a wide package of incentives, including tax credits, sales tax rebates, and property tax exemptions.

- 3*% Investment Tax Credit:* Investment tax credit on all new depreciable, tangible, personal property (machinery and equipment) used in Idaho.

- *Property Tax Exemption*: If your business invests $3 million in new manufacturing facilities, you may qualify for a full or partial property tax exemption for up to five years.

- *Workforce Development Training Reimbursement*: Businesses can receive up to $3,000 in cash reimbursements for the training of full-time, new employees or for helping retain employees facing permanent layoff. Also, customized recruiting services are available.

- *External Financing*: Idaho Department of Commerce partners with several agencies and organizations that complement their programs to boost business's capital stream. Some of the partners are:
    - Small Business Administration Grants and Loans
    - Idaho Housing and Finance Association
    - Small Business Loan Program
    - Industrial Revenue Bonds
    - REDIFiT Loan.

The State of Idaho programs grants to help fund research, market access, infrastructure improvements yearly, New or existing Idaho companies may apply for these grants to cover almost any aspect of your business including: expanding your customer base, improving access to community infrastructure, and even applying to other funding. The grants available are:

- STEP Grant: This grant supports Idaho businesses looking to expand into international markets through exports.

- Community Development Block Grant (CDBG): This program enhances local infrastructure to create a better business environment for existing and potential businesses. Eligible entities include counties, cities with populations under 50,000, and service providers such as water and sewer districts, and senior centers.

- Rural Community Block Grants: These grants finance infrastructure improvements in Idaho's rural communities, with focus on business development and job creation. Eligible entities include cities with populations under 25,000, tribes, and counties whose projects benefit the area.

- GEM Grants: GEM grants help small communities improve infrastructure, remediate blighted conditions, and create economic development opportunities for communities with a population of 10,000 or less.

- Idaho Travel Council Grants: This grant funds to local nonprofit organizations whose primary purpose is to promote the state's travel and tourism assets.

- Rural Economic Development Professionals Program (EDPROS): The intent of the Rural Idaho Economic Development Professional Program is to build economic development capacity in rural Idaho. To accomplish this, state funds have been appropriated to help rural areas employ full-time Economic Development Professionals, who with a board of directors, will manage locally directed economic development programs.

- Idaho Global Entrepreneurial Mission (IGEM): The Idaho Global Entrepreneurial Mission, or IGEM, creates partnerships that pairs private sector experts with research professionals to bring commercially viable technologies to market. The IGEM initiative is creating new products, companies, and high—value jobs—and increasing the research capacity of Idaho's universities in strategic areas.

  In 2012, Idaho lowered both the personal and corporate income taxes and, in 2013, we exempted more than 90% of Idaho's business from paying personal property tax. Rather than using the states revenues to cover budget shortfalls, cutbacks were made so that Idaho maintained a balanced budget. Businesses in Idaho know they can count on Idaho for a stable tax environment. Idaho is the lowest per capita tax burden of any state.

| | |
|---|---|
| Average Property Tax | 1.5% |
| General Sales Tax | 6% |
| Personal Income Tax | 7.6% (Top bracket) |
| Corporate Tax | 7.4% |
| *Source: Idaho Department of Commerce* | |

The State offers business support and resources that enable companies to remain stable. Additional workforce programs centered on training development and standardization, technical assistance, export assistance, and management are offered to Idaho companies. Small Business Development Centers (SBDC) deliver up-to-date counseling, training and technical assistance in all aspects of small business management to help small business owners and potential business owners make sound decisions that enable them to succeed.

# 6.0 LAND USE

## 6.1 Background and Introduction

The Land Use element of the Comprehensive Land Use Plan describes existing land uses and identifies the vision for a future mix of land uses that can be reviewed for policy decision-making purposes.

The Plan should be read and interpreted consistent with Kuna's zoning and subdivision ordinances. Describing or depicting an area as residential, commercial, or with other land use designations should not prohibit other uses that may be granted by PUD ordinances, Special/Conditional Use ordinances, or other ordinances.

Land use recommendations, as set forth in this Plan, emphasize the importance of thoughtful and responsible land use planning, cooperation and collaboration among the various jurisdictions and agencies in the Kuna area, and preservation and enhancements of the high quality of life that currently exists in Kuna. The Plan expresses land use policies in terms of broad land use categories, which indicate desired patterns of use.

## 6.2 Goals and Objectives

***Goal 1:*** ***Preserve Kuna's high quality of life and strengthen the character and image of the community as a family-oriented place with small-town character.***

Objective 1.1: Through land use planning applications, ensure that future growth and development occurs in an orderly fashion and for purposes of fostering a sense of community and neighborhood connection.

Policy: Adopt a Comprehensive Land Use Plan, Area of City Impact Map, and Planning Area Map that reflect the needs and values of the community and guides future growth in a manner consistent with the community's vision. The following strategies should be employed as part of this policy effort.

- Community-based residential development,
- Revitalization and strengthening of downtown,
- Development of designated commercial areas and employment centers,
- Utilization of self-sustaining neighborhood-focused development patterns,
- Preservation of open space and small-scale agriculture operations as an interim land use.
- Proactive planning for new residential, commercial, and industrial growth and overall City expansion.

Policy: Provide a variety of housing densities and types to accommodate various lifestyles, ages, and economic groups.

Objective 1.2: Encourage historic preservation by capitalizing on the rehabilitation of historical commercial and residential structures.

Policy: Consider historic preservation ordinances and additional design standards to enhance the historic character of downtown.

***Goal 2: Encourage a balance of land uses to ensure that Kuna remains a desirable, stable, and self-sufficient community.***

Objective 2.1: Support mixed uses in the City core to provide a vibrant community center with a 24-hour population.

Policy: Encourage infill development of vacant or underutilized land to create greater densities in the core of the City and allow density bonuses as a means to bring about these increased densities.

Policy: The concept 'live, work, play' should be recognized where appropriate.

Objective 2.2: Plan for areas designed to accommodate a diverse range of businesses and commercial activity – within both the community-scale and neighborhood-scale centers – to strengthen the local economy and to provide more opportunities for social interaction.

Policy: Retail and residential land uses should be appropriately mixed and balanced with professional offices and service facilities to provide residents with a broader mix of services within walking distance from their homes.

***Goal 3: Protect the quality of existing residential neighborhoods and ensure new residential development is sustainable. Provide a variety of housing opportunities to meet the needs of all Kuna residents.***

Objective 3.1: Encourage and plan for the development of cohesive neighborhood units that incorporate a variety of housing densities and styles.

Policy: Protect the quality of existing neighborhoods to ensure their character and quality is preserved.

***Goal 4: Preserve key natural and open spaces, maintain and enhance existing park spaces, create inter-connectivity between areas through pathways, and promote the development of additional park spaces to meet growing demands.***

Objective 4.1: Identify potential park areas within the region that can be preserved and protected for future generations.

Policy: Coordinate with the Ada County Open Space Advisory Task Force on its efforts to preserve and acquire open space.

Policy: Adopt a Protected Areas Map that synchronizes with the County Task Force recommendations and coordinates with the Bureau of Land Management and other open space managers.

Policy: Create parks or preserves at Hubbard Reservoir, Indian Creek, Kuna Butte, Initial Point, and other open space areas of significance in cooperation with the agency of jurisdiction.

Policy: Cooperate with the United States Bureau of Reclamation (USBR) and Friends of Hubbard Reservoir to coordinate management of the recreation facility.

Policy: The City should pursue the acquisition of Bureau of Land Management (BLM) land for regional park purposes.

Objective 4.2: Ensure that the Morley Nelson Snake River Birds of Prey National Conservation Area is preserved and protected.

Policy: 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.

Objective 4.3: Maintain an appropriate balance and interaction between natural systems and the built environment.

Policy: Adopt a Comprehensive Land Use Plan that includes natural and developed open space areas for preservation within and around the City.

Policy: Encourage land uses that are in harmony with existing resources, scenic areas, natural wildlife areas, and surrounding land uses.

Policy: Provide land use guidance for rural areas which are annexed into the City.

Policy: Encourage developers to keep open access to natural and open public lands and significant watersheds.

Policy: Efforts should be made to preserve the community's tree canopy and especially to protect and preserve trees with greater than 6-inch diameters. Those who remove trees from the City's canopy should replace them with like-sized trees where possible.

Policy: Presentation and aesthetic considerations along roadways subject to a road presentation overlay shall be given priority over other competing interests/concerns such as utility service placement.

Policy: Provide public access points along Indian Creek.

Policy: Develop a Future Acquisitions Map identifying appropriate areas for the location of new parks, open space, and recreational facilities.

Policy: Update development codes and regulations to promote the preservation of open spaces and encourage the dedication of park areas within new developments.

Objective 4.4: Work with other agencies to establish a County-wide pathway system.

Policy: Coordinate with other cities and jurisdictions to create a regional network of greenways and parks linking cities together.

Policy: Develop a "green grid" of trails, pathways and bicycle lanes throughout the City for both recreation and alternative transportation.

This "green grid" should connect neighborhood centers, schools, churches, parks, commercial and employment centers, community assets, and residential neighborhoods.

***Goal 5: Encourage and support well-planned industrial, business parks, and high-technology development to ensure the City's economic well-being.***

Objective 5.1: Establish areas sufficient in size and scope for heavier type manufacturing (M-2) and light industrial uses (M-1) and locate them so they are protected from the intrusion of residential development by employment of transitional uses and other buffering and berming strategies.

Policy: Review and evaluate applications for industrial developments to ensure conformance with health, safety, and environmental standards.

Policy: Solicit desirable industrial, retail, commercial and agricultural enterprises that provide a variety of wage levels, have a low impact on infrastructure, and encourage employees to live in the Kuna area.

Policy: Provide adequate space for industrial users so they may benefit from economies of scale and a proximity to one another.

Policy: Encourage the development of commercial and industrial land uses in areas that are not adverse to neighboring area.

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

Policy: Ensure the placement of green or natural vegetation buffers between industrial and residential uses to protect residential development from industrial encroachment.

Policy: Ensure that new developments meet sustainability standards with regards to local energy generation and usage, and waste production and management, and work towards attaining a carbon neutral footprint.

Objective 5.2: Create the opportunity for neighborhood-compatible retail ventures to be integrated into neighborhood centers.

Policy: Review existing land use codes to assure clean skill and imagination-based commercial ventures such as woodworking and artistry are integrated into neighborhood centers.

Objective 5.3: Improve Kuna's opportunity to secure jobs by promotion of the Union Pacific Railroad Line and other transportation systems.

Policy: Site lands for industrial purpose along the Union Pacific Railroad Line such as Kuna Mora Road, South Cole Road and Highway 69 to facilitate manufacturer's transportation access to the marketplace.

Policy: Encourage development of a technology park facility in proximity to Highway 69, which will position Kuna for high-technology and computer technology opportunities.

Policy: Encourage commercial facilities to locate on transportation corridors.

## 6.3 Existing Conditions

Kuna has a total of about 11,677.10 acres within its municipal boundaries as of 2012. The existing land uses are primarily residential in nature, with the remaining land divided between parks and public facilities, commercial, industrial, agricultural, and vacant or undeveloped property. The approximate amount of land zoned in each land use category by acreage is presented in the table below:

| LAND USE CATEGORIES (2012) – CITY OF KUNA | | |
|---|---|---|
| **LAND USE** | **CITY (ACRES)** | **PERCENTAGE** |
| Residential | 3,035.00 | 26% |
| Commercial | 291.26 | 3% |
| Industrial | 109.00 | 1% |
| Parks and Public Facilities | 339.32 | 3% |
| Agriculture | 7902.52 | 67% |
| **TOTALS** | **11,677.1** | **100%** |

**Residential**
Residential developed land uses make up about 26 percent of the City's total land use area. Residential land development serves as a backdrop to other land uses. The average size house in Kuna is about 2,000 square feet, based on a review of all single-family building permits.

Very few apartments, townhomes, or condominiums have been constructed in Kuna to date, and a majority of the residential dwellings have been constructed in subdivisions.

***New residential development in Kuna***

**Commercial**
Kuna has a small amount of commercial development representing about 3.0 percent of the City's total land use. Commercial land uses that are concentrated in the core of the City include typical town center establishments such as professional offices, grocery stores, limited retail, restaurants, and drinking establishments.

Highway 69, which is the main entranceway into the City, is attracting new commercial activity in response to the population growth. A large-scale commercial development at the intersection of Highway 69 and Deer Flat Road built in 2014 presently has Ridley's Family Market, Ace Hardware, and Starbucks located there. Additional businesses are expected to lease or own pads at this site, and a financial institution and another business has acquired land at this location for development purposes. Further, commercial development is occurring along Ten Mile Road, which is also becoming a major entranceway into Kuna since the Interstate 84 interchange has been completed.

***Main Street, Kuna***

Residents have expressed a desire for more convenient commercial activity to be located in subdivisions and neighborhoods. This desire for extending commercial opportunities into residential neighborhoods has to be balanced against the fledgling commercial opportunities that are in the downtown area. Kuna needs to ensure that commercial neighborhood-type uses do not detract from the strength and purpose of downtown. Kuna has to expand its commercial opportunities to create convenience for residents and visitors in order to expand the economic base of the City.

**Industrial**
Kuna has a small amount of developed industrial land, which represents about 1.0 percent of the total land use. Kuna has an industrial use area that is
located in the Swan Falls Industrial Park along Shortline Road. Kuna's industrial uses at this location are primarily general manufacturing in nature.

The City strongly encourages industrial development. The majority of Kuna's residents work outside of Kuna and expanding its industrial development will improve the City's tax base, which is necessary to providing adequate public service delivery.

**Parks/Public Facilities**
Parks and public facilities represent approximately 3.0 percent of Kuna's total land use. This category includes government facilities, public schools, fire, police, health care facilities, churches, utilities, park, greenbelt, and recreational areas.

Parks

There are 11 park land areas in Kuna, including Colonel Bernard Fisher Veteran's Memorial Park, (located in the downtown area), Winchester Park (in Sutter's Mill Subdivision), Winchester Park (in Sego Prairie Subdivision), Butler Park, Chaparosa Park, Sadie Creek Park, Farm Park, Discovery Park, Crimson Point Park, Arbor Ridge Park, and Summit View Park.

Schools

The Kuna School District is comprised of nine schools including one high school, one alternative high school, one middle school, and seven elementary schools. Kuna is also home to Falcon Ridge, a charter school.

***Undeveloped land along the Idaho Power right-of-way***

Churches

The City features a number of churches and denominations.

City Hall

The Kuna City Hall is located at 763 West Avalon Street in Kuna.

Kuna Library

The Kuna Library is a full-service operation located at 457 N. Locust Street in Kuna. The Library District boundaries are coterminous with the Kuna School District, which covers both Ada and Canyon counties. The Library District's current population is estimated at 20,000.

The Library is supported by property taxes acquired from Ada and Canyon counties. The building is 12,500 square feet, and houses a current collection of over 70,000 items. There are 16 computers available for public use, as well as electronic card catalogs.

The Kuna Library offers a variety of services, programs, and collections to satisfy its patrons' needs.

The Library is one of the highest per capita utilized libraries in the state. The patron usage, collection growth rate, research and computer use have increased considerably in recent years. Among its many services, the library offers free online renewals and reservations, as well as free inter-library loan services that link Idaho libraries.

**Undeveloped**
Undeveloped lands are generally zoned agriculture. They occur as islands of unincorporated County land located within the City limits. These lands will eventually convert to more intensive land uses, and

provide the City additional growth opportunities along with the many vacant infill lots that permeate the City.

**Area of City Impact and Planning Area**

The Area of City Impact (ACI) and the Planning Area are likely to be served by public services through annexation. Ada County and the City of Kuna collaboratively establish the ACI boundary. Ada County must formally adopt Kuna's Comprehensive Land Use Plan in order for the County to recognize the Plan's land use designations and policies within the ACI and outside the City limits. Kuna's current ACI boundary has been negotiated with Ada County, proposed changes to the City's ACI will need to be negotiated with the County and adjacent jurisdictions. The adopted ACI requires new development to comply with the following:

1) The Comprehensive Land Use Plans of Kuna City and Ada County.
2) Ada County's zoning ordinance, if the land is outside City limits but within the ACI.
3) Kuna and Ada County jointly review zone change requests, special/conditional use permits, subdivision plats, planned unit developments, zoning ordinance amendments, Comprehensive Land Use Plan amendments, and other land use applications within the area of impact.

   In accordance with Idaho Code §67-6526, all cities and towns in Idaho must identify an ACI within the unincorporated area of the county in which they reside. Generally, an ACI is an unincorporated area bordering a municipality, governed under coordinated and mutually agreed-upon standards to include the following:

   A. Protect the health, safety, and welfare of residents;
   B. Ensure protection for municipalities and landowners against adjacent, incompatible development;
   C. Plan for orderly and consistent development where annexation is anticipated;
   D. Guide the efficient and prudent expenditure of local governmental resources;
   E. Organize and manage growth;
   F. Minimize undue environmental degradation and loss of open space.

ACI is a land use boundary whose parameters result from negotiations between Kuna City Council and Ada County Commissioners whose protocol is established in accordance with Idaho Statutes Title 67, Chapter 65, Section 26 [§67-6526]. The boundaries can accommodate changes in growth patterns and growth rates, natural and environmental constraints and concerns, and community interests. In some circumstances, the City has annexed outside the ACI.

Kuna recognizes that growth issues affect the City and the County, and effective land use management requiring a coordinated effort involving City and County land regulations. Some of the more specific growth-related issues include:

i. Potential for growth in areas outside the City and within the ACI.

ii. Modifications to the ACI.

iii. Expansion of City services within Kuna

iv. Based on the Blaha cases, Supreme Court of Idaho, Docket No. 25050 & 25264, the City recognizes it can only make recommendations to the County regarding land use issues in the ACI.

v. Impacts of growth can affect the efficiency of existing and future transportations and transportation corridors.

## 6.4 Future Land Use Plan Map

**Purpose**
The Kuna Comprehensive Land Use Plan Map is a graphic illustration of the community's desired future land uses. This Plan Map shows what land uses the community would like to see in the future and where those land uses should take place. This Plan Map is a guide for City staff and officials to follow as they evaluate development proposals or revisions to City policy. It should be noted, the Plan Map
represents a snap shot in time and therefore should be considered a work in progress.

The Plan Map is to be read and interpreted in conjunction with the Kuna City zoning ordinances, and shall be construed to be consistent with those ordinances.

This Plan Map differs from the City zoning map in at least two ways:

1. The land use designations on the Plan Map may or may not match up with existing zoning classifications. The Plan Map describes the character and type of land use that is desired for a certain location in the City, but may differ with the overlaying zoning classification. For example, the land may be designated on the Plan Map as low density residential but the corresponding zoning map may designate it commercial.

2. The Plan Map, by portraying uses, does not legally entitle a landowner to develop their property in a certain way. Landowners may find that their property is identified as "Neighborhood Center" on the Plan Map, but the City's Zoning Map identifies the land as Agriculture (A). In this hypothetical case, the Plan Map shows how the City would like to see the land develop consistent with the character and manner of a Neighborhood Center, as described in this Plan. However, a landowner would need to apply to the City for a zone change if they would like to develop their property with some commercial or residential use consistent with the "Neighborhood Center" description. There may be circumstances when a landowner may need to apply for a Plan Map amendment in order to change the land use designation.

This Plan is intended to be a long-term vision for land use within the City. If prepared correctly, and updated to reflect changing circumstances, the Plan should maintain its effectiveness as a guide for the City for many years.

**Key Components**
The Kuna Comprehensive Land Use Plan includes a number of key components worthy of elaboration and explanation.

One of the Plan's major concepts is a land use and development pattern philosophy revolving around a series of activity centers. These include a core City Center, Employment Centers, Community Centers, and Neighborhood Centers. Each center type has a different scale, character, and objective.

Other key components of the Plan include Conservation Subdivisions, creation of an interconnected greenway corridor, and expansion of the Area of City Impact.

These key Plan components are described in detail on the following pages:

1. CITY CENTER

The Kuna City Center anchors Kuna and serves as a destination for the region. The City Center is the employment, civic, cultural, and residential core for the community, and signifies the physical and emotional heart of the City. The City Center's core is the historic downtown area and includes a mixture of unique shopping, dining, and office spaces. The City Center is the location for many civic and quasi-public functions of the City including City Hall, Police Station, Library, Fire Station, several schools and churches, and a new Boy's and Girl's Club. The City Center includes mixed-uses whereby residential and commercial uses may be located within the same structure. While the City Center's current development densities are quite low, the residential density of the City Center will likely increase over time. The greenbelt that runs along Indian Creek is a centerpiece for the City Center and provides connections to a variety of other pedestrian pathways.

The Plan identifies the City Center of Kuna as the area bounded on the north by Deer Flat Road, on the east by Highway 69, on the west by Ten Mile Road, and on the south by Indian Creek.

The City Center has a number of mixed uses with a great percentage of them being residential in nature. There are also public uses and commercial and retail stores located in the historic downtown.

To facilitate Kuna's community vision, three distinct districts with different characteristics are established for the City Center. By capitalizing on existing land use patterns these land use districts offer possibilities for transition over time. The City Center, dominated by mixed uses, creates distinct retail or civic activity focuses, which will help to direct development.

A CIVIC CENTER
B COMMUNITY COMMERCIAL & OFFICE
C HISTORIC DOWTOWN

**Civic District:**
The area to the north of Boise Street along North Linder Avenue is proposed to be developed as a civic center. A civic center is a prominent land area within a community that usually contains one or more dominant public buildings. There is a considerable amount of undeveloped land within this portion of the City Center, which makes it a prime location for a large civic center development. The civic center could contain a new City Hall, post office, fire and police stations, a library, churches, schools, a community center, the contemplated Boys and Girls Club, and community type park. This district will serve as a civic anchor to the mixed-use and retail activity in the City Center. The civic center will capitalize on existing public buildings located along Deer Flat Road.

**Community Commercial and Office District:**
This area, generally located along Highway 69 and running from Deer Flat Road south to East Avalon Road, is proposed to be developed for community commercial activity. The district is intended as a compliment to the historic downtown district providing high-quality shopping, outlet stores, retail shops, dining, and entertainment opportunities. It is also a location for office space and creates an opportunity to bring employment opportunities into the core of the City. A mix of uses and increased density in this area will foster the City core's growth and development.

**Historic Downtown District:**
The Plan capitalizes on the existing uses and structures located in the City's historic center. The Kuna Historic Downtown District will become an entertainment center and destination for residents of Kuna as well as neighboring jurisdictions. The Indian Creek greenway is a unique natural resource to be incorporated in the design of the City Center, and serves as a picturesque backdrop for boutique shopping, dining, and entertainment in the downtown area.

**City Center Residential Concept**
The residential areas within the City Center will become the highest density areas of the City. Kuna's current City Center densities are quite low, but are expected to increase over time. The City Center will likely serve as home for young families, professionals, empty nesters, and the elderly. The housing types within the City Center will include mid-sized multi-family dwellings, row-homes, and some single-family homes on smaller lots.

2. EMPLOYMENT CENTERS

**Education, Technology, and Research& Development**
Building upon the existing Lineman's College located on Highway 69, the Kuna Plan envisions an educational and applied technology training center, and encourages the clustering of similar uses in its proximity. Creating opportunities for employment within the community and providing opportunities for the training of Kuna's youth are among the community's goals.

This area can become a prime location for research and development, and a location for professional offices. These institutions will enjoy economies of scale and avoid duplications of effort by their proximity to one another and their connection to transportation and future transit services.

**Industrial Parks**
There are specific locations within the City which exhibit characteristics needed to support industry and manufacturing. One area lays just north of the railroad tracks on the east side of Meridian Road. This area is easily accessed by Highway 69/Meridian Road, has fairly level topography, and contains enough acreage to accommodate a cluster of facilities. The Swan Falls Industrial Park is located in the southern portion of the City and is easily accessed from Highway 69 and Kuna Mora Road.

Another proposed industrial site is located south of the railroad tracks and intersected by the most easterly portion of Barker Road. The City foresees this area as an industrial park that will contain light and heavy industrial uses and there may be potential to utilize the existing Union Pacific Railroad line by way of a spur line.

An additional proposed commercial/industrial site is located south of Kuna Mora Road and between South Cole and South Pleasant Valley Roads. This area is buffered by BLM land and agricultural use. There

was a spur line located near South Cole Road. The railroad may be agreeable to re-install the line if considerable use of the railroad was to occur.

These manufacturing locations are envisioned to be functional and attractive. Landscaping, lighting, and signage will create pleasant environments for workers and visitors. Convenient accesses to greenbelts and canal pathways will also foster a healthy working environment and alternative commuting options.

## 3. COMMUNITY CENTERS

While the City Center will remain as the City's hub, and primary activity area, smaller community centers will provide services and shopping within close proximity to many of the City's planned residential developments.

The City is growing, with large annexations occurring or being considered which would dramatically change the City's shape and geographic boundaries. Creating 15 to 30 acre Community Centers near key intersections and gateways to the City will help capture retail shopping and help create a memorable gateway into the City. Uses and activities anticipated in these areas include regional shopping centers, grocery, dining, high-density residential, and professional services.

A Community Center is envisioned at the intersection of Columbia Road and Highway 69. This commercial center is intended to complement the development occurring nearby and will connect to transit service extensions as the City's population expands. The Center designation extends to a distance of a quarter-mile from the Columbia Road/Highway 69 intersection. Another Community Center designation is envisioned to be located north and south of Kuna Mora Road, to distance of a quarter-mile, and lying between McDermott Road on the west and Swan Falls Road on the east. This area will develop with this type of land use pattern as Kuna Mora Road is subject to more development and higher volumes of traffic.

Neighborhood Centers are intended to bring elementary schools, local parks, and other civic amenities within walking distance of the vast majority of Kuna residents.

Neighborhood Centers are typically focused on a community space, such as a school or Community Center, higher density housing or neighborhood-scaled commercial space, but the mix will vary by neighborhood.

Neighborhood Centers should be supported by a hierarchy of street types and pedestrian pathways to promote safe, walkable, neighborhoods.

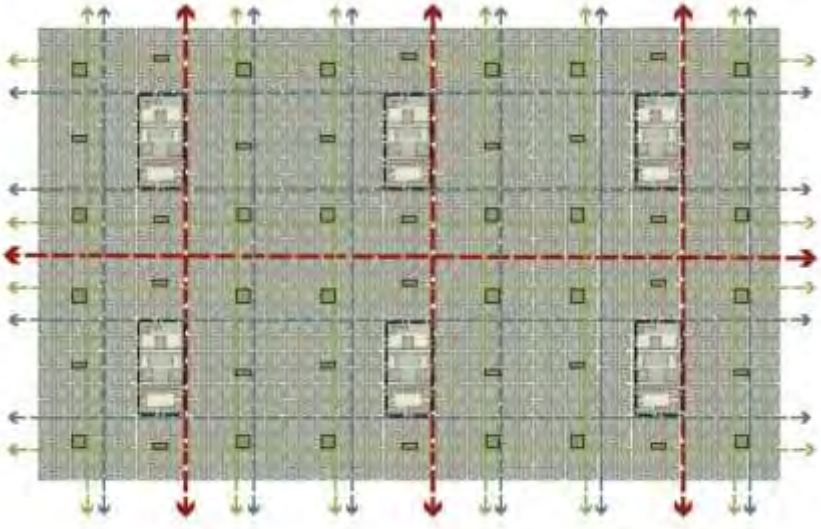
The Plan envisions a neighborhood development pattern that will enhance neighborhood self-sufficiency by providing residents and visitors with multiple living choices. These communities will be dense with a mix of activities and land uses. Multiple residential-type uses will be available to accommodate people of different income levels and interests. Neighborhood Centers are a focal point for the community, and are the preferred locations for future school, park, and church developments. The overarching goal is the creation of an identifiable center for each neighborhood, and a place where community connections are fostered and encouraged.

These neighborhoods will be designed to support multiple transportation modes while encouraging walking and bicycling for short daily trips. The Centers will abut major arterials to create easy access and high visibility for commercial businesses. The Neighborhood Center designation extends to a distance of 600 feet from the intersection. The Centers may use one or more corners of the intersection. Even though they are intended to be self-sufficient, they will also be a part of a hierarchical system of centers located throughout the City, with the City Center and historic downtown serving as the centerpiece. Accordingly, each of these neighborhoods will have the following:

- **A center:** Walkable neighborhoods have a discernible center, whether it's a shopping district, school, church, public space, or park.
- **Density:** The neighborhood is compact enough for local businesses to flourish and for future public transportation to connect and service.
- **Mixed income and mixed-uses:** Housing is intended to accommodate young and old, singles and families, high and low income alike. Businesses and residences are located near each other.
- **Parks and public space:** There are ample, convenient, public places to gather and play.
- **Pedestrian-centric design:** Buildings are placed close to the street to accommodate foot traffic, with parking lots assigned behind the building.
- **Nearby schools and workplaces:** Schools and workplaces are close enough that most residents can walk from their homes.

The Neighborhood Centers will be developed at various vantage points. These Neighborhood Centers will occupy between 10 to 40 acres, depending on the types of development to occur. For example, a school can occupy 15 or more acres with ball fields and structures.

Commercial land uses are one component of a Neighborhood Center but not all Centers will contain commercial land uses and may be exclusively civic and community facility oriented. For those that do contain commercial activities, the uses may include grocery stores, bakeries, barber shops, beauty shops, pharmacies, florists, child care centers, dry cleaners, movie rentals, coffee shops, cafes, et cetera.



Each Center would be connected with Neighborhood Centers through a grid street network. This linked grid of centers strategically poises the City for a future transit system.

## 5. NEIGHBORHOOD DISTRICT

**Neighborhood Core Concept**

The character of residential housing surrounding and within the core of a Neighbor Center is that of a close-knit, mixed-density community. The Neighborhood District provides close access to community services located within the core. The highest density housing should be located near the core service areas (schools, churches, parks, neighborhood commercial). Housing types may include multi-family dwellings, duplexes, town houses, row homes, and single-family residences.

**Neighborhood Edge Concept**

These are residential areas just outside the Neighborhood Center that form a soft edge between one neighborhood and another. The character of the neighborhood edges is that of an entirely residential area. Residents within the Neighborhood Edges still identify themselves with a particular neighborhood, but they may visit two or more Neighborhood Centers for daily needs. Housing types within the neighborhood edge may include single-family homes and duplexes. The Neighborhood District is an area extending to a distance 1,320 from the intersections that form these neighborhoods.

## 6. CONSERVATION DESIGN

The edges of the City have a more open feel than the denser City core. Conservation subdivisions offer residents an opportunity to live near the City core, and enjoy residential neighborhood attributes interwoven with open spaces. Maintaining open spaces near the edge of the City will help define the boundaries of the community and will provide an attractive buffer between neighboring jurisdictions.

The concept of conservation design, sometimes called clustered development, means locating homes in a proposed subdivision in closer proximity to one another to minimize infrastructure expenditure and maximize conservation of open space. Open spaces may include a large range of open space land types, ranging from manicured park space, to agricultural areas, to natural vegetation.

Clustering homes in a conservation subdivision does not mean an overall higher density, but simply refers to the way lots are laid out in a subdivision design. Lot sizes may feature any range of acreage, but typically a large parcel of open space is created in the subdivision layout that is treated differently than individual private lots. This open space can be used for formal community purposes, or maintained as natural open space for everyone's recreational enjoyment.

Housing is clustered together within neighborhoods, allowing for land pattern flexibility, while preserving large areas for continued agricultural use, natural open space, manicured park space, or passive recreation such as an equestrian park. Even though homes are grouped together onto smaller lots, the open areas help preserve an open feel and character.

***While still maintaining a suburban feel, this Eagle, Idaho subdivision has lot arranged in a layout that incorporates open spaces, pathways, park space, and water features. Tighter clustering of homes, and smaller lots sizes could preserve even greater amounts of open space within the neighborhood.***

Conservation subdivisions not only conserve open spaces, but also may conserve the resources a City spends on maintaining and delivering services. Grouping homes together may minimize infrastructure costs by reducing the length of required utility-type piping, roadways, and drainage systems. Garbage pickup or other City services are similarly concentrated to a smaller geographic area, thus potentially reducing the time and costs required to service the area. The residential structures in conservation subdivisions areas may range in size and character from small farm homes and newer suburban housing, to large residential dwellings, estates, or ranches.

Clustering homes together can create unique open spaces within residential areas and can help define a buffer or transition area between Kuna and neighboring jurisdictions. It is recommended that the western, eastern, and southern most areas of Kuna be entertained for development relying on a conservation design philosophy. In these areas the average density of the gross area would be approximately two units per acre, but the lots would be grouped together and the actual individual lot sizes could be half that size. The remaining open space could be used for park spaces, manicured open spaces, left in a natural state, or remain as agriculture land.

The open spaces created by clustering can be managed in a number of ways. In clustered residential developments, the undeveloped portion of the parcel is protected from future subdivision and development, most typically by a conservation easement. (A legal deed restriction prohibiting development of the land in perpetuity, which can be held by the homeowner's in common).

A homeowner's association (HOA) can be given management responsibility for the open space or the management responsibility may be assigned to a third party funded by the sale of the development lots. This option is currently being used in Ada County, where the Soil Conservation Service (SCS) is managing open spaces created by clustered residential development. The SCS takes a percentage of the sale price of each lot, which then goes into an escrow fund for future management and maintenance of the open space.

While management of open spaces within residential areas can be complicated, the value of open spaces near communities easily outweighs the challenges of their preservation. Open space provides a range of benefits to citizens of a community including opportunities for recreation, storm-water drainage, wildlife habitat, and aesthetic benefits. Benefits to the residents near open space include protection of property values and preservation of the rural residential neighborhood character.

Additionally, the preservation of open space provides relief from congestion and other negative effects of development. Preserving open spaces within and around cities does not limit the development potential of those communities, but rather enhances the development that does take place, and may reduce infrastructure expenditures for the community by grouping development together.

***In a hypothetical 40-acre development, 80 homes would be allowed under typical two units/acre zoning. Typical development patterns would divide the parcel up into 80 roughly equal-sized lots, and little to no open space would be preserved.***

***In a conservation design scenario, the same 80 homes would be allowed, but rather than each having a half-acre lot, they could each have lots approximately quarter-acre in size, and approximately 20 acres could be set aside for a combination of a neighborhood park, a pond, and bicycle and pedestrian pathway system.***

***Alternatively, the same 20 acres could become an equestrian park, a golf course, be farmed, or be dedicated to the City as a large community park.***

***Because the homes are clustered together on 20 acres, rather than spread evenly over 40 acres, the City will have to maintain only half the distance in infrastructure. Similarly, garbage collection, policing, and other city services are grouped into more efficient routes rather than dispersed over a larger area.***

Large amounts of open space can become a maintenance burden on the surrounding homeowner's associations and may pose a liability. If the community desires to see more cluster development it may be advisable to create incentives to developers and find ways to reduce maintenance and liability burdens on the surrounding neighborhood associations. Cluster development should be market and/or incentive driven and not compelled on any particular property. City officials and staff should not discourage clustered, larger-lot, rural residential developments if they can be effectively integrated into the City, and provided services can be extended to those developments in an efficient and cost effective manner.

Wildfire potential needs to be kept in mind when considering cluster developments. Cluster development may increase the risk of wildfire as well as exposure to liability, unless the open space areas are irrigated and regularly maintained which may be cost-prohibitive for a typical neighborhood HOA.

## 7. PATHWAY AND GREENBELTSYSTEM

Kuna's park and recreation facilities are of great importance to residents, who have expressed an interest in seeing development of various natural assets and the integration of natural open space into new developments.

Kuna's irrigation canals offer unique recreation opportunities. Greenbelts, pathways, trails and bike lanes can be developed along these canals to offer scenic routes and transportation alternatives. The greenways will include an open space buffer on either side for trails or pathway, ranging from about 20 feet in residential areas to up to 300 feet along the Indian Creek corridor. Development is encouraged outside of this open space buffer zone. Linear parkways will also be developed along gateway corridors as part of a City-wide green network system.

The City has a fledgling park system and relies in part on school fields for park-related activities. The City intends to construct more park areas as the City grows and to rely on the future collection of impact fees and

land dedications to sponsor that activity. Ideally, new City parks will be located in Neighborhood Centers, reinforcing those spaces as the center of neighborhood activity.

Impact fees and dedications rely almost entirely on new development. Although new development is required to provide open spaces and amenities that are appropriate for the property being developed, new development cannot be expected to bear the entire burden of curing deficiencies in open space, pathway systems, and green spaces that benefit a broader community base. The City should pursue ways to cure deficiencies in community-wide amenities that equitably distribute the cost burden and not rely solely on impact fees or dedications from new development.

Trails, pathways and bike lanes will be installed throughout the City for recreation purposes and to provide alternative methods of transportation. Pathways will be located along the greenway corridor and irrigation corridors and also connect important landmarks and points of interest.

Bike lanes will be located along arterial and connector streets and bike lanes will be located along half-section lines throughout the City. On-street bicycle lanes, and dedicated paths will provide a formal bicycle network. Cyclists should be able to easily navigate through Kuna.

The area generally south of Indian Creek is considered a desirable location for a regional recreation center. Activities contemplated for this area might include a BMX track, fairground, equestrian or ATV trails, a large soccer complex, or a golf course. This recreation center would provide Kuna an opportunity to market itself as a recreational destination, and would provide job and revenue opportunity. This area will be linked to the City Center by pathways, bike lanes, and a grid of collector roads.

## 8. AREA OF CITY IMPACT

Kuna's Area of City Impact (ACI) is being proposed to expand the City's Area of City Impact Map that includes all land currently within the City's municipal boundary and lands outside the municipality contemplated for future annexation. The ACI boundary has been delineated based on the following rationale:

1. Trade area, defined as the region from which a City can expect the primary demand for a specific product or service.

   Kuna is rapidly becoming a full-service community whose range of commercial services continues to draw individuals from greater distances to accommodate their consumer and cultural needs. It is the goal of the City to create a self-sustaining and stronger community identity.

2. Geographic factors:
   The proposed Kuna ACI boundary follows natural, political, and geographic boundaries. In most cases the Kuna ACI boundary follows roadways, survey section lines, and the boundary lines of other communities.

3. Areas that can reasonably be expected to be annexed into the municipality in the future, and where the City is prepared to provide infrastructure.

   Kuna has experienced tremendous growth in the past decade, and expects to experience similar growth rates into the near future. Kuna's municipal boundaries have expanded from 2.7 square miles in 2004 to 16.6 square miles in 2015.

   The annexation effort has left the City's boundary line rather irregular. The proposed Kuna ACI boundary attempts to square up and smooth out the City's edge and create a future municipal boundary that maximizes service delivery efficiency.

   Future expansion or realignment of the ACI may be considered under the following conditions:

1. Limited developable space within existing ACI boundary, including lands within the existing City boundaries.

2. Regularly scheduled Plan update.

3. Request by a property owner to have their property included within an ACI, when the City feels the land use action is in accordance with the vision outlined in its Plan, and

4. When the City annexes up to its ACI boundary, resulting in conterminous municipal and ACI boundaries.

### 6.4.1 Future Land Use Plan Map Designations

**Land Use Designations**
The 2015 Kuna Comprehensive Area of City Impact Map is a graphic depiction of the City's proposed future land use and is a guide for City staff and officials to rely upon as they are evaluating development proposals or revisions to City policies and ordinances. The Plan and the Plan Map are works in progress; and will therefore be updated from time to time. Depicting an area as residential, commercial or another designation on the Plan Map should not prohibit the consideration of land uses that may be authorized by other land use processes. .

The Plan Map designations are a result of significant public input and take into account a review of the land use designations of the adjacent jurisdictions. .

The 2015 Area of City Impact Map contains the following land use designations:

<u>Residential</u>

*Low Density Residential*

This designation describes areas where residential development densities ranging from two to three units per acre are desired.

These areas will be made up of single-family homes with larger lots than those in the medium density designation. This designation covers considerable residential land within the City and represents the typical style and development density pattern occurring in the City today.

The Plan Map currently identifies 13,409.56 acres of Low Density Residential development. At an average density of three units per acre, this acreage will accommodate 40,229 households at build out, or approximately 128,733 people.

*Medium Density Residential*

This designation describes areas where residential development densities generally range from four to seven units per acre. These areas will be made up of single-family homes, but may include townhomes, row houses duplexes and other types of multi-family land uses. Areas featuring these densities are generally located within the City Center and around Neighborhood Centers.

The Plan Map currently identifies 6,724.63 acres of Medium Density Residential development. Given an average density of six units per acre, this acreage accommodates 40,348 households at build out, or approximately 129,114 people.

*High Density Residential*

This designation generally describes areas where residential development densities ranging from nine to 20 units per acre. This is the City's most intensive residential land use designation. This classification is intended for multiple-family homes and multi-story dwellings in addition to single-family residences. This land use category serves as a transitional land use buffer between Low Density Residential, higher density commercial, and industrial.

The Plan Map generally identifies 191.63 acres of High Density Residential development. At an average density of 10units per acre, this acreage accommodates 1,916 households at build out, or approximately 6,131 people.

| RESIDENTIAL LAND USE CHARACTERISTICS | | | | |
|---|---|---|---|---|
| | ACRES | DENSITY | HOUSEHOLD UNITS | POPULATION |
| Low Density Residential | 13,409.56 | 3 | 40,229 | 128,732.8 |
| Medium Density Residential | 6,724.63 | 6 | 40,348 | 129,113.6 |
| High Density Residential | 191.63 | 10 | 1,916 | 6131.2 |

Commercial Designations

*Community Commercial*

This designation includes general commercial land uses with a community-wide and regional focus. This designation features large-scale commercial buildings, automotive dealerships, drive-through restaurants, large-footprint retail stores, and similar type land uses appropriate for highway and arterial frontages. This designation and its uses are not intended to compete with downtown or neighborhood commercial areas, and are focused on the regional market.

The Plan Map currently identifies 467.77 acres of Commercial development. With a projected population of approximately 30,000 residents by 2025, Kuna will need approximately 108 acres of Community Commercial to meet local needs at that time.

*Neighborhood Commercial*

Neighborhood Commercial is a land use designated on the Plan Map intended for neighborhood-scale commercial activity. This designation features uses such as grocery stores, corner stores, coffee shops, bookstores, video rentals, barber shops, hair salons, bakeries, and bicycle repair.

The Plan Map identifies several general locations for the placement of Neighborhood Commercial development. With a projected population of approximately 30,000 residents by 2025, Kuna will need between 34and 45acres of Neighborhood Commercial to meet local needs at that time.

*Mixed-Use City Center*

This land use designation includes land uses that are located in or close to the historic downtown area and the City Center. This designation was previously identified on the Plan as the Central Business District (CBD). The area will capitalize on the character of the downtown and its improving walkable grid system. Mixed-use allows for a variety of land uses, and configurations. Housing or office use may be located within the same structure.

The Plan Map currently identifies 234.04 acres of Mixed-Use City Center development.

*Mixed-Use General*

The Mixed-Use General land use designation is associated with a land parcel or combination of parcels that are planned and developed together. This land use category may contain residential, commercial, office, and technical uses, a variety of building types and densities, common open space variations, clustered development, and recreational facilities.

It is important to note that the mixed-use areas will emphasize the residential component and include residential/retail areas and residential/ office areas.

Developers may rely upon the mixed-use general for Planned Unit Development (PUD) proposals.

The Plan Map currently identifies 5,550.58 acres of mixed-use general development.

*Professional Office*

This land use designation identifies future employment centers, specifically those targeting high-technology, research, education, and training institutions.

The Plan Map currently identifies 290.72 acres of Professional Office development.

*Industrial*
This land use designation includes light to heavy industrial type land uses as well as some of the more intense commercial uses. Land use activity in this category may include research and development, clean technology assembly and production, as well as more intense industrial uses. It should be noted these uses may have some impact on surrounding areas in terms of noise, odor, dust, or other nuisances that would likely extend beyond the property lines.

*Light Industrial*
This district is established to promote the development of manufacturing and wholesale business operations that are clean, quiet and free of hazardous or objectionable elements such as noise, odor, dust, smoke or glare. This district is expected to operate the business enterprises primarily within enclosed structures and design the operation to accommodate industrial type traffic and loading demands. The site is expected to be attractively designed and preferably constructed in a business park-like setting. Research activities are encouraged in this district. This district is intended to serve as a transitional buffer between heavy industrial type uses and less intense commercial

*Heavy Industrial*
This district is intended to accommodate manufacturing processes and warehouse activities. Businesses locating in this district may produce objectionable or hazardous noise, odor, dust, smoke and glare. Therefore, this district is not intended for general public access due to the exposure risks. The manufacture business is expected to operate within enclosed structures that are designed to accommodate industrial-type traffic and loading demands.

The Plan Map currently identifies acre of designated Industrial development, but the map does not dictate actual zoning.

With a projected population of approximately 30,000 residents by 2025, Kuna will need between 150,000 and 210,000 square feet of additional development to meet local needs.

*Agriculture*
This land use designation refers to lands engaged in farming, dairying, pasturage, agriculture, horticulture, floriculture, viticulture, animal and poultry husbandry, and the accompanying accessory uses for packing, treating, or storing the product. Agricultural accessory uses shall be considered a use secondary to the normal agricultural activities such as agri-tainment. Agriculture does not include the operation or maintenance of a commercial stockyard or feed yard where large number of livestock are fed concentrated feeds particularly for the purpose of fatting for market (CAFO).

*Public*
This land use designation is applied to community, public, and quasi-public uses such as those associated with government, nonprofit, and utilities.

The Plan Map currently identifies 400.84 acres of Public use.

*Rural Cluster*
The concept of clustered development means locating residences in a proposed subdivision in closer proximity to one another to minimize infrastructure expenditure and maximize conservation of open space. Open spaces may include a large range of open space land types ranging from manicured park space to agricultural areas, to natural vegetation. Clustering residences in a conservation subdivision does not mean an overall higher density, but simply refers to the way lots are laid out in a subdivision design. Lot sizes may feature any range of acreage, but typically a large parcel of open space is created in the subdivision layout that is treated differently than individual private lots. This open space can be used for formal community purposes or maintained as natural open space for recreational enjoyment.

*Federal & 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. State and Federal lands have been known to allow for uses including agricultural, recreational, mining, and limited retail.

**Comprehensive Land Use Plan Map Overlays**
Overlays are different from comprehensive land use designations in that they apply to specific areas for the purpose of directing certain development outcomes. Development occurring within an overlay district has to meet certain development requirements and its applications are not necessarily in keeping with the underlying Land Use designations.

*Gateway Corridor*

This roadway corridor overlay is intended to ensure use of appropriate aesthetics in public presentation areas. There are certain requirements associated with this overlay relating to landscaping, monuments, signage, lighting, and access management control.

*Greenway Corridor*

This overlay describes areas following the City's designated greenbelts. The greenbelts are open corridors of land ranging in width from twenty feet (20') to 300 feet, which includes land dedicated for trails or pathways. Land within this corridor is subject to additional development standards with respect to furnishings and uses.

*Community Center*

While the City Center will remain the City's hub and primary activity area, smaller community centers will provide services and shopping within close proximity to many of the City's new residential developments.

A Community Center is envisioned at the intersection of Columbia Road and Highway 69, is intended to complement the development occurring nearby and will connect to transit service extensions as the City's population expands. The center designation extends to a distance of a quarter-mile from the Columbia Road/Highway 69 intersection. Another Community Center designation is envisioned to be located north and south of Kuna Mora Road, to distance of a quarter-mile, and lying between McDermott Road on the west and Swan Falls Road on the east. This area will develop with this type of land use pattern as Kuna Mora Road is subject to more development and higher volumes of traffic.

*Neighborhood Center*

The Neighborhood Center is an appropriate place for churches, small-scale commercial buildings, civic buildings, and parks. In addition, these areas accommodate higher-density housing. This land use category encourages a mix of uses under one roof such as the placement of a residential use above a retail use.

Neighborhood Centers create an identifiable center for each neighborhood and a place where community connections are fostered and encouraged. These neighborhoods will be designed to support multiple transportation modes, while encouraging walking and bicycling for short daily trips. The centers will abut major arterials to create easy access and high visibility for commercial businesses. The Neighborhood Center designation extends to a distance 660 feet from intersections. The Centers may involve one or more corners of the intersection. Even though they are intended to be self-sufficient, they will also be part of a hierarchical system of centers located throughout the City, with the City Center and historic downtown serving as the centerpiece.

The Plan Map identifies several general locations for Neighborhood Center development. Generally, Neighborhood Centers may range from 10 to 40 acres in size within the commercial component ranging from five to 15acres in area. This category is intended for service centers and for the purpose of locating community facilities. Of the total Neighborhood Center acreage, between 34and 45acres is recommended for neighborhood-scale commercial to accommodate approximately 30,000 population by 2025.

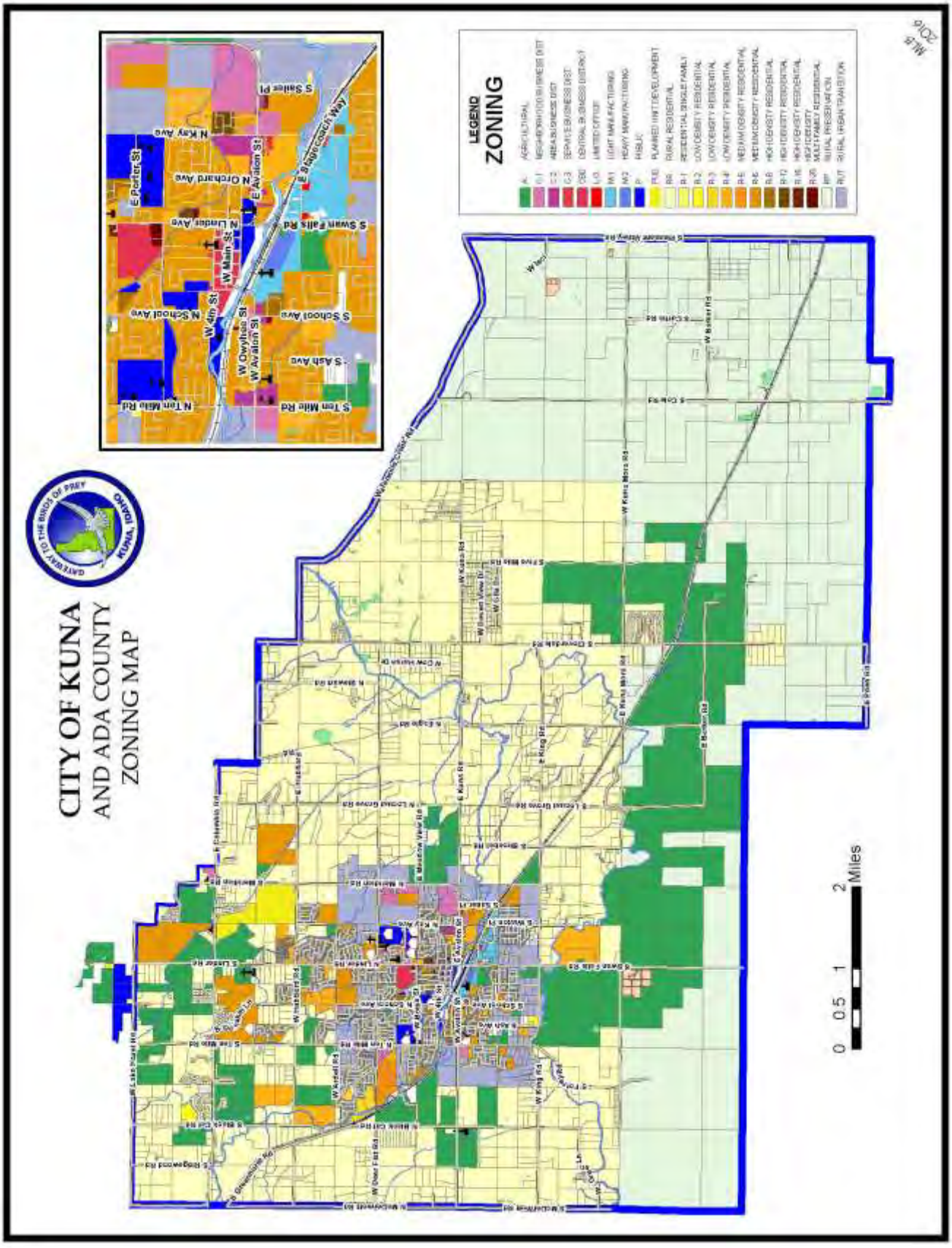
*Neighborhood District*

The Neighborhood District can be characterized as residential housing within the core of a close-knit, mixed-density community. The Neighborhood District provides close access to the community services located within the core. The highest density housing should be located near the core service areas (schools, churches, parks, neighborhood commercial). Housing types may include multi-family dwellings, duplexes, town houses, row homes, and single-family residences.

The Neighborhood District reflects the residential areas located just outside of the Neighborhood Center that forms a soft edge between one neighborhood and another. The character of the neighborhood edges is that of an entirely residential area. Residents with the neighborhood edges still identify with a particular neighborhood, but they may visit two or more Neighborhood Centers for daily needs. Housing types within the neighborhood edge may include single-family homes and duplexes. The Neighborhood District is an area extending 1,320 feet from the intersections that form these neighborhoods.

| CORRESPONDING ZONES WITH DESIGNATIONS ON PLAN MAP | |
|---|---|
| **PLAN MAP DESIGNATIONS** | **ZONE(S)** |
| Agriculture | A |
| Commercial (Community/Neighborhood) | C-1, C-2, C-3, DR |
| Community Center | P, C-1, DR, R-6, R-8, R-12, R-20 |
| High Density Residential | R-12, R-20 |
| Industrial (Light/Heavy) | DR, M-1, M-2 |
| Low Density Residential | R-2 |
| Medium Density Residential | R-4, R-6, R-8 |
| Mixed-use – City Center | CBD, DR |
| Mixed-use – General | C-1, O, R-8, R-12, R-20, P |
| Neighborhood Center | P, C-1, R-6, R-8, R-12, R-20 |
| Professional Office | C-1, DR, O |
| Public | DR, P |

*Note: A property owner has the right to amend the maps through a Comprehensive Plan map amendment process.*


CITY OF KUNA
AND ADA COUNTY
ZONING MAP
GATEWAY TO THE BUDDS OF PREY
KUNA, IDAHO
LEGEND
ZONING
A AGRICULTURAL
C-1 NEIGHBORHOOD BUSINESS DIST
C-2 AREA BUSINESS DIST
C-3 SERVICE BUSINESS DIST
CBD CENTRAL BUSINESS DISTRICT
L-O LIMITED OFFICE
M-1 LIGHT MANUFACTURING
M-2 HEAVY MANUFACTURING
P PUBLIC
PUD PLANNED UNIT DEVELOPMENT
RR RURAL RESIDENTIAL
R-1 RESIDENTIAL SINGLE FAMILY
R-2 LOW DENSITY RESIDENTIAL
R-3 LOW DENSITY RESIDENTIAL
R-4 LOW DENSITY RESIDENTIAL
R-5 MEDIUM DENSITY RESIDENTIAL
R-6 MEDIUM DENSITY RESIDENTIAL
R-7 HIGH DENSITY RESIDENTIAL
R-8 HIGH DENSITY RESIDENTIAL
R-9 HIGH DENSITY RESIDENTIAL
R-25 HIGH DENSITY MULTI-FAMILY RESIDENTIAL
RP RURAL PRESERVATION
R/T RURAL URBAN TRANSITION
0 0.5 1 2 Miles
N Ten Mile Rd
S Ten Mile Rd
S Ash Ave
S School Ave
N School Ave
W 4th St
W Owyhee St
W Avalon St
W Main St
N Linder Ave
E Porter St
N Orchard Ave
E Avalon St
N Key Ave
S Swan Falls Rd
S Stage Coach Way
S Saint Pl

# 7.0 NATURAL RESOURCES AND HAZARDOUS AREAS

## 7.1 Background and Introduction

Kuna residents take pride in their natural environment and want to see it protected. Development pressures and human activities continually pose threats to it. Natural hazards such as flooding can have an impact on existing and future residents. Maintaining healthy natural systems and minimizing risks from natural hazards enhances the community's quality of life, helps to maintain property value, and promotes economic development.

## 7.2 Goals and Objectives

***Goal 1: Retain natural resources that contribute to Kuna's quality of life.***

Objective1.1: Protect and restore environmentally sensitive lands.

Policy: Prepare and adopt an environmentally sensitive land ordinance to assure appropriate development within floodplains, sensitive lands, and critical habitat areas.

Policy: Develop a sensitive land overlay zone to protect environmentally sensitive lands.

Policy: Prevent development that would disturb or adversely impact sensitive lands such as: wetlands, riparian areas, fragile plant sites, wild habitat and migration corridors.

Policy: Require developers to identify their development impacts on sensitive lands and provide a plan for mitigation.

Policy: Avoid development in floodway areas by locating structures outside of that area. Utilize floodplain areas for open space, recreation, community amenity sites, or other uses that do not impede the water flow.

Policy: Incorporate various sustainability strategies to protect and conserve environmentally sensitive lands.

Policy: Recognize and protect the natural beauty and resources of the City and maintain a harmonious balance between human populations and nature by ensuring that resources are properly respected and protected.

Policy: Provide a system of interconnecting greenway and ecological corridors that connect natural areas to open space.

Policy: Protect water quality and quantity in the streams and ground water and consider the potential regional impacts on water supply and waste water management for all proposed developments.

Policy: Implement appropriate development requirements including setbacks, densities, development standards, and open space requirements to minimize impact on natural resources.

Policy: Developments should comply with all applicable water quality, air quality, species protection and land use regulations and requirements.

***Goal 2: Preserve the natural beauty and habitat of Indian Creek, other streams and irrigation corridors and land's adjoining these water bodies.***

Objective 2.1: Maintain, enhance, and restore Indian Creek and other stream or irrigation corridors that have scenic and other intrinsic properties.

Policy: Require mitigation buffers between new development and all stream irrigation corridors to preserve unique habitat, existing wildlife habitat and scenic views.

Policy: Preserve public access to Indian Creek for recreational purposes. Respect the privacy of property owners as part of this pursuit.

Policy: Work with agencies of jurisdiction to protect stream and bank vegetation. Work with these agencies to remove obstacles within the waterway that might contribute to flooding.

Policy: Require re-vegetation of stream banks where construction requires bank alteration.

Policy: Work with agencies of jurisdiction to minimize manmade alterations to streams and banks.

***Goal 3: Protect wildlife communities and their habitat.***

Objective 3.1: Encourage the protection of wildlife and its habitats.

Policy: Promote the use of conservation tools such as conservation easements, fee-simple acquisition, or cluster development to protect riparian areas, wetlands, and other critical habitats.

Policy: Reduce habitat degradation by the implementation of sustainable design and site requirements that minimize impact to sensitive plant and wildlife species.

Policy: Encourage protection of open space and connective corridors.

Policy: Require soil reports and other environmental evaluations as necessary to address drainage, erosion, sedimentation and soil concerns.

***Goal 4: Enhance the quality of the environment by conserving resources and minimizing waste.***

Objective 4.1: Promote the use of renewable sources of energy.

Policy: Support efforts to pursue renewable energy production alternatives such as solar electricity, wind power, geothermal and other alternative energy sources.

Policy: Encourage non-motorized transportation.

Policy: Encourage sustainable building practices and energy conservation techniques for the construction of new buildings, rehabilitated buildings and other facilities.

Policy: Renewable energy sources need to be evaluated for possible negative impacts and sited where appropriate.

Policy: Encourage reuse and recycling by educating the public of the benefits of this effort.

***Goal 5: Minimize person and property risk exposure from natural hazards such as earthquakes, landslides, flooding and wild land/ structural fires.***

Objective 5.1: Reduce the risks of damage and injury from known perils.

Policy: Require geologic reports for projects sited in areas subject to geological hazard.

Policy: Ensure that buildings are designed and sited to reduce the risks of damage and injury from geological hazards.

Policy: Prepare a geological map that identifies known geological hazards and make it available for public inspection.

Policy: Require the subdivision developer to identify areas subject to flooding and provide methods of mitigation on the subdivision plats and site plans.

Policy: Provide flood hazard information to the public.

Policy: Rely upon FEMA maps for flood assessment and mitigation purpose.

Policy: Prepare a comprehensive analysis of the potential flood hazards and drainage impacts associated with the City's watersheds.

Policy: Rely upon the 100-year flood event as a benchmark for flood mitigation purposes.

Policy: Regulate development, with respect to water diversion, vegetation removal, grading and fills to minimize flooding potential.

Policy: Incorporate the fire safety standards recommended in the Ada County Wildfire Protection Plan.

Policy: 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.

Policy: Adopt and actively enforce the National Fire Protection Association (NFPA) Code 1144, Standard for Protection of Life and Property from Wildfire in order to assure emergency vehicle access, water availability and Fire-wise home construction.

Policy: Consider the adoption of a Wildland-Urban Fire Interface Overlay District.

Policy: Formally adopt and use Ada City-County Emergency Management's (ACCEM) hazard prevention and mitigation plans.

***Goal 6: Protect and conserve cultural resources.***

Objective 6.1: Identify, preserve and protect Kuna's archaeological and historic resources.

Policy: Map and inventory historic resources.

Policy: Work cooperatively with other agencies to preserve and protect historic resources.

Policy: Preserve and protect, local histories, cultural, and agricultural resources.

Policy: Evaluate a site's historical and/or archaeological potential as part of the land use evaluation process.

Policy: Encourage property owners to maintain the integrity and character of historic resources, and employ techniques to restore historic resources.

Policy: Promote activities and events designed to educate the community about Kuna's historic sites, structures and events.

Policy: Promote heritage awareness.

Policy: Encourage the maintenance and restoration of existing residential structures that warrant national historical registry consideration including providing information regarding assistance in obtaining registry status for identified historical residences.

Policy: Encourage awareness of the unique historic features of the area through public exhibitions and celebrations.

Policy: Encourage and support the establishment of overlays as a means to help manage and preserve the qualities, resources and assets of special areas.

Policy: Explore cooperative efforts, to include incentives for developers to preserve historical or cultural sites in the area.

Policy: Cooperate with the Ada County Historical Preservation Council and Idaho State Historical Certified Local Government Program for preservation of historic sites, structures and place.

***Goal 7: Protect, preserve and promote Hubbard Reservoir.***

Objective 7.1: Participate in the preservation of the Hubbard Reservoir natural resources; and promote its utilization as a regional recreational amenity.

Policy: Foster public stewardship and understanding of the reservoir.

Policy: Support efforts to promote reservoir tourism and recreational uses.

Policy: Encourage the preservation of the Reservoir's wildlife corridors and habitat.

## 7.3 Existing Natural Resource Conditions

The following sections discuss the existing natural resources within Kuna's planning boundaries.

***Relatively flat landscape in Kuna***

**Waterways**

There are several stream and irrigation canals and ditches located throughout the planning boundary including Indian Creek, Kuna Canal, and New York Canal. Hubbard Reservoir is a significant water body located northeast of Kuna. These waterways are used primarily for agricultural water delivery purposes. These waterways accommodate a variety of habitat and perform important hydrologic functions including the discharging of floodwaters, filtering stormwater runoff, and recharging groundwater. The primary hazard associated with these waterways is the potential for periodic flooding. Flooding in the area can result from rain on snow events or spring runoff.

The Federal Emergency Management Agency (FEMA) has constructed flood plain maps for Kuna. These maps show surface-water elevations for 100-year flood events. These maps are relied upon by the City and the development community for mitigating flood potential associated with the placement of structures.

**Topography**
The land in Kuna is relatively flat, featuring slopes less than 10 percent. However, there are areas to the south of Kuna where slopes exceed 10 percent. Property owners often desire land with elevation because of the views they afford. These elevated slopes may contain a wide range of vegetation types that provide valuable habitat for bird and wildlife species, yet are susceptible to erosion. Therefore, it is important that the community develop strategies that will lessen erosion potential when allowing development in areas featuring steep slopes. In general, steep slopes are unstable and subject to soil erosion. Accordingly, Kuna should develop strategies for the preserving and protecting areas with steep slopes.

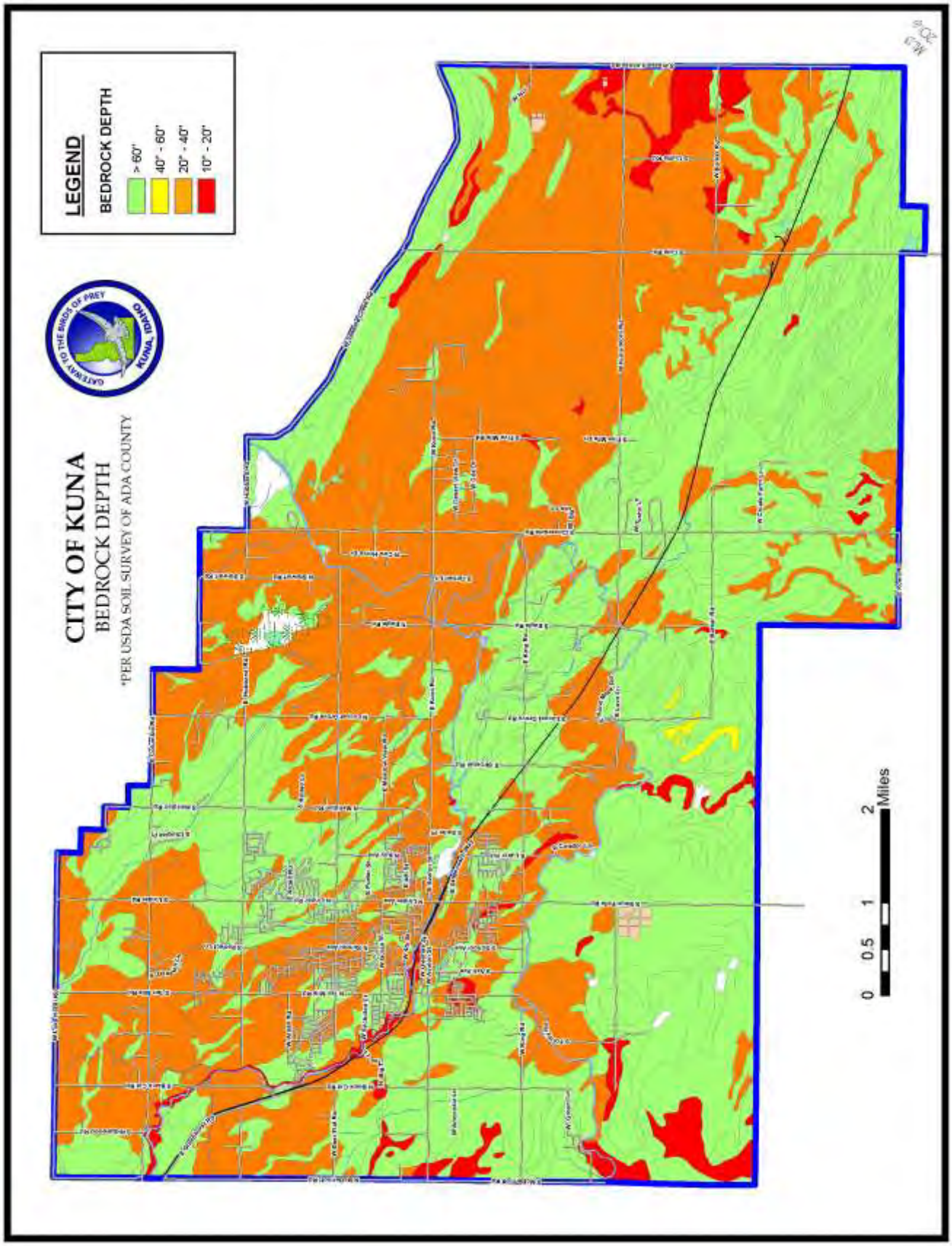
**Geology and Soils**
The Kuna area lies within the Snake River and Boise River Plains. The area's geology generally consists of a series of volcanic lava flows overlain by loess or silty alluvium. Ada County is situated between two fault zones. Kuna is located in an area classified as "high-risk to moderate-risk" for earthquake potential. Kuna has earthquake risk because of its location on an alluvial fan. In the event of an earthquake, alluvial fans may either slide or simply shake which can cause structural damage.

**Vegetation**
The most widely represented vegetation type within the planning boundary is cultivated crops and native rangelands. These types of vegetation pose wildfire threat to structures located on the City's periphery unless the property owner has initiated an adequate fire defense strategy. Wind driven fires can easily spread through agricultural fields threatening homes and thereby creating economic loss to the agricultural community. Kuna should develop wildfire interface strategies to lessen the risk of fire exposure. Wildfire risk should be kept in mind when considering cluster developments.

## 7.4 Tools and Implementation Strategies

This element characterizes components of our environment that we can enhance or preserve. The goals and objectives presented in this element encourage reasonable approaches to environmental protection using the best available information and planning strategies. The following tools can be used to achieve the goals and objectives.

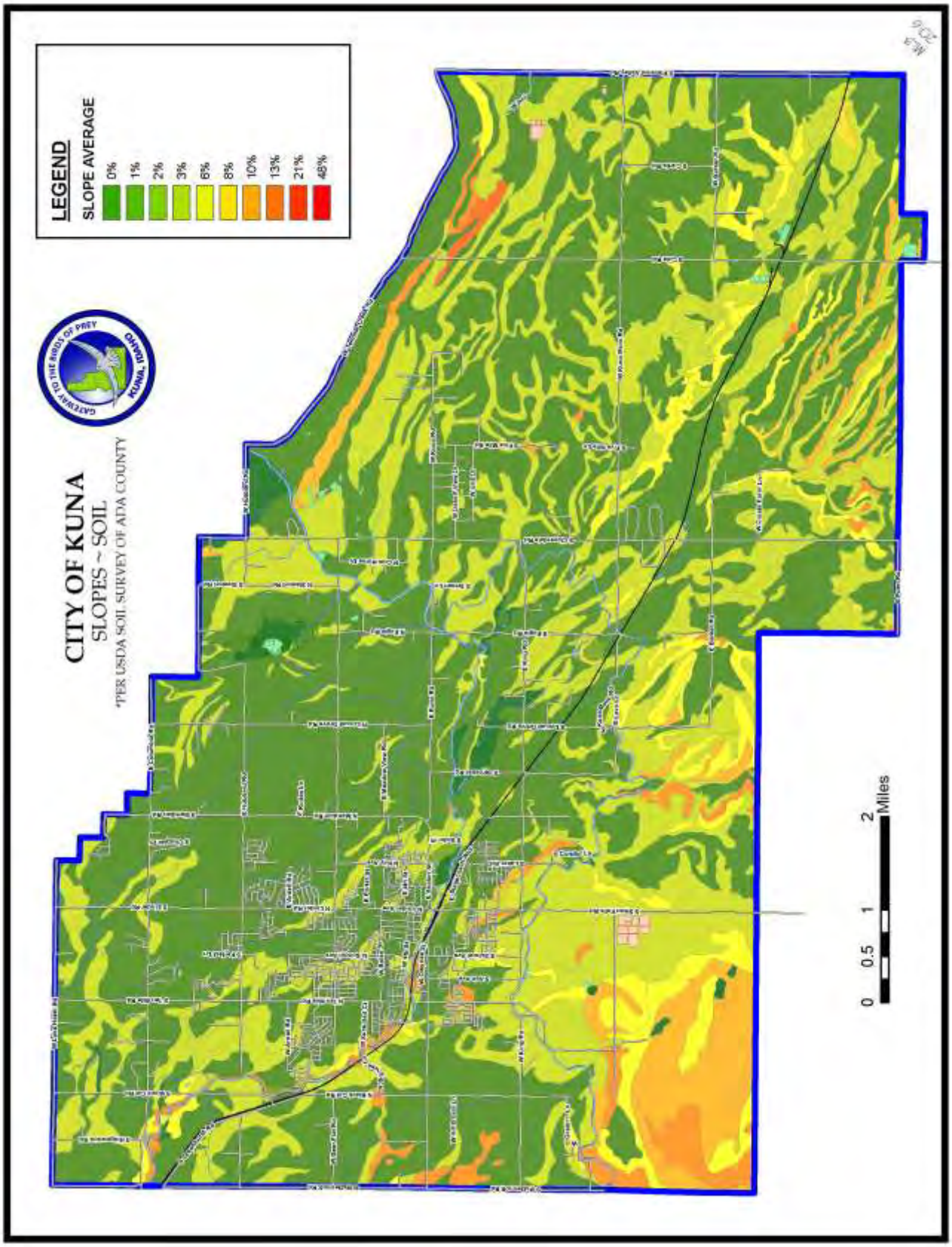
- Adopt a Sensitive Lands Ordinance
- Adopt appropriate emergency management plans
- Rely on conservation strategies to preserve sensitive lands
- Review and update floodplain maps and regulations
- Adopt a hillside ordinance or other mechanisms to protect steep slopes
- Ensure that building codes provide incentives for use of green building applications and earthquake protection techniques.
- Adopt regulations for development in wildfire interface area
- Develop a Protected Areas Master Plan


CITY OF KUNA
BEDROCK DEPTH
*PER USDA SOIL SURVEY OF ADA COUNTY
LEGEND
BEDROCK DEPTH
> 60"
40" - 60"
20" - 40"
10" - 20"
0 0.5 1 2
Miles

# CITY OF KUNA

JANUARY 6TH, 2015

TOPOGRAPHIC MAP


CITY OF KUNA
SLOPES ~ SOIL
*PER USDA SOIL SURVEY OF ADA COUNTY
LEGEND
SLOPE AVERAGE
0%
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2%
3%
6%
8%
10%
13%
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48%
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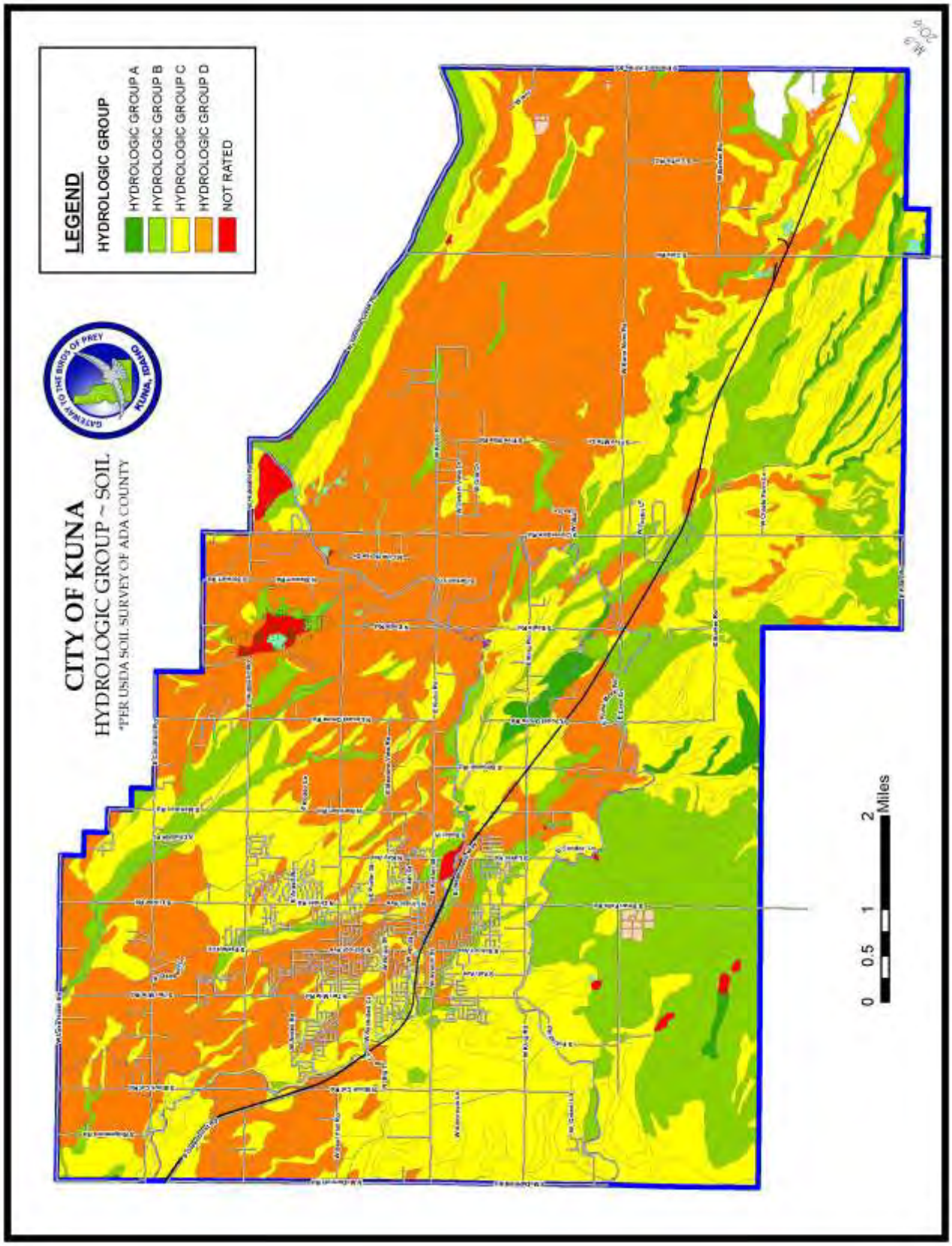
CITY OF KUNA
HYDROLOGIC GROUP ~ SOIL
*PER USDA SOIL SURVEY OF ADA COUNTY
GATEWAY TO THE BIRDS OF PREY
KUNA, IDAHO
LEGEND
HYDROLOGIC GROUP
HYDROLOGIC GROUP A
HYDROLOGIC GROUP B
HYDROLOGIC GROUP C
HYDROLOGIC GROUP D
NOT RATED
0 0.5 1 2
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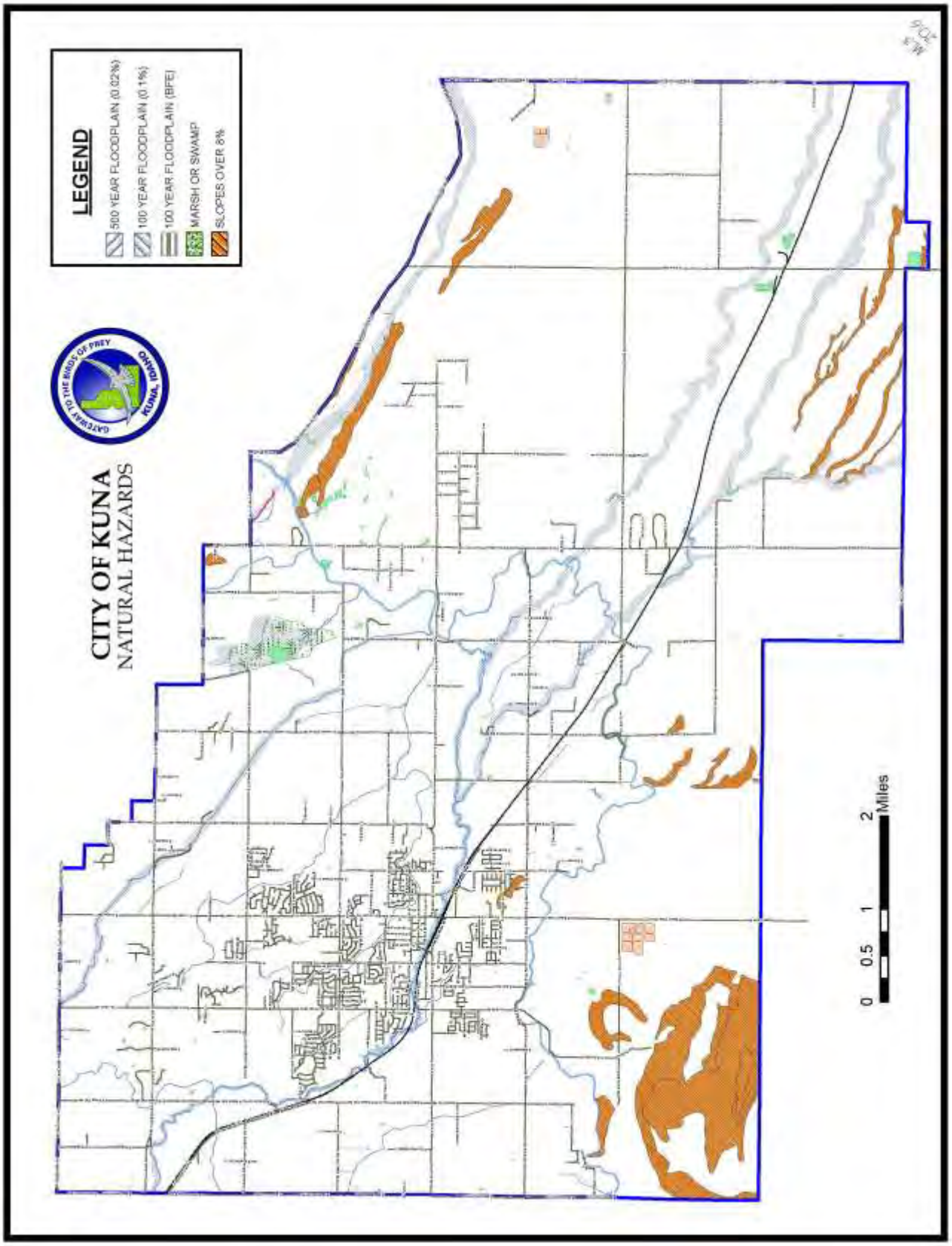
CITY OF KUNA
NATURAL HAZARDS
LEGEND
500 YEAR FLOODPLAIN (0.02%)
100 YEAR FLOODPLAIN (0.1%)
100 YEAR FLOODPLAIN (BFE)
MARSH OR SWAMP
SLOPES OVER 8%
0 0.5 1 2
Miles

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# 8.0 PUBLIC SERVICES, FACILITIES AND UTILITIES

## 8.1 Background and Introduction

This Plan component presents information on Kuna's facilities and services that meet the immediate needs of the public at large, and likely would not be provided by individual residents. The provision, location, and efficiency of public facilities contribute to quality of life and development in the City planning area. Public facilities discussed in this section include water and sewer services, fire and safety protection, health services, and privately operated utilities (such as electricity, natural gas, telephone, and cable television). Highways, schools, and parks are also considered public facilities and are discussed elsewhere in this Plan.

## 8.2 Goals and Objectives

***Goal 1: Provide adequate services, facilities, and utilities for all City residents.***

Objective 1.1: Plan for future growth in advance of demand for public services.

Objective 1.2: Prepare to accommodate public service demands by coordinating the design and delivery of services with the rate and type of growth.

Objective 1.3: Develop funding strategies, mechanisms and revenue sources in advance of anticipated service demands.

Policy: Involve the public in matters relating to financing, construction, and location of public facilities.

Policy: Continue to update the Long Range Capital Improvements Plan for facilities, fleet, and equipment to maintain desired levels of service.

Policy: Develop a plan for funding the City's Long Range Capital Improvements Plan and related operations. Identify various funding sources for these improvements.

Policy: Develop a property acquisition plan for land needed to facilitate the City's Long Range Capital Improvements Plan.

Policy: Anticipate intergovernmental or public/private agreements needed to implement the City's Long Range Operations and Capital plans.

Policy: Design and construct City facilities in accordance with the Long Range Capital Improvements Pan.

Policy: Annex contiguous properties requesting City services.

Policy: Evaluate/support a new street addressing program.

Policy: Support the expansion of City facilities and staff based on projected growth.

Policy: Support the Kuna Library District in its efforts to implement a capital facilities plan.

Policy: Routinely consider alternate service delivery methods to ensure the most effective and efficient use of taxpayer funds.

***Goal 2: Provide adequate safety and emergency services.***

Objective 2.1: Plan for future growth in advance of demand for services to include staffing and capital needs components.

Objective 2.2: Prepare to accommodate service demands without unnecessary delay by coordinating the design and delivery of services with rate and type of growth. Obtain the tools necessary to fund needed increases in operations and capital.

Policy: Support the Kuna Rural Fire Protection District in the location and construction of new facilities necessary to retain or improve emergency response time.

Policy: Plan for additional police staffing to support future growth and safety requirements.

Policy: Construct police facilities in appropriate locations as needed.

Policy: Continue to work with the Ada County Highway District, Idaho Transportation Department, and other governmental entities to build bridges over Indian Creek and overpasses over the Union Pacific Railroad Line in order to provide uninterrupted access to areas south and west of Kuna. Initiate strategies to increase public safety at railroad crossings.

Policy: Establish “whistle free” zones at the existing at-grade railroad crossings through installation of safety equipment.

***Goal 3: Provide safe and adequate potable water system.***

Policy: Provide adequate water supply and volumes of pressure for fire protection purposes.

Policy: Ensure the community’s water quality is maintained consistent with Clean Water Standards.

Policy: Support the conservation of water within the City and Area of City Impact.

Policy: Require the dedication of water rights when annexing properties into the City.

Policy: Upgrade and improve the water supply facilities to support future growth.

***Goal 4: Separate irrigation water demand from the domestic water system.***

Policy: Continue construction of a separate pressurized irrigation system.

Policy: Continue updating the Irrigation System Facility Plan.

Policy: Provide pressurized irrigation to older parts of Kuna.

Policy: New development should provide pressurized irrigation water for landscape and water amenities (i.e. ponds, fountains, et cetera.).

***Goal 5: Extend the municipal sanitary sewer infrastructure and explore ways to improve treatment methods to enable use of reclaimed water for irrigation purposes.***

Policy: Ensure that all development within City limits connects into the City's sanitary sewer and potable water systems.

Policy: Continue expansion of the City's sanitary sewer systems as resources allow.

Policy: Pursue implementation of improved treatment methods to enable use of reclaimed water for irrigation and other purposes.

***Goal 6: Develop storm drainage strategies relying on best management practices.***

Policy: Preserve natural/historic surface drainage channels through properties as they are redeveloped.

Policy: Develop a Stormwater Drainage Plan for the Central Business District (CBD).

Policy: Assure the development community employs stormwater mitigation strategies that retain storm waters onsite except for natural/historic pass-through flows.

Policy: 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.

## 8.3 Existing Conditions

**Public Services and Facilities**

Safety and Emergency

Fire and emergency services are provided by the Kuna Rural Fire Protection District, located at 150 West Boise Street. The Fire Department is responsible for providing fire and emergency medical services to the City as well as citizens located in the surrounding area. The Fire Department consists of five elected Commissioners, a Fire Chief, Assistant Fire Chief, Officer of Administration, nine full-time personnel, 40 volunteer Fire fighters/Emergency Medical Technicians. Fire apparatus consists of two pumpers, one 50-foot aerial pumper, one water tenders, two brush trucks, one rescue/support truck, three ambulances, , and two 2 command vehicles.

The Fire District provides life support transport to area hospitals in both Ada and Canyon counties. Air ambulance support emergency services are also provided to the citizens of Kuna by Saint Alphonsus and Saint Luke's Medical Centers. The Fire District is the primary advance life support (paramedic) provider within the District boundaries. The Fire District has an Insurance Services Office (ISO) Rating of Class 4 within areas of the District that have fire hydrants and Class 8 in areas where there are no fire hydrants.

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. Trains often block both 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.

Kuna contracts with Ada County Sheriff's Office (ACSO) for police services. Currently, the City contracts for 14 full-time officers, three associate School Resource Officers, and one support personnel, which equates to 0.83 sworn officers per 1,000 population. The Kuna Police Department currently leases approximately 2,755 square feet of space for a substation, which is located near the Kuna Middle School, 1450 West Boise Street, Kuna, Idaho.

Health Care facilities

As of September 2008, Kuna had six family practice health providers, nine dentists, 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 Alphonsus Life Flight, Saint Luke's Air, and the Kuna Rural Fire Protection District provide emergency transport to facilities in Ada and Canyon counties.

Other Facilities

Kuna City Hall is located at 763 West Avalon Street. The United States Post Office is located at 398 West 3rd Street.

*Kuna City Hall*

The Kuna Library is a full-service public library located at 457 N. Locust Street, Kuna, Idaho. The Library District's boundary is coterminous with the School District, and covers both Ada and Canyon counties. The current population of the Library District is estimated at 20,000.

Solid Waste Management

J&M Sanitation has a multi-year franchise agreement with Kuna to provide solid waste management services to the City. Solid wastes are disposed of at the Hidden Hollow Landfill, located on Seaman's Gulch Road in Ada County. The City also provides a curbside recycling program as part of its solid waste management effort.

**Utilities**

Potable and Irrigation Water

Kuna's potable water system consists of eight groundwater wells, two storage reservoirs, two booster pump stations, and many miles of distribution pipelines.

Nine separate groundwater sources provide the municipal water supply for Kuna.

Kuna owns two water storage reservoirs The current water system is designed to accommodate the potable water needs for approximately 28,000 people with a 3,500 gpm fire demand flow capacity also available during maximum day demand.

Irrigation water is available from three sources: the potable water system, a separate pressure irrigation system, and a gravity system consisting of a network of surface water canals, laterals, supply ditches, and waste ditches. Surface water supplies are diverted from the New York Canal, located east of Kuna and its laterals. The major irrigation canals include the Teed Lateral, Kuna Canal, More Canaland 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 and New York Irrigation District controls the surface water, but; a portion of the system is controlled by the City once the water flow is diverted from the irrigation canals or laterals. Kuna is expanding its pressure irrigation system to reduce irrigation demands placed on its potable water system.

Wastewater and Sewer

Kuna completed its first treated wastewater collection system and treatment facility in 1983; prior to that time, individuals relied upon septic systems for sewage disposal purpose.

Today, the City's treatment facilities consist of two treatment plants, the Ten Mile, Crimson Point, Danskin, and Birds of Prey regional pumping stations; seven satellite pumping stations, several miles of force main, a

60-acre pond site; two effluent pump stations; and 467 acres of land application facilities. The regional pumping stations pump the raw wastewater to the treatment facilities located at the southwest corner of Kuna Mora and Swan Falls Roads and near Ten Mile Road and Lake Hazel Road through the force main system.

The lagoon treatment facility consists of two primary treatment ponds which are aerated, followed by seven storage ponds which further treat the wastewater and provide water storage. The land application facility is a slow rate system which consists of wheel lines which irrigate 406 acres of crop lands. Wastewater is land-applied during the growing season, April 15 through October 15, at the consumptive use rate of the crop. Kuna's lagoon treatment plant is a non-discharging facility capable of serving 22,000 people. The revenue generated by the crops irrigated in this fashion is used to pay for a portion of the system's operating costs. The City's newest treatment facility is a MER (membrane bioreactor) system capable of treating wastewater for 33,000 people.

Electricity

Electric power is available to all City residents from Idaho Power Company. Idaho Power is a public service company and is regulated by the Idaho Public Utilities Commission (PUC).

Natural Gas

Intermountain Gas Company is the sole distributor of natural gas in southern Idaho and provides natural gas services to the City.

Communications

A number of communications providers serve Kuna.

1 - Cell tower provider - Verizon
5 - Antenna Towers- Spectra site; Citadel (3-towers are owned by Clear Channel)

| *Cable Companies*: | *Cell Phones/Land lines*: | *Internet*: |
|---|---|---|
| Cable One | Verizon | Cable One |
| Satellite TV | AT&T/Singular | AT&T |
| Direct TV | Sprint | Dish Network |
| Dish Network | T-Mobile | Direct TV |
| Comcast | Cricket | Century |
| | Qwest | |
| | Cable One | |

## 8.4 Future Conditions

Adequate and efficient public facilities and services add to Kuna's overall quality of life. Population projections noted in Chapter 3.0 indicate that the demand for all City services will increase as residential and non-residential growth increases. Additional population will increase demand, which will require more facilities, staffing, and revenue.

**Domestic, Irrigation, and Wastewater**
Kuna intends to expand its potable water, irrigation and wastewater facilities as additional growth demands dictate.

The City's potable water system is supplied by groundwater from eight wells and is capable of serving approximately 28,000 people. The City's Potable Water Expansion Plan calls for the addition of a 1,500-2,000 gpm well, a 500,000 gallon ground storage reservoir, and a booster pump station. Each additional well, reservoir and booster station will address the water consumption needs of approximately 7,000 to 10,000 people each based on present consumption rates.

An essential component in potable water supply projection needs is the reliance on existing surface water rights to supply non-potable needs. Irrigation water is presently provided by the potable water system, separate pressure irrigation system, and gravity system. The older portions of Kuna are primarily served by the potable water and gravity irrigation systems.

Developers have been required to construct a separate pressure irrigation system as part of new development ventures in Kuna since 1995. Until then, most of these homes received their irrigation water from the potable water system. In 2002, Kuna completed the first pressure irrigation supply pond and pumping system on the west end of town near Indian Creek. Since that time, five additional facilities have been constructed. The system currently serves approximately 4,700 homes. The City intends to construct additional ponds and pumping stations to supply the pressure irrigation system with surface water. The removal of a resident's irrigation demands from the City's potable water system enhances the availability of potable water and extends the life of the City's wells.

In 2009, Kuna placed in service, a membrane-based mechanical waste treatment facility capable of serving up to 35,000 people. The site has the potential to add three additional phases each with the capacity to accommodate 35,000 people and ultimately provide treatment possibilities for 140,000 citizens at build-out from both treatment plants. The new treatment facility has the potential of producing reclaimed water suitable for use in the City's pressurized irrigation system.

Additional wells, storage reservoirs and booster pump stations will be added as necessary to accommodate growth.

**Safety and Emergency**
Kuna Rural Fire Protection District and police services will need to expand to meet future population demands.

Based on the growth projections detailed in this Plan, the Kuna Rural Fire Protection District anticipates the need for additional fire stations to include the associated apparatus and equipment. These stations are needed in order to maintain current levels of fire and emergency response. A future Fire Station will be sited south of the Union Pacific Railroad Line in order to serve the growth anticipated for the southern area of the City. This station will accommodate the portion of the City that is frequently inaccessible for quick emergency response by fire fighters from Fire Station #1 due to trains blocking both of the City's at-grade separation railroad crossings.

Additional fire stations and more specialized types of apparatus and equipment may become necessary depending on the rate and actual geographical location of this growth.

The City's projected growth rate, complemented with the prospects of increasing levels of crime, will require additional police staffing.

**Other City Facilities**

Kuna may want to consider owning its City Hall that is centrally located, easily accessible, and large enough to accommodate the increasing staffing needs of the organization. The facility will need to accommodate all Kuna administrative services, and it may be desirable for the Kuna Police to be co-located in City Hall. Adequate space will be designed into this future facility to enable the City to accommodate State of Idaho or Ada County requirements.

Projected growth within the Kuna Library District will have considerable impact on existing library facilities. To accommodate future readership the library intends to maintain the National Library standard of 3.5 volumes per capita, which will necessitate additional space. The District's goal is to provide no less than 1.25 square feet of library facilities per capita based on national standards. Meeting this standard requires as much as 25,000 additional new square feet by the year 2018, with additional square footage required as the community continues to grow.

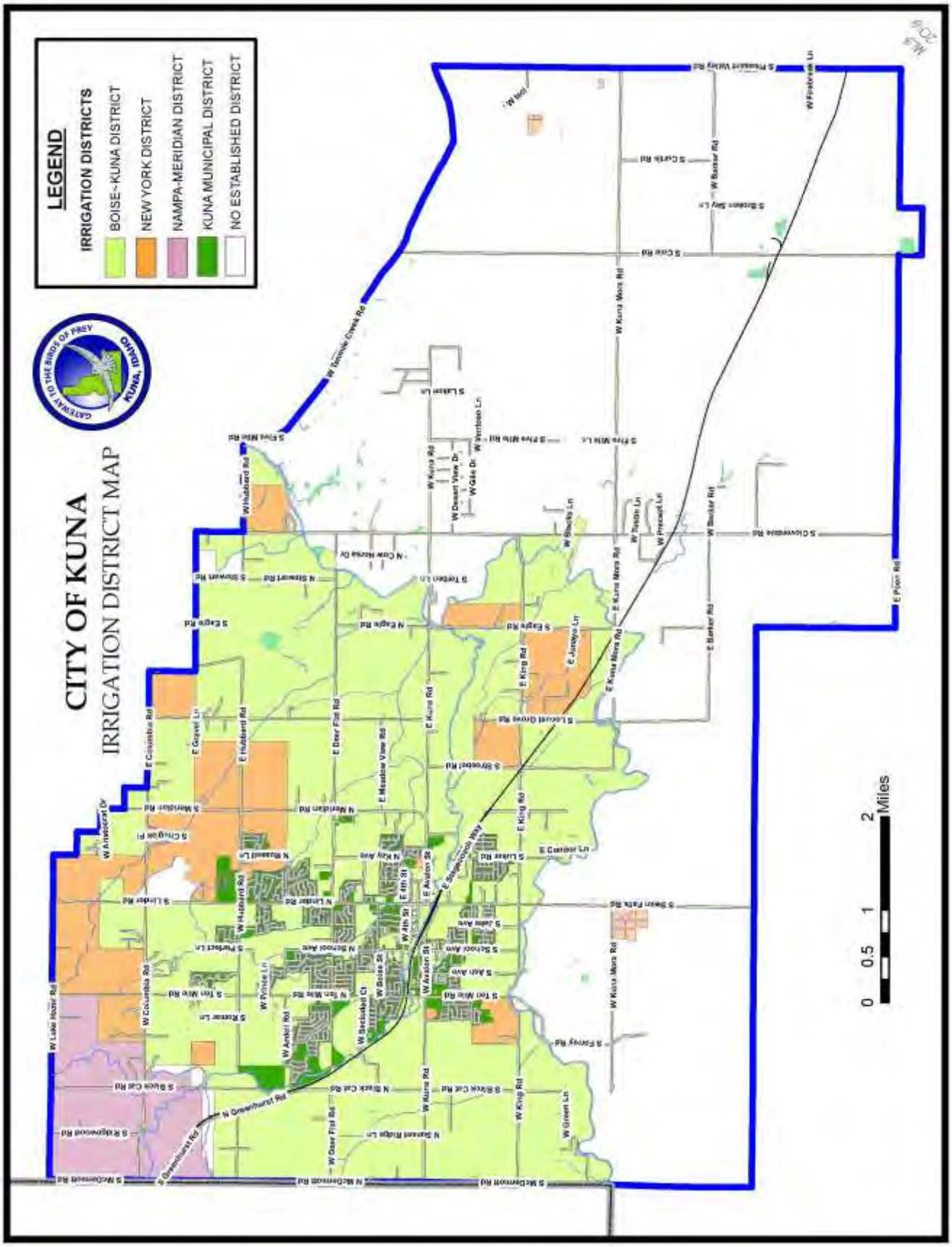
The library is currently analyzing options for meeting the community's future library needs. A Capital Facilities Plan was adopted by the Board of Trustees to assist them in this effort. The Library's future development options include a free-standing regional library building or a series of smaller sub-regional libraries.

**Solid Waste Management**

Kuna will continue to contract its solid waste and recycling services. As previously noted, the service is currently provided by J&M Sanitation.

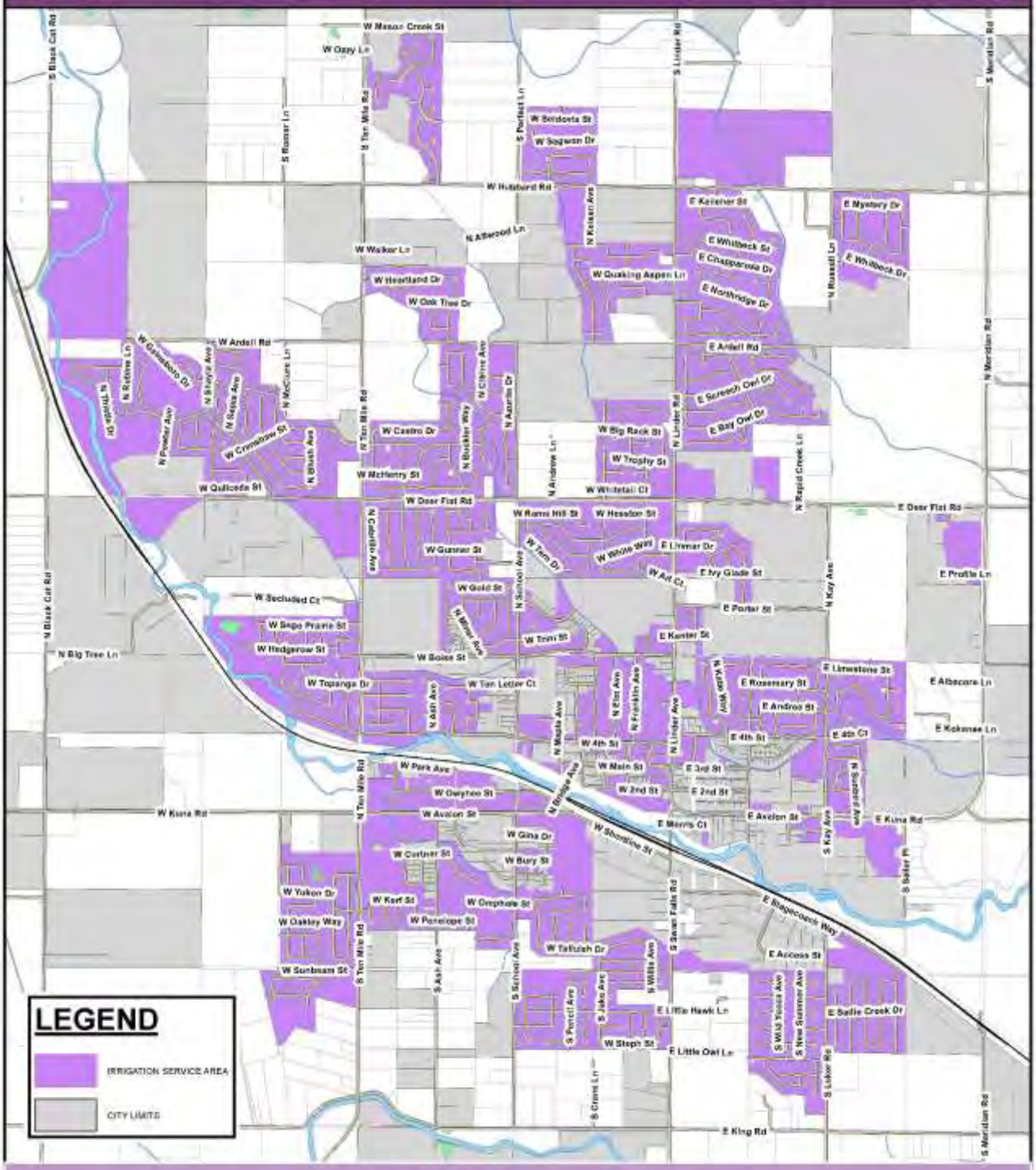
**Alternative Energy**

Alternative energy sources may be necessary to augment the City's existing energy supplies as area energy demands increase. The City should adopt measures to increase its alternative energy portfolio by exploring possibilities of wind, solar, and geothermal power. Through this effort, Kuna can become more energy independent.


CITY OF KUNA
IRRIGATION DISTRICT MAP
LEGEND
IRRIGATION DISTRICTS
BOISE-KUNA DISTRICT
NEW YORK DISTRICT
NAMPA-MERIDIAN DISTRICT
KUNA MUNICIPAL DISTRICT
NO ESTABLISHED DISTRICT
0 0.5 1 2 Miles

# CITY OF KUNA

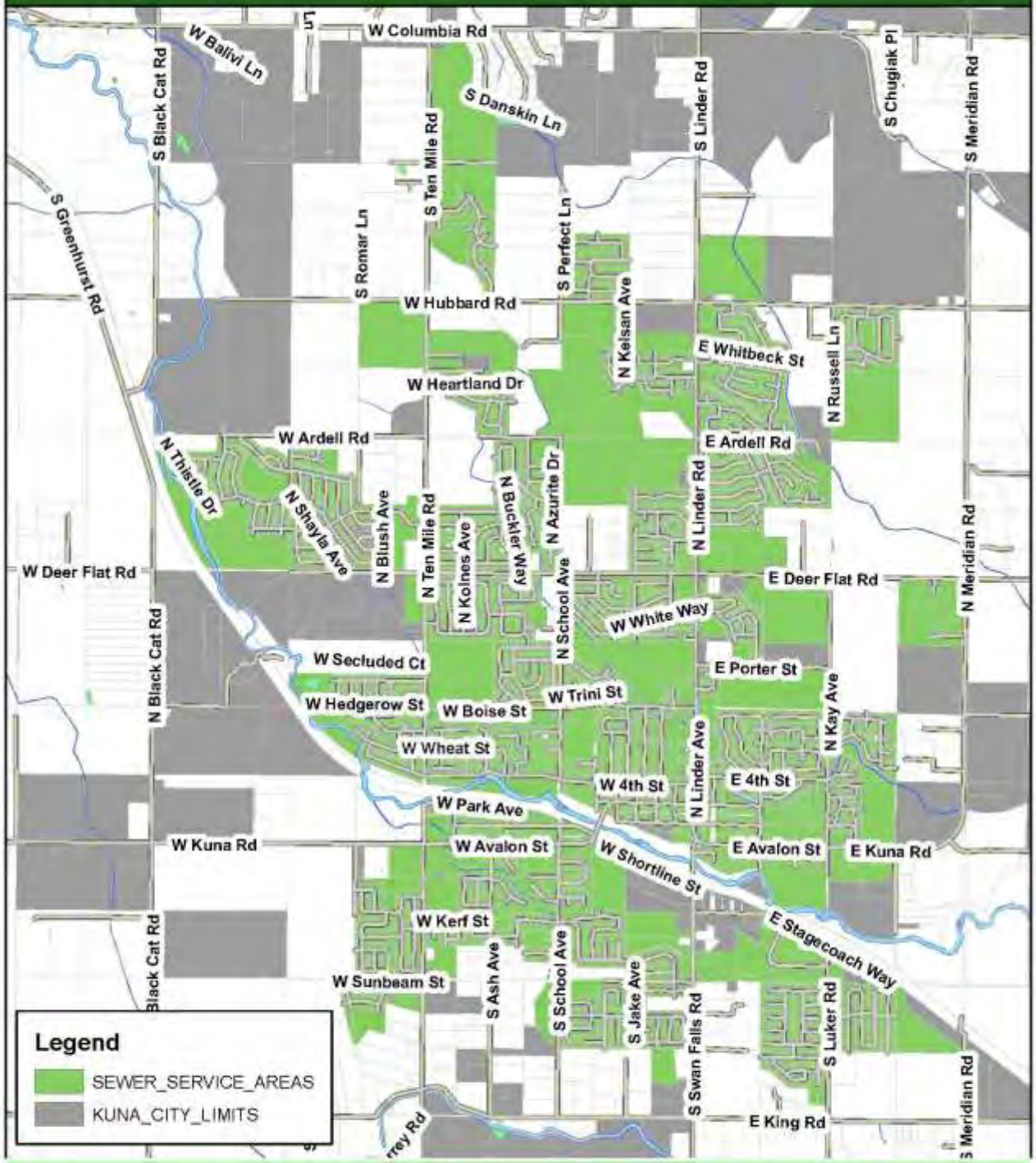
DECEMBER 22ND, 2015




# EXISTING SERVED AREA - IRRIGATION

# CITY OF KUNA

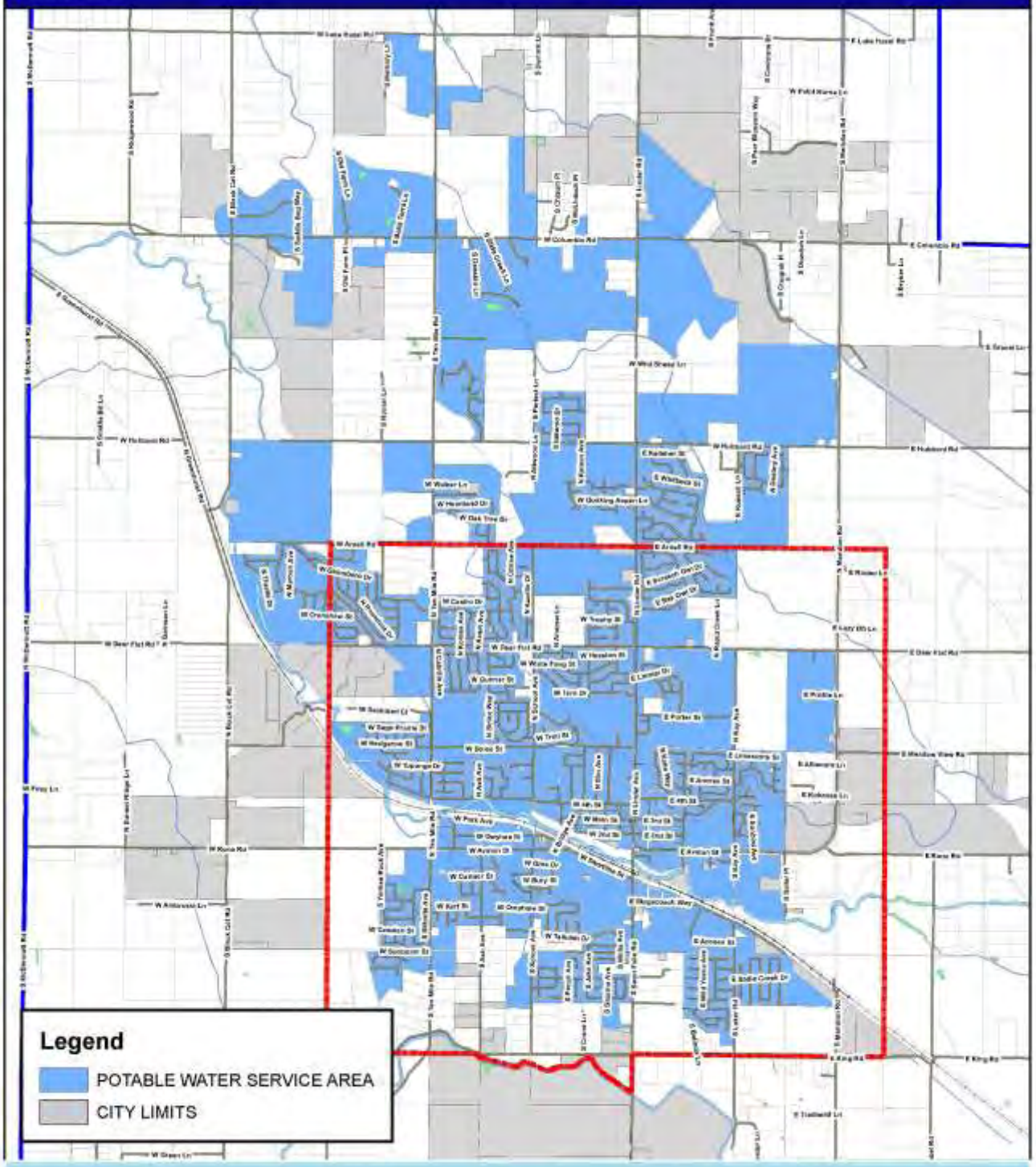
JANUARY 15TH, 2015




# EXISTING SERVED AREA - SEWER

# CITY OF KUNA

JANUARY 15TH, 2015




# EXISTING SERVED AREA - POTABLE WATER

# 9.0 TRANSPORTATION

## 9.1 Background and Introduction

Kuna's transportation system is integral to both local and regional mobility and commerce. Accordingly, Kuna's transportation system is subject to the needs and planning interests of state, regional, and local agencies, each of which have transportation planning projects underway. The transportation planning environment is also directly related to the type, intensity, and location of Kuna's future growth. The factors will also determine the types of activity the transportation system must serve.

Kuna's residents have expressed the following opinions about the community's transportation future:

- Create a pleasant place for pedestrians to gather in the downtown area with adequate parking facilities.
- Improve Kuna's regional access by adding connections to Interstate 84, and improving connections to Kuna Mora Road.
- Improve transportation access by installation of overpasses and bridges across Union Pacific Railroad Lines and Indian Creek.
- Improve bicycle circulation throughout Kuna relying on pathways and bicycle lanes.
- Provide transit access for Kuna residents to other areas.
- Increase pedestrian accommodation utilizing sidewalks, pathways, and improved intersection crossings.

**Transportation Planning in Kuna**

Several agencies work together to provide transportation accommodations in the Kuna area. The Ada County Highway District (ACHD) owns and controls all public roads (including alleyways) in Ada County, with the exception of State highways which are controlled by Idaho Transportation Department (ITD). Kuna has some control over its roadways through its subdivision and zoning ordinances and certain Federal and State rules. The Community Planning Association of Southwest Idaho (COMPASS) also plays a transportation role through its regional transportation oversight.

<u>Idaho Transportation Department (ITD)</u>

ITD is the statewide transportation department that controls state roads in Idaho. ITD is responsible for one road through Kuna, that being State Highway 69.

<u>Ada County Highway District (ACHD)</u>

Ada County Highway District is governed by five commissioners and is responsible for maintenance and construction of Kuna's roadways. ACHD receives funding from several sources: gas taxes, vehicle registration fees, property taxes and impact fees. It should be noted that impact fees cannot be used for the City's collector roads, nor can they be used to build bicycle or pedestrian facilities. ACHD has developed a Transportation and Land Use Integration Plan (TLIP) that integrates transportation features with the land uses adjacent to them. The

transportation recommendations included in the Kuna Plan may be incorporated into TLIP, which includes street typologies for all ACHD roadways. Kuna is evaluating the TLIP concept for its merits but may elect not to participate in the program depending on costs and impact upon land use regulations and development opportunity. See the "Future Conditions" discussion of this Transportation section for more information on the street sections also known as street typologies.

City of Kuna

Kuna presently has no mechanism for funding road construction or maintenance. With the exception of arterial roads that are attended by ACHD, Kuna relies upon the development community to dedicate land for road network purpose and construct the roads to City and ACHD development standards. The determination of what type of roads to build is based on the City's adopted 2035 Functional Classification Roadmap. Once the roads are built to the appropriate standard, they are turned over to ACHD for maintenance and ownership.

Community Planning Association (COMPASS)

COMPASS is the Metropolitan Planning Organization (MPO) for Ada County and Canyon County. This agency prepares these counties long range transportation plans. Kuna's transportation improvements must be included in the Long Range Transportation Plan if they are to be funded. COMPASS is due to update it's Long Range Transportation Plan in 2014 and will rely upon Kuna's adopted Plan for assessing the community's future travel demands.

## 9.2 Goals and Objectives

***Goal 1: Promote and encourage bicycling and walking as transportation modes.***

Objective 1.1: Work with ACHD, ITD, surrounding highway districts, counties, and municipalities to implement a regional-wide pathway system.

Policy: Update the Recreation, and Pathways Map Plan.

Policy: Pedestrian and bicycle activities should be separate from automobile road systems – where possible.

Policy: Expand 8-foot sidewalks on key roads throughout the City.

Policy: Develop pathway links to activity centers (i.e., parks, schools, commercial areas, and other features).

Policy: Ensure that pathway designs accommodate a variety of pathway users, including those with impaired mobility.

Policy: Consider equestrian needs when designing trails and pathways.

Policy: Rely upon American Association of State Highway and Transportation Officials (AASHTO) and American

Disabilities Act (ADA) design standards for construction of multi-use pathways.

Policy: Work with ACHD to develop a standardized street/pathway crossing protocol.

Policy: Assure that children are deterred from crossing the Union Pacific Railroad tracks at other than their standard at-grade crossings through close coordination with Union Pacific, the community, the Kuna School District and the Charter School.

Objective 1.2: Pursue transportation financial options to implement needed road improvements.

Policy: Explore the development of funding mechanisms that can be relied upon for initiating pedestrian projects.

Policy: Coordinate Kuna's Long Range Capital Improvements Plan with ACHD's scheduled projects to maximize funding opportunity.

***Goal 2: Work with the transit providers to develop transit options.***

Objective 2.1: Develop a transit transportation strategy.

Policy: Coordinate transit development with COMPASS and Valley Regional Transit.

Policy: Identify potential future transit corridors and work to preserve the corridor right-of-way.

Policy: Preserve right-of-way corridors for future transit use.

Policy: Pursue locations for park-and-ride facilities.

Policy: Consider establishing a City-managed carpool-matching program as an interim transit strategy.

***Goal 3: Balance land use planning with transportation needs.***

Objective 3.1: Strive to achieve local and regional land use and transportation compatibilities.

Policy: Coordinate with COMPASS and ACHD on regional transportation planning matters.

Policy: The City should improve upon its methods of determining its transportation priorities.

Policy: Work with private property owners to preserve right-of-way for future transportation needs.

Policy: The City should develop policies or practices that minimize the placement of individual driveways along collectors, arterials and highways through access management controls.

Objective 3.2: Develop strategies to reduce travel demand.

Policy: Encourage developers to create mixed-use developments that will reduce travel demand through trip capture.

Policy: Increase Kuna's employment opportunities as a means of reducing commuter trips.

Objective 3.3: Work with ACHD to enhance pedestrian movement in the downtown core.

Policy: Coordinate with ACHD to identify an alternative truck route for purpose of limited truck traffic on Main Street.

Policy: Work with ACHD to shorten pedestrian crossing distances on Main Street.

Policy: Employ traffic calming devices in the downtown core.

Objective 3.4: Develop strategies to enhance traffic movement through Kuna.

Policy: Work to improve transportation mobility on major traffic routes.

Policy: Rely on the City's 2035 Street Circulation Map to define levels of access and mobility.

Policy: Work with the development community to dedicate right-of-way according to the road's functionality as identified in the circulation plan.

Policy: There should be designated routes established for trucks carrying hazardous material through the City

Policy Monitor Highway 69 speed-limits and modify them as needed to maintain transportation safety.

Policy Promote development of a bridge crossing across Indian Creek and the railroad on Swan Falls Road alignment.

Policy: Promote development of a bridge crossing at Swan Falls Road across Indian Creek and the railroad.

Policy: Develop frontage or backage roads to reduce local access onto Highway 69, Kuna Mora Road, Ten Mile Road, Columbia Road, Cloverdale Road and McDermott Road.

Policy: Assure that commercial ventures have a secondary means of roadway access.

Policy: Encourage public or private airports, airstrips, and heliports.

Policy: Require shared driveway access where possible.

Policy: Design transportation systems to minimize congestion, encourage commerce and protect the safety and sense of community.

Policy: Require developers to provide sufficient space for off-street parking for both commercial and private vehicles in commercial areas.

Policy: Interconnect building entries, parking lots, parks, transit stops, schools, and similar facilities with pedestrian routes.

Policy: Encourage weather protection of building entries for pedestrian traffic.

## 9.3 Vision Statement

***Typical arterial road in Kuna***

Adequate transportation networks are crucial to city-life because they ensure that residents can travel to work, school, parks, stores, and homes. Kuna should strike a balance between mobility and access. The City's traffic movement should flow smoothly through major corridors, without unreasonably limiting access to adjacent areas. Kuna should be a place where pedestrians and bicyclists can feel comfortable while safely traveling the multi-modal transportation network.

## 9.4 Existing Conditions

**Traffic**

*Road Facilities*

*Kuna's road system is overseen by ACHD, and ITD. The City works in conjunction with these agencies as development transpires. Several roads in the Kuna area serve regional transportation purposes. They are described below:*

- Amity Road runs east and west between Kuna and Meridian. It has one travel lane in each direction with posted speed limits from 35 to 50 mph. Amity Road currently serves as an alternative road running parallel to Interstate 84 relied upon for congestion management. Current traffic volumes on Amity Road range between 5,000 and 10,000 vehicles per day.
- Avalon Street/Kuna Road runs east and west with one travel lane in each direction between Kuna and Canyon County. Approaching the City from the west, Kuna Road turns into Avalon at the Ten Mile Road intersection with 5,000 to 6,000 vehicles per day; proceeding east Avalon changes to Highway 69 at Kay Avenue with 7,000 to 12,500 vehicles per day.
- Black Cat Road has one travel lane in each direction, and runs from the west side of Kuna and extends northward into Meridian. Black Cat Road turns into Greenhurst Road at the at grade crossing for the railroad. Black Cat Road currently carries between 1,500 and 3,000 vehicles per day and helps distribute traffic

through Kuna City, Canyon County, and other areas of Ada County. Black Cat Road does not connect to Interstate 84 but does have a grade separation across the Union Pacific Railroad Line that makes it important for emergency response purposes.

- Cloverdale Road runs north and south connecting Boise to the area south of Interstate 84 that is within Kuna's Planning Area. Cloverdale Road is currently a two-lane road, but future development patterns may create demand for additional capacity. The COMPASS Long Range Plan recommends a corridor study for Cloverdale Road to determine specific improvements and consider the potential impacts on Cloverdale Road resultant from the Kuna Mora Road expansion.
- Columbia Road connects communities in Canyon County to Ada County. Through the Kuna area this road carries between 3,000 to 4,000 vehicles per day with one lane of travel in each direction.
- Highway 69 provides Kuna resident's access to Interstate 84. Kuna traffic channels through the residential arterials in order to reach Highway 69 and the freeway. Highway 69 is owned and maintained by ITD, including the road approaches within 1,000 feet of it. Highway 69 has two lanes each direction and a center turn lane through Kuna. Traffic counts for Highway 69 ranges from 2,611 to 21,392 according to Idaho Transportation Department.
- Kuna Mora Road connects Kuna to Interstate 84 along its southern boundary. This future 5-lane expressway presently has one travel lane in each direction. Current traffic volumes on Kuna Mora Road vary between 1,000 and 2,000 vehicles per day.
- Lake Hazel Road connects communities in Canyon County to Ada County, and provides an east-west alternative to Interstate 84. Lake Hazel Road is currently one travel lane in each direction and carries between 1,000 and 2,000 vehicles per day through Kuna.
- Linder Road has one travel lane in each direction, provides a north-south alternative to Ten Mile Road and Highway 69. Linder carries between 5,000 and 9,000 vehicles per day through central Kuna, connecting local traffic to the east-west aligning arterials and then to Interstate 84.
- McDermott Road is located west of Kuna and is the section line road that separates Ada County from Canyon County. The road will likely extend Highway 16 from Emmett, Idaho to Interstate 84 and continue south to connect to Kuna Mora Road at a future date. Accordingly, it will become a significant north-south connection for trade and commerce purposes.
- Ten Mile Road runs north and south through Kuna and Meridian with one travel lane in each direction. Daily traffic volumes on Ten Mile Road between Columbia Road and King Road range between 90 and 4,895. The COMPASS Long Range Plan anticipates significant growth in the Kuna area along Ten Mile Road. An interchange was built to tie Ten Mile Road to Interstate 84. The interchange was constructed in 2010 and has

increased the volumes of traffic on Ten Mile Road reducing traffic on Highway 69. Ten Mile Road will be widened from two to five lanes from Deerflat Road to Victory Road in 2027-2031.

Most Kuna roads have experienced steady increases in traffic volumes over the past 10 to 20 years. ACHD and ITD gather traffic counts in Kuna, which provides information about travel demand. For instance, Deer Flat and Columbia Roads have experienced increases between 60 and 65 percent in traffic volumes annually since the 1990's. Other roads such as Linder Road and Avalon Road have seen average increases of between 10 and 15 percent in the same time period and will likely continue at that pace.

In general, the highest increases in traffic volume are seen in the east-west roads located north of Kuna, connecting Canyon County on the west to Ada County on the east.

**Transit**

Presently, there are no transit services to Kuna. The nearest transit-related facility is located near the junction of Highway 69 and Interstate 84, where transit riders can utilize a park-and-ride lot to access Treasure Valley bus routes. Area transit service is provided by Valley Regional Transit (VRT). This transit agency serves both Ada and Canyon counties by coordinating public transportation services and developing improvements to the existing system. VRT provides fixed-route bus services throughout the Treasure Valley, 25-weekday routes and seven Saturday routes.

ACHD operates a commuter-ride vanpool service. Each van accommodates 11 to 14 commuters during the weekday AM and PM peak periods. ACHD does provide Kuna citizen's park-and-ride carpooling services to compensate for the lack of van pool services.

Kuna is working with VRT and Commuteride to complete a strategic plan and budget for public transportation operations to serve Kuna. The plan will consider a variety of options and ask for public input to determine the best course of direction to best service the community.

**Aviation**

Kuna has three private airstrips located generally around the following intersections; Kuna-Mora and Eagle Road, West Ambrosia Lane and South Blackcat Road, and Hubbard and Linder Road.

**Non-Motorized Transportation**

Most of Kuna's subdivisions have sidewalks installed along the streets, providing an area for pedestrians. There are bicycle lanes and pedestrian pathways throughout Kuna. Presently, there is a greenbelt along Indian Creek and Bernie Fisher Park.

The City has established a policy to work with developers and ACHD to install 8-foot sidewalks on arterial routes throughout the City.

## 9.5 Future Conditions

**Future Traffic Growth**
The COMPASS travel demand model provides information on projected daily traffic volumes for the year 2035 on Kuna's major roads. The travel demand model predicts that the busiest roads in the Kuna area will be:

- Highway 69 from Kuna/Avalon north to Interstate 84 (24,000 – 29,000 vehicles per day)
- Amity Road between Highway 69 and Black Cat Road (14,000 – 16,000 vehicles per day)
- Kuna Road, connecting Kuna residents to communities to the west (9,000 – 11,000 vehicles per day)
- Main Street/Avalon Street, in Kuna's downtown area (10,000 – 13,000 vehicles per day)

It should be noted that COMPASS travel demand model has been historically understated; it is likely these aforementioned roads could experience much greater travel volumes by 2035 than forecasted.

Kuna Mora Road will be a major transportation corridor future if growth occurs as predicted. Kuna Mora Road will connect Interstate 84 with Bowmont Road through Canyon County and will serve as a major distributor of east and west traffic. The Kuna Mora Corridor Study identifies the potential for this roadway to accommodate up to 50,000 vehicles per day by 2035. This considerable increase in daily traffic volumes can be attributed to projected residential growth along the corridor and its redevelopment as part of an interstate loop serving, in part as an Interstate 84 bypass. Canyon County Highway District adopted the bypass along Bowmont Road to the Ada County line.

**Proposed Roadway Improvements**
Few street improvements of significance are planned in Kuna for the immediate future. The ACHD five year plan includes the following projects for Kuna:

- Linder/3rd Street/Main Street: Intersection Improvements
- Downtown street improvements
- Columbia Road and Ten Mile Road: Intersection Improvements
- Kay Avenue and East Avalon Street: Intersection Improvements
- Indian Creek Greenbelt at Swan Falls bridge: Enhanced Pedestrian Crossing

ACHD's Capital Improvement Plan includes several improvements for the Kuna area:

- Amity Road from Ten Mile to Highway 69 to be widened from two to five lanes in 2027-2031.
- Avalon Street from Linder Road to Orchard Avenue to be widen from two to three lanes in 2022-2026.

- Signals and widening are scheduled along Lake Hazel at Highway 69, Linder Road, and Ten-Mile Road in 2022-2026.

- Several other roadway issues have been identified needing a long-term resolution including:

- Preserving Highway 69, Ten Mile Road and Kuna Mora Road as high capacity and high-speed roadways.-Preservation of McDermott Road as a four-lane expressway, and extending it southward to connect to Kuna Mora Road.
- Preserving several half-mile section lines.
- Installing an overpass over the Union Pacific Railroad tracks and Indian Creek to unite the north and south sides of town. ACHD conducted the Kuna Crossing Feasibility and Implementation Plan that was compiled in January 2014 by Kittleson and Associates, Inc. This document is a result of input from various agencies, public and the Project Management Team. On February 4, 2014 City Council adopted and recommended to ACHD the Shortline Street at-grade realignment with Stagecoach Way and an overpass on Swan Falls Road that crossed the railroad tracks and Indian Creek. ACHD approved Kuna City Council's recommendation on February 5, 2014.
- Truck traffic is planned to be diverted away from Kuna's Main Street by redirecting it onto Shortline Street, as part of Kuna's downtown revitalization efforts. The City will need to complement this action with enforcement strategies to discourage truck traffic on Main Street.
- Widen Linder Road from two lanes to five lanes to Kuna Mora Road.
- Extend Kuna Mora Road westward to Highway 45.

**Street Circulation Map**

The proposed 2035 Street Circulation Map identifies the location and type of proposed roads in Kuna. The street types are based on ADHD's and COMPASS functional classifications for 2035 and enhanced by Kuna. These classifications build on the existing street network and provide a system of collectors on a half-mile grid. As Kuna continues to grow, more pressure will be placed on its roadways reinforcing the need to preserve its half-mile section corridors essential. The COMPASS map includes the following street classifications: interstate, expressway, principal arterial, minor arterial, major collector and minor collector. COMPASS applies this road classification system to all functional Ada County roads as well as those contemplated for future road functionality assignments. The COMPASS map attempts to identify area roads and their functionality based on traffic volumes, population growth, development densities, and land use patterns.

The map reflects COMPASS' road functionality system and identifies areas where roads may be installed as the community grows within a draft planning boundary relying upon the COMPASS road classification system. This map identifies the roads within the Kuna area that possess certain characteristics that determine its functionality based on level of mobility, system access and level of accessibility. Each type of functional road is designed to carry a certain range of daily traffic volume at a certain level of service (LOS). These functional characteristics are grouped together into a street classification system that corresponds to these attributes. Each road type has a certain right-of-way width, number

of lanes and other variables that distinguish them from one another based on their functionality. An important attribute of this map is the preservation of the section line road and half-mile section line road corridors for areas of Kuna that are developing. It is important to establish where roads will go before development occurs so that the transportation corridors can be preserved to accommodate future transportation needs. Preservation of the section line and half mile section (by their inclusion on a transportation map) protects the community's long-term transportation grid system.

**Aviation**
Kuna anticipates that an airstrip/heliport will be needed east of Highway 69 to accommodate commercial/industrial growth.

**Grid Expansion**

Grid History and Background
The following discussion is provided to offer context and a historical perspective of how street networks and land use planning has evolved over time within the United States.

Use of a transportation grid system has been a common practice since medieval times and earlier in some cases. In the United States, the grid system was widely used in most major cities and their suburbs until the 1960s. However, during the 1920s, the rapid adoption of the automobile caused a concern among urban planners, who claimed the grid system caused cars to speed and had the prospect to harm pedestrians. Planners called for an inwardly focused "superblock" arrangement that minimized through neighborhood automobile traffic by discouraging it from traveling on anything other than arterial roads. Traffic generators, such as apartment complexes and shops, would be restricted to the edges of the superblock, along the arterial. This mindset prevailed in many communities across the nation between 1930 and 1960.

In the 1960s, traffic engineers and urban planners abandoned the grid system wholesale in favor of curvilinear streets designed to slow and discourage vehicular traffic. This action lead to a thoroughly "asymmetric" street arrangement in which a residential subdivision, often surrounded by a noise wall or a security gate, is completely separated from the road network, except for one or two connections to arterial roads. Virtually all traffic is funneled onto a few main roadways. This practice has resulted in many transportation and land use problems including: increased traffic congestion on arterial roadways, separation and isolation of neighborhoods and commercial centers, loss of "community", impacts to human health, slower emergency response times, higher expenditure of public resources to maintain roadways and infrastructure.

Benefits of a gridded street network include:

- Increased ease of navigation as addressing can be easily tied to the grid.
- Faster emergency response times.
- Promotion of multiple modes of transportation including transit, walking, and driving.
- More intersections mean shorter walking distances to commercial districts and transit for pedestrians.

- Minimizes and reduces the potential for traffic congestion by dispersing traffic onto multiple roadways for daily travel, and assist in the event of an accident or unexpected disasters.
- Promotes efficient use of infrastructure systems. Grid street patterns are generally considered to be less expensive than curvilinear,

  suburban street plans because fewer road miles are needed to serve the same population.
- Recent studies have found higher traffic fatality rates in outlying suburban areas than in central cities and inner suburbs possessing smaller blocks and more-connected street patterns.
- Decreased severity of accidents. The frequency of intersections encourages lower travel speeds, which produce less severe type traffic accidents.

Kuna Street Grid

The Plan promotes the preservation of a grid of streets throughout the City to ensure mobility and connectivity. At a minimum, the City requires preservation of future roadway corridors for both the section lines, and the half-mile between sections. In areas where development abuts an identified transportation corridor (currently Highway 69 and Kuna Mora Road), a backage road will be required where feasible and practical. The backage road will need to be a minimum distance of 660 feet from the Corridor's centerline for an ingress/egress.

Generally, the tighter the grid, the greater the transportation efficiency. Residents of Kuna have expressed that they like the City the way it is with respect to circulation patterns and connectivity, and do not want to see changes that would erode the existing transportation grid development patterns. The community has also expressed a desire for Kuna to be a more connected and walkable community.

While the City intends to preserve the half-mile grid, the City should consider requiring quarter-mile connections to adjacent subdivisions. Recent residential development has naturally fallen within a quarter-mile grid. Accordingly, it is recommended that the City revise its subdivision ordinance, to ensure that future development connects adjoining lands. The ability to connect developments together is critical to ensuring the capacity for walking, biking and driving in new neighborhoods.

**Intersection and Bridge Improvements**

Two roundabouts are proposed downtown, to aid in its revitalization and to improve traffic safety. Roundabouts are proposed where Avalon Road aligns with Shortline Road at the convergence of Avalon, Bridge and Shortline roadways and also at the intersection of Avalon, Main and Linder. A roundabout is in design and scheduled for completion in 2017 at the intersection of Main, Linder and 3rd Street. These traffic devices have the potential to improve circulation at two of the City's four intersections that collectively account for 20 percent of Kuna's traffic accidents. Roundabouts are helpful for distributing traffic at complex intersections. Other intersections shown on the 2035 Street Circulation Map may necessitate signalization. Transportation criteria known as warrants must be met before road intersections are eligible for signalization. Important to the timing and placement of these signal lights is cost consideration. It generally costs between $250,000 and $500,000 dollars to install four-way traffic signalization at an intersection.

Other high priority transportation improvements relate to the installation of bridge crossings over Indian Creek and overpasses constructed over the railroad lines. As a matter of policy, the Union Pacific Railroad Line does not allow for the construction of “at-grade” railroad crossings. Therefore, any additional road crossings across railroad lines in Ada County will have to be either through the closing and substituting of another at-grade railroad crossing or through the installation of an overpass or underpass. Both options likely require significant multi-million dollar investment. Thus, the City’s 2035 Street Circulation Map shows a limited number of roads crossing the railroad tracks. Likewise, few additional bridges are contemplated across Indian Creek because of the associated costs.

**Transportation Corridors**

The City has identified six transportation corridors. These roadways will serve as primary access routes to and from the City. The residents of Kuna expressed a strong desire to ensure that these roadways are preserved as fast-moving farm to market routes, unencumbered with multiple driveways and intersections. The identified corridors are:

- Cloverdale Road
- Highway 69 (Meridian/Kuna Road)
- Kuna Mora Road
- Ten Mile Road
- McDermott Road
- Columbia Road

Each of these roadways, where practical and feasible, would be flanked by a backage road to service the abutting development. These backage roads will parallel the transportation corridor with separation of several feet from the roadway centerline.

The corridors will be accessed by full intersections every mile, corresponding to the section lines and possibly every half-mile corresponding to the half-mile section. They will be subject to stringent access management controls. The City is also looking at other roadways to serve the community as transportation corridors.

**Future Transit**

The COMPASS Long Range Plan identifies one transit improvement in Kuna: The adding of a bus service and thereby connecting Kuna to the greater Treasure Valley.

Participants in the public workshops expressed a desire to have transit service connecting Kuna to downtown Boise, medical centers, schools, and other facilities. However, the success of a transit system is directly related to the land uses surrounding it. Transit thrives in areas of high density, where many potential transit users have walking distance access to the transit lines.

A park-and-ride lot is proposed in along Highway 69 and downtown Kuna. These facilities will help Kuna reduce transportation trips, increase conservation of natural resources, lessen roadway congestion, improve traffic safety and air quality. Presently, citizens of Kuna have to travel several miles north of the City to access the closest park-and-ride location that is at Highway 69 and Overland Road.

**Future Non-motorized Facilities**

Non-motorized facilities can be divided into bicycle and pedestrian. Both non-motorized methods have been addressed in ACHD's street sections and should be supplemented by developer-installed pathways.

Financial revenues available for bicycle and pedestrian improvements include: transportation enhancement revenues, safe routes to schools funds, economic development grants and recreational trail program grants. State revenue sources include State Parks and Recreation, Rails to Trails, and Community Development Block Grants (CDBG).

<u>Bicycle Facilities</u>

Bicycle facilities generally fall into three types: pathways/greenbelt, lanes, and routes. Bicycle pathways are typically paved, completely separated from roadways, and frequently accommodate both bicyclists and pedestrians. Bicycle lanes are striped on roadways, indicating a four to five-foot wide space for bicyclists between travel lanes and the curb. Bicycle routes on roadways where signage is provided intermittently along the road alerting motorists to the presence of cyclists, but where no specific lane or space on the roadway is allotted for cyclists. There are many types of cyclists, who may prefer a variety of bicycle facilities. For instance, families with small children may prefer bicycle paths that limit exposure to passing vehicles. In contrast, bicycle commuters may prefer bicycle lanes to avoid maneuvering around other pathway users and to maintain higher travel speeds.

This Plan has proposed bike lanes on the half-mile streets and retrofitting existing roads to accommodate bike lanes. This effort is not expected to be accomplished overnight. However, Kuna is one of the fastest-growing

cities in the Treasure Valley and as a result could receive greater transportation consideration over time reflecting the City's projected growth. Bicycle routes are generally utilized where heavy bicycle traffic is present but the roadway widths are inadequate to accommodate a bicycle lane.

A bicycle lane network should be designed to provide access to Kuna's major activity generators. This would include parks, schools, and commercial centers. These lanes should be paved to allow access to the greatest number of potential users. If bicycle and pedestrian space separation is desired on the pathway system, this may be indicated using pavement striping and signage.

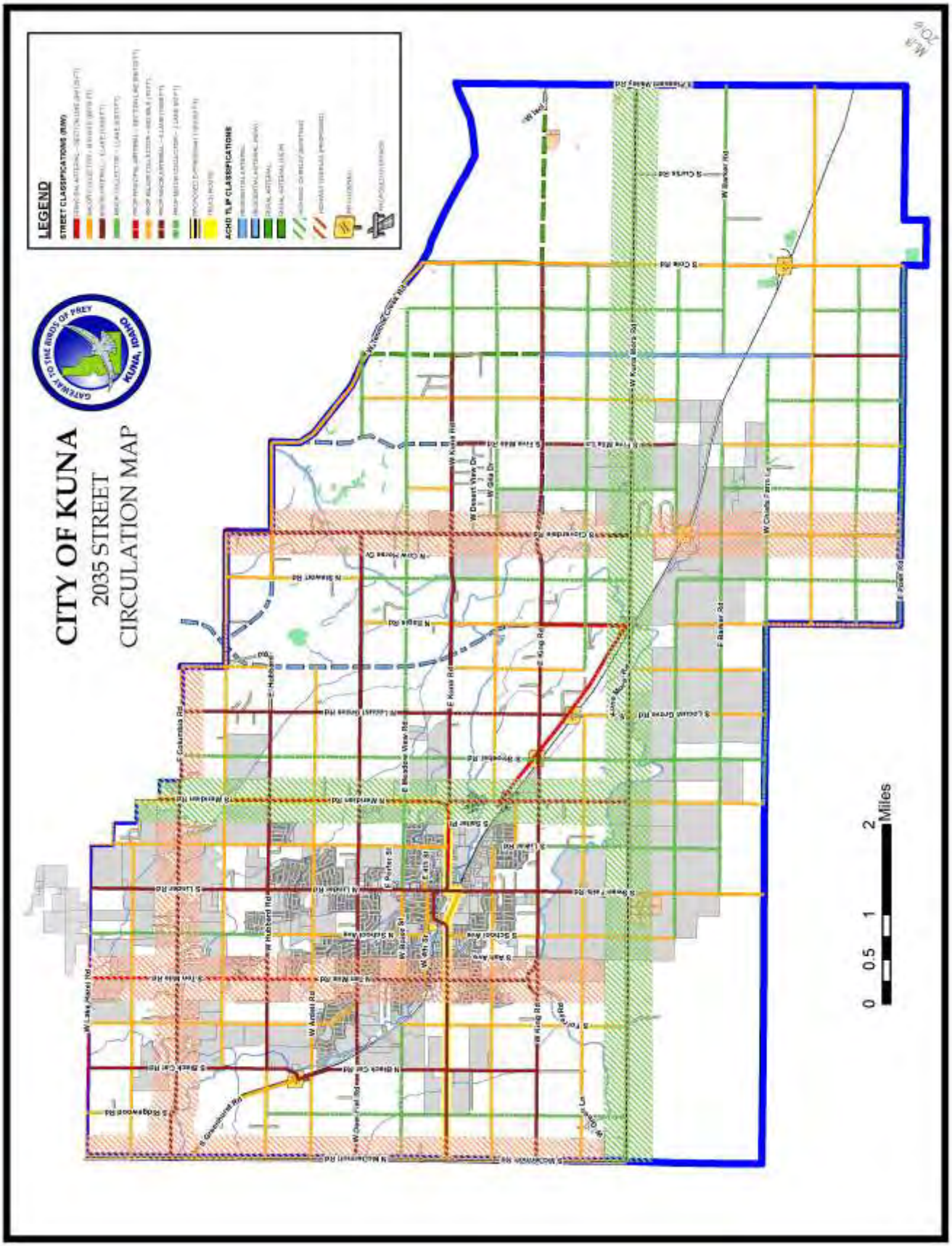
Pedestrian Facilities

Kuna is working with developers and ACHD to provide eight-foot sidewalks on arterials and collectors throughout the City. This will include areas around parks, schools, the City Center, and major mobility routes.

Kuna has the capacity through its land use authority to direct the distribution of pathways outside of ACHD's right-of-way, as described in the discussion on bicycle and pedestrian paths. If these pathways must cross roadways, then Kuna will coordinate their placement with ACHD to ensure safe crossings for pathway users. Kuna will work with property owners and developers to add landscaping along roadways.

## 9.6 Tools and Implementation Strategies

- Require new development to construct collector roads in order to implement the proposed 2035 Street Circulation Plan Map, and according to the roads sections identified in the City's subdivision ordinance.
- Coordinate with ACHD, ITD, and COMPASS to integrate Kuna's land use plans with the regional transportation plans.
- Coordinate with adjacent communities across jurisdictional boundaries for efficient regional transportation planning.


CITY OF KUNA
2035 STREET
CIRCULATION MAP
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# 10.0 RECREATION

## 10.1 Background and Introduction

Kuna residents consider quality schools, parks, and recreation facilities to be important to Kuna's overall quality of life. Providing quality park and recreation facilities and programs includes the acquisition and development of land and funding the on-going operation and maintenance of the developed facilities and programs.

Parks, green space and recreation facilities help to regulate air quality and climate, reduce energy consumption by countering the warming effects of paved surfaces, recharge groundwater supplies and protect lakes and streams from polluted runoff.

Parks, green spaces and recreation facilities are beneficial to the entire community and they should be placed where they are accessible to seniors, families, children and special needs, and residents with pets.

## 10.2 Goals and Objectives

***Goal 1: Provide opportunities for a variety of recreational activities that appeal to residents and visitors.***

Objective 1.1: Capitalize on Kuna's reputation as the Gateway to the Morley Nelson Snake River Birds of Prey National Conservation Area (NCA) to develop nature parks and other recreational opportunities.

Policy: Maximize return on investment by acquiring park and recreation lands that are sufficient in size and placement to accommodate the community's park and recreation-related needs.

Policy: Consider a recreation branding strategy that will highlight the community's natural assets.

Objective 1.2: Develop parks and recreational facilities that can be utilized year-round and that may be retrofitted to meet different needs as circumstances warrant.

Policy: Ensure that there is a system of parks, trails, greenbelts, pathways, and recreational facilities that accommodate a host of activities.

Policy: Parks and recreational facilities should be designed according to recognized safety standards.

Policy: Adopt park and recreational facility designs that encourage year-round use.

Objective 1.3: Create recreational activities that appeal to various segments of Kuna's population. (e.g., quiet and meditation areas for senior citizens, interactive parks for kids, and WIFI-accessible parks for teenagers).

Policy: Adopt a park system development strategy that provides a good balance between active and passive open space uses.

Policy: Consider the acquisition of land for a regional park to be centrally located in Kuna.

***Goal 2: Integrate trails, pathways, bike lanes, and greenway corridor systems into community life and development patterns.***

Objective 2.1: Ensure that neighborhoods have easy access to open green space, pathways, trails, and bike lanes.

Policy: Update the City's Recreation and Pathways Map by linking together neighborhoods and community destinations via bike and pathway systems.

Policy: Coordinate with the irrigation districts to establish trails, pathways, and greenway corridor along waterways where appropriate.

***Goal 3: Maintain parks and agricultural lands as part of the City's greenway system.***

Objective 3.1: Ensure that development has minimal adverse impact upon environmental and agricultural lands.

Objective 3.2: Incorporate Hubbard Reservoir and Indian Creek as key components of the City's recreation and open space program.

Policy: Work with agencies that control the Hubbard Reservoir to develop it into a public park and recreational area without jeopardizing its function as a conservation area.

Objective 3.3: Provide incentives to encourage greenbelts, bike lanes, and links to schools, parks, and neighborhoods.

Policy: Consider equestrian trail systems.

***Goal 4: Encourage the development of community and neighborhood-centered recreational facilities and programs for residents.***

Objective 4.1: Provide neighborhood and community gathering places where residents can live, work, and play.

Policy: Continue reliance on schools for shared community recreation needs.

Policy: Plan for community gathering places like parks, recreational facilities, churches, and schools to be located in or near neighborhoods.

Objective 4.2: Facilitate public/private partnerships for development of community recreation amenities like: pools, complexes, and soccer, football, and baseball fields.

Policy: Coordinate with Ada County and neighboring jurisdictions to provide regional recreation opportunities.

Objective 4.3: Preserve and enhance recreational opportunities along Indian Creek.

Policy: Develop Indian Creek into a key recreational and open space corridor.

Policy: Establish appropriate water recreation activities on Indian Creek with public access points.

***Goal 5: Establish a Recreation District***

Policy Conduct regular, periodic reviews of the community's recreation needs.

Policy: Consider the establishment of a Recreation Board.

Policy: Encourage private enterprise to develop commercial recreational facilities which will serve the community's needs.

***Goal 6: Develop a unified recreation plan for the purpose of establishing a well-balanced recreation system to serve the entire area.***

Policy: Develop a Park and Recreation Plan defining the general approaches to be relied upon for the selection and location of various parks and facilities. The Plan would include a study of existing public and private resources, needs, trends, and community participation; balance economic and natural resource issues; and be administered by the Recreation Board.

Policy: Include bicycle lanes and pedestrian pathways as part of the park system.

Policy: Assure park and open spaces connect with pathways, bikeways, and equestrian trails.

Policy: Equestrian paths should be evaluated for their compatibility with other land uses and be specially permitted where appropriate.

Policy: Conserve scenic and natural resource areas.

Policy: The City should initiate use of park impact fees to help pay for future recreation pursuits.

***Goal 7: Create new public recreation opportunities.***

Policy: Acquire land for recreational parks and facilities well in advance of the development of the area to minimize land costs and the risks of having the land converted to other uses.

Policy: Budget revenue for park land acquisition.

Policy: Participate in the construction and maintenance of a community swimming pool.

Policy: Support the development of a community recreation facility.

Policy: Support the development of a Youth/Community Center.

Policy: Support the development of new community facilities, including athletic fields available for soccer, baseball, and other multi-purposes.

Policy: Support the development of an outdoor amphitheater.

Policy: Encourage the development of a high-quality recreational vehicle park.

Policy: Continue to support the Kuna Senior Citizen's Organization.

Policy: Continue a recreation partnership with the School District and Charter School.

Policy: Encourage the enlargement of the Kuna History Center.

Policy: Work in cooperation with other organizations toward common park and recreation goals.

Policy: Work with developers and business owners to create a tactical shooting range oriented park.

## 10.3 Existing Conditions

**Parks**

Kuna has approximately 103 acres of parkland. This inventory of park area equates to an average of about four acres of parkland per 1,000 City residents. The City's park standard is consistent with other cities in the Treasure Valley. The City's parks are identified below:

| EXISTING CITY PARKS | | |
|---|---|---|
| **PARK TYPE** | **PARK NAME** | **ACREAGE SIZE** |
| Neighborhood Playground | Arbor Ridge<br>Butler Park<br>Crimson Point<br>The Farm<br>Summit View | 7.27<br>2.19<br>21.31<br>3.00<br>1.40 |
| Neighborhood Park | Bernard Fisher City Park<br>Chapparosa Ridge<br>Discovery Creek Park<br>Sego Prairie<br>Sadie Creek<br>Sutter's Mill | 2.86<br>0.76<br>5.15<br>10.00<br>4.42<br>6.03 |
| Parkway/Greenbelt | Indian Creek Green Belt (underdevelopment) | 23.29 |
| Recreation Buildings | Kuna Senior Center | |
| Specialized Areas & Facilities | City Skate Park<br>City Softball Fields (2)<br>Tractor Pull<br>Discovery Creek Island<br>Disc Golf Course-12 holes | 1.21<br>6.22<br>0.06<br>6.03<br>10.0 |

Kuna has many attractive natural features available for park and recreation purposes including Indian Creek, which meanders through the City. These natural features provide scenic opportunities that lend themselves to urban passive park development and create open spaces to provide buffer zones for commercial and residential developments.

| FACILITIES OWNED AND OPERATED BY KUNA SCHOOL DISTRICT | |
|---|---|
| **FACILITY** | **LOCATION** |
| School Playgrounds | Hubbard Elementary School<br>Indian Creek Elementary<br>Ross Elementary<br>Teed Elementary<br>Silver Trail Elementary |
| Play Fields | Hubbard Elementary School (1)<br>Indian Creek Elementary (1)<br>Ross Elementary School (2)<br>Teed Elementary (2)<br>Kuna Middle School (3)<br>Kuna High School (3) |
| Recreation Buildings | 4th Street Gym |
| Specialized Areas and Facilities | Kuna Performing Arts Center<br>Teed Elementary - Football Field<br>Teed Elementary – Volleyball Courts (2)<br>KMS – Football Field<br>KMS – Volleyball Courts (2)<br>KMS – Football Field<br>KMS – Tennis Courts (6)<br>KHS – Softball Field<br>KHS – Tennis Courts (6) |

| RECREATION FACILITIES IN THE SURROUNDING AREA | |
|---|---|
| **FACILITY** | **LOCATION** |
| Local Sites | Morley Nelson Snake River Birds of Prey Natural Conservation Area<br>Snake River<br>Swan Falls Dam & Museum<br>Kuna History Center<br>Kuna Visitor Center & Museum<br>Deerflat Reservoir/Refuge<br>Hubbard Reservoir |
| Historical Sites | Celebration Park<br>Silver City<br>Halverson Lake<br>Initial Point |
| Tourism | Kuna Days, Harvest Festival, Christmas Fair, Birds of Prey Arts Festival<br>High School Agricultural Expo<br>Indian Creek Winery<br>River Tours<br>Trail Rides<br>Givens Hot Springs<br>Black's Creek Gun Run<br>Kuna Cave |

**Recreation Facilities/ Programs**
Kuna organizations sponsor numerous recreational activities and programs, as well as opportunities for self-initiated recreation ventures.

While the City has yet to develop a Recreation District, there are a number of recreation programs available to accommodate citizen needs, including Adult Softball League, Kuna Police Activities League, Kuna Youth Softball and Baseball Association, Kuna Youth Soccer Association, Optimist Football, Kuna Summer Fun Days, Kuna Youth Basketball Association, and Kuna Boxing Club.

| OTHER FACILTIES | |
|---|---|
| **FACILITY** | **LOCATION** |
| Fee for Use Facilities | Happy Heart Horse Arena<br>Kuna Community Hall<br>Kuna Grange Hall<br>Kuna Library<br>Kuna Senior Center<br>Bernard Fisher City Park<br>4th Street Gym |

**Civic Open Spaces**
Public schools, religious institutions, and other organizations provide Kuna with open space opportunities. Playgrounds located at Hubbard, Indian Creek, Ross, and Teed Elementary schools are available for public use. Teed Elementary and Kuna Middle School provide football fields and volleyball courts. Kuna High School also has football and softball fields.

***Lack of designated bike lanes along roads pose a risk for bikers.***

***The Indian Creek greenbelt has a trail that is available for public use***

**Greenbelt**
A significant trail with leisure and discovery potential is located next to Indian Creek. The City should acquire and expand the pathway system before development encroaches on this opportunity.

**Bike Routes**
Kuna has bicycle lanes on Boise Street and Ten Mile Road where the riders share the roads with motorists. This shared relationship poses a danger to riders and motorists alike. Efforts should be made to minimize encounters.

**Natural Open Space**
Kuna's open spaces offer opportunities to conserve the natural environment. These open spaces provide connections for trails, pathways, and bike lanes.

Kuna has many attractive natural features that lend themselves to rural park development and create open spaces that also provide buffer zones for commercial and residential developments.

Natural Resources/Recreational Areas

Kuna serves as the Gateway to the Birds of Prey National Conservation Area. Kuna should capitalize on this asset by setting aside complementary natural space areas that connect Kuna to the National Conservation Area.

The Hubbard Reservoir

This 377-acre natural habitat and wetland area is home to many species of wildlife and supports multiple types of recreational and outdoor activities. It is important to incorporate this reservoir in the City's parks and recreation system.

The Kuna Cave

*The Kuna Cave* is a 1,000 foot long north-south underground lava flow channel that provides opportunities for adventure and exploration.

## 10.4 Future Parks and Recreation Plan

As Kuna expands there will be increasing need for park space and recreation programs. Additionally, recreation and fitness trends indicate more time is being devoted to leisure and health and thus recreation demand will increase. Therefore, it will be necessary to improve and maintain parks to an acceptable recreation standard and ADA handicap accessibility standards.

To preserve the City's current service level of 2.86 developed acres of parkland for every 1,000 in population requires the City to acquire and develop over 50 new acres of neighborhood and community parks over the next 20 years. The City may wish to increase this per acre population standard from 2.86 acres to 4 acres per 1,000, which would be consistent with other Treasure Valley cities. This would require the

acquisition of roughly 100 acres of developed parkland over the next 20 years.

The Plan identifies a number of potential sites for neighborhood and community parks that align with the neighborhood center locations.

These parks areas will be developed as the community grows. An additional community park from 10 to 20 acres should be located near the City Center. Alternatively, a regional community park with 50 to 150 acres of land may be suitably located to the north or east of the City's urbanizing area, noting these developing areas have larger undeveloped parcels adequate for future park and recreation needs. The community has also expressed strong preference for expanded pathway, trail, and bike lane systems.

Kuna City planners must consider the City serving as the hub for the School District that extends well beyond the confines of the municipality. It should be noted rural families rely upon the City for recreational resources and facilities. This regional role will increase as the population of the Kuna School District increases.

Some citizens have identified a need for additional recreation for families in Kuna. Some ideas include a sports complex with baseball/softball and soccer fields, a municipal pool, and a community recreation facility. Kuna should consider the formation of a Recreation District to develop and operate these types of facilities at this location.

Much of Kuna's open space and special areas could be lost to development without adequate park planning. Accordingly, development impact fees or in lieu of fee dedications are needed to support future park and recreation development

The challenge is to preserve Kuna's non-renewable landscape that is unique and helps to establish the community's identity.

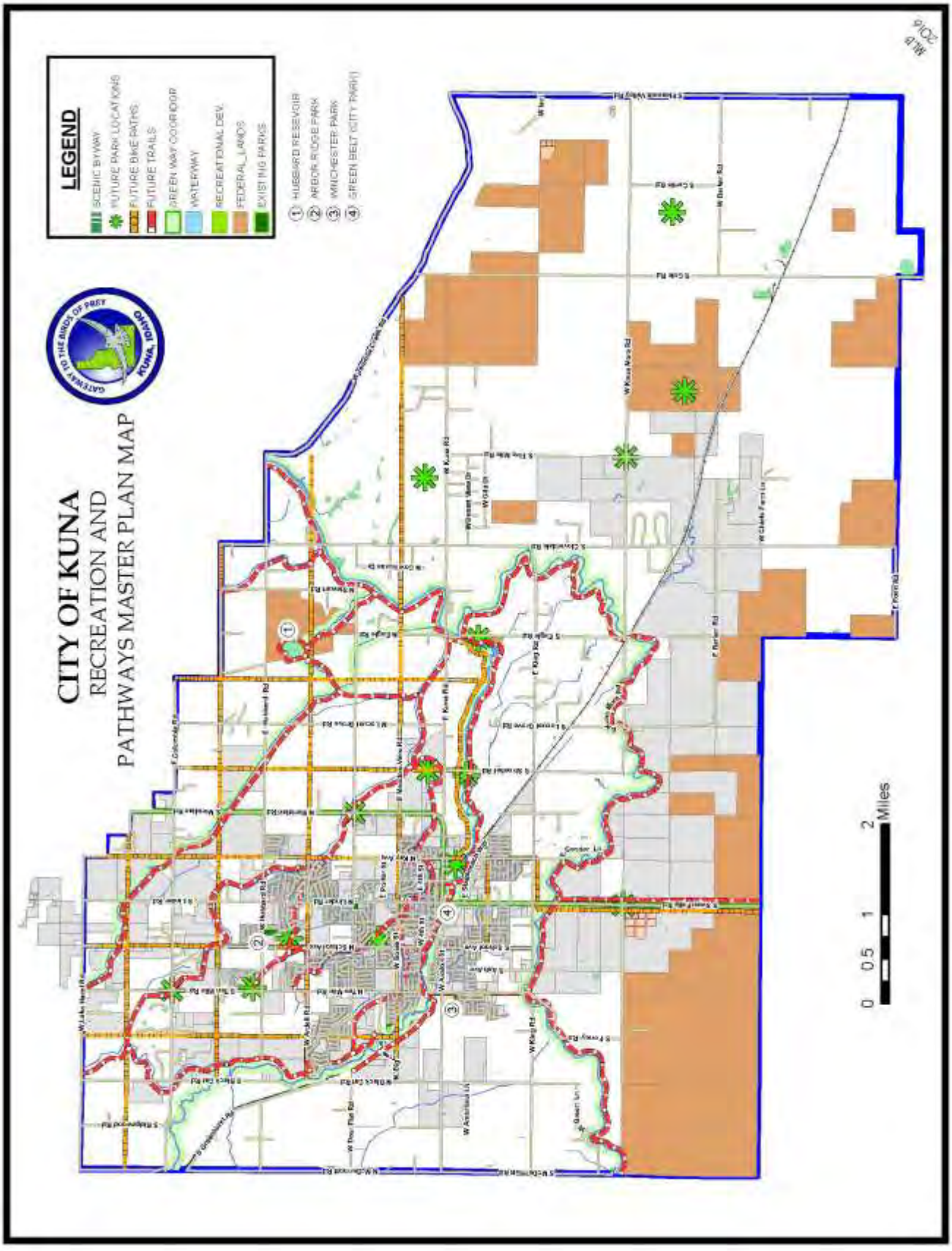
**Acquisition**
Future park locations are illustrated on the Public Parks Map. The locations indicate the proximity of park placement based on population growth. Acquisition of these park areas may be funded with either impact fees or through dedication of developer-provided land and/or recreation bonds supported by the community when appropriate.

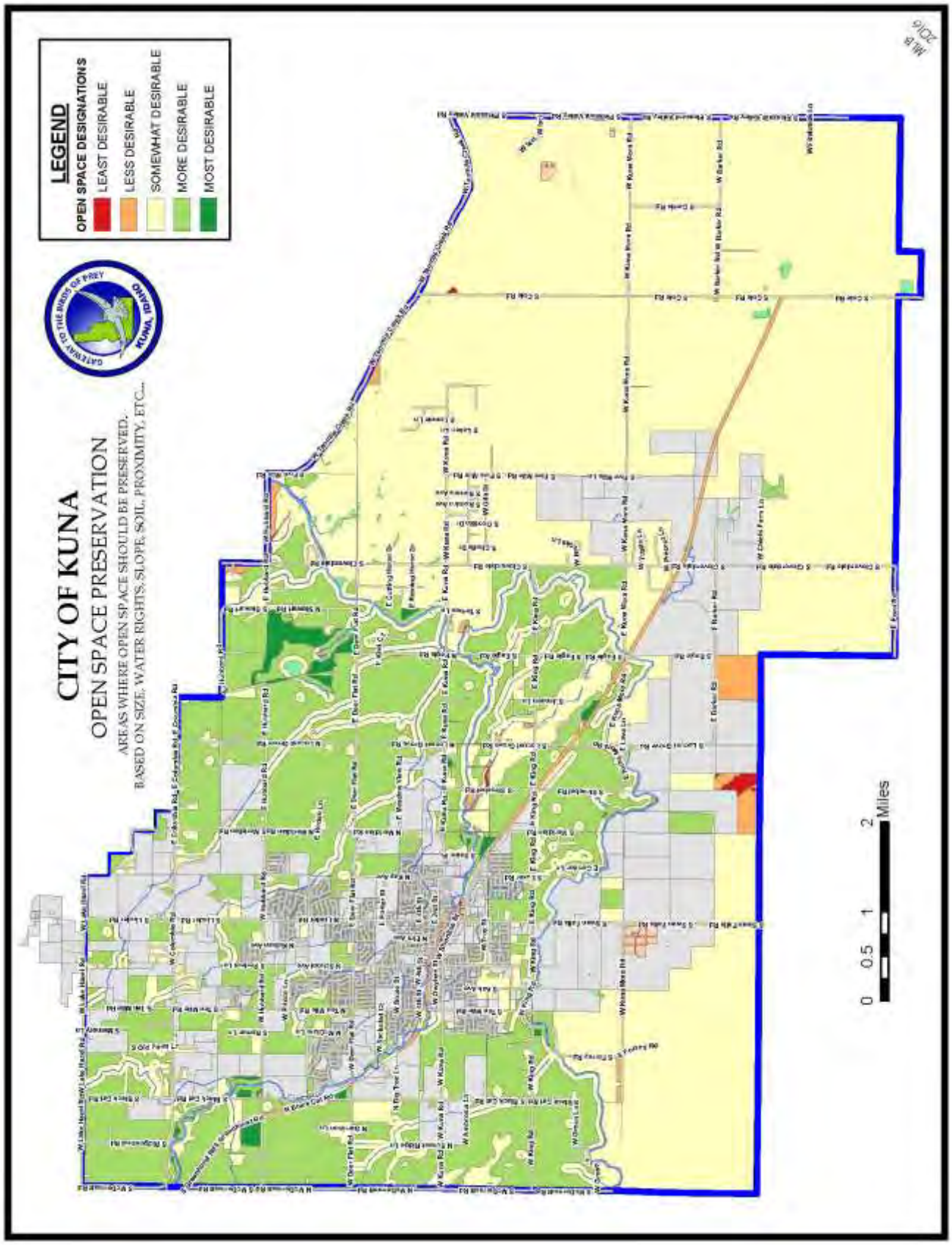
**Recreation Facilities**
The City should consider a public-private partnership to build a recreational facility for the community. This recreational facility may include such features as a gymnasium, running track, swimming pool, and activities for seniors, adults and children. Another opportunity for a public-private partnership is an outdoor facility for sporting events and motorcross.

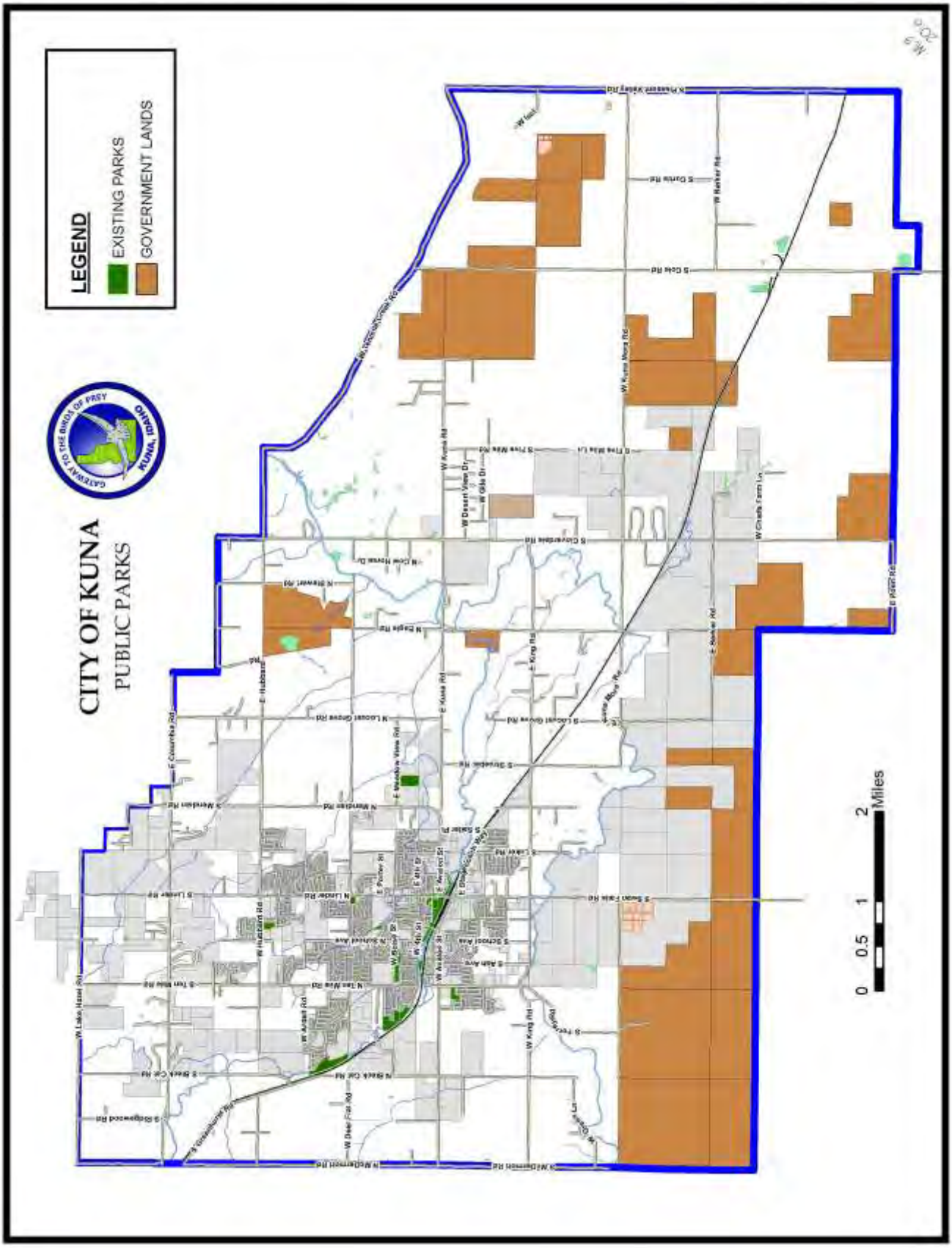
**Civic Open Spaces**
This Plan supports the promotion of City open spaces for social interaction. Civic open spaces are important to community gatherings. They will become important nodal points within the greenway system, linking trails, paths, and sidewalks to points of social interaction.

**Pathways**
Kuna's pathways will play an important role in the City's development. Indian Creek and other public rights-of-way should be capitalized upon for their pathway potential. Greenbelts and pathways are intended to integrate a City-wide system of pedestrian connections.

**Natural Open Space**
There are many miles of BLM land located on Kuna's southern border and numerous other large parcels of BLM land interspersed in close proximity to Kuna. The City's population growth will likely reduce the amount of privately-owned large natural open space areas. The challenge is to find ways for the community to preserve these non-renewable aspects of Kuna's landscape that make it unique and special, that help to establish its community identity, and give shape and beauty to its urban outdoors. Accordingly, consideration should be given to acquiring BLM land for large passive open space purposes.


CITY OF KUNA
RECREATION AND
PATHWAYS MASTER PLAN MAP
LEGEND
SCENIC BYWAY
FUTURE PARK LOCATIONS
FUTURE BIKE PATHS
FUTURE TRAILS
GREEN WAY CORRIDOR
WATERWAY
RECREATIONAL DEV.
FEDERAL LANDS
EXISTING PARKS
1 HUBBARD RESERVOIR
2 ARBOR RIDGE PARK
3 WINCHESTER PARK
4 GREEN BELT (CITY PARK)
0 0.5 1 2 Miles
MLB 2014


CITY OF KUNA
OPEN SPACE PRESERVATION
AREAS WHERE OPEN SPACE SHOULD BE PRESERVED.
BASED ON SIZE, WATER RIGHTS, SLOPE, SOIL, PROXIMITY, ETC...
LEGEND
OPEN SPACE DESIGNATIONS
LEAST DESIRABLE
LESS DESIRABLE
SOMEWHAT DESIRABLE
MORE DESIRABLE
MOST DESIRABLE
0 0.5 1 2 Miles
MLB 2016


CITY OF KUNA
PUBLIC PARKS
GATEWAY TO THE BIRDS OF PREY
KUNA, IDAHO
LEGEND
EXISTING PARKS
GOVERNMENT LANDS
0 0.5 1 2 Miles

# SPECIAL AREAS AND SITES

## 11.1 Background and Introduction

***Swan Falls Dam***

Kuna is a City that is endowed with a natural environment that includes open lands, water bodies and interesting topographical relief.

## 11.2 Goals and Objectives

***Goal 1: Protect special areas and sites of local significance for the enjoyment of present and future generations.***

Objective 1.1: Ensure development practices do not negatively impact special areas and sites.

Policy: Identify special areas and sites that are vulnerable to development pressures and protect them. Ensure the development community helps to preserve these areas.

Policy: Preserve and protect open space, unique natural areas, wetlands, water, woodland resources, and scenic views.

Policy: Provide accessible recreation opportunities for the disabled and other segments of the community with special needs.

Objective 1.2: Minimize loss of special interest areas.

Policy: Identify special sites and areas and a strategy for their preservation.

Policy: Consider the development of a marker or plaque program to commemorate special sites.

Policy: Mitigate the loss of special areas or sites through educational interpretation, or relocation efforts.

Policy: Kuna Butte's topography should be visually protected by assuring that cell towers, power lines and other similar type infrastructure do not extending physically above its ridgelines as to impair its silhouette.

## 11.3 Special Areas and Sites

Along Highway 69 there is signage identifying the Western Heritage Historic Byway. This concept of the 'byway' was initiated in July 2000 to preserve historic points of interest in the Kuna area.

**Historic Buildings and Sites/ Cultural Landmarks**

<u>Colonel Bernard Fisher Veteran's Memorial Park</u>

Colonel Bernard Fisher is a resident of Kuna and was the first United States Air Force member to receive the Medal of Honor for heroism in

the Vietnam War. The park honoring his name is located in Downtown Kuna and is used for a variety of recreation and social events.

This park could serve as a cornerstone for the City Center concept with the incorporation of interactive public art and programs such as concerts, open-air fairs, and movie nights.

Swan Falls Dam

Swan Falls is on the National Register of Historic Places. It is located 21 miles south of Kuna in the Morley Nelson Snake River Birds of Prey National Conservation Area (NCA). The falls are located in a canyon on the Snake River that is ideal for recreational flying except during the birds of prey nesting season.

Swan Falls Dam was built in 1901 to supply electricity to nearby mining towns. The Dam is the oldest hydroelectric project on the Snake River. Swan Falls is one of the first hydroelectric plants to generate 3-phase power, the same electricity standard used today. During the mid-1990's, a new power plant was built. The old plant was decommissioned, and now serves as a museum.

Silver Trail/ Boise-Silver City Road

The Western Heritage Historic Byway Committee recommended that the Silver Trail be designated as a historical trail site. The Silver Trail previously crossed Indian Creek at the south end of Orchard Street, near the Stage Stop where passengers relaxed while tired horses were exchanged for fresh teams.

The Boise – Silver City Road was the main stage and freight route between Boise and Silver City until the Oregon Short Line Railroad reached Nampa in 1883. The road was used thereafter by freighters into the twentieth century. The committee also recommended “the protection and preservation of historic barns and outbuildings along Highway 69 through Plan policies and development ordinance incentives.”

***Dedication Point on the Western Heritage Historic Byway***

Historic Downtown

Kuna’s downtown has a few historical structures, elements and themes that need to be preserved and protected and relied upon for thematic and design purposes.

Dedication Point

Dedication Point is a beautiful spot to enjoy panoramic views of the area and valley. The Morley Nelson Snake River Birds of Prey NCA was dedicated at this spot. Interpretative panels provide information about the unique plant life, geology and habitat of the Snake River Canyon.

Kuna Pioneer Cemetery

The Kuna Pioneer Cemetery is marked with a historic marker. It is located on the north side of Stagecoach Way. The cemetery is all that remains of the old Ten Mile Community that was formerly known as the Fifteen Mile House Stage Stop.

The Cemetery is the final resting place of Kuna's founders dating back to the 1890s. The City should be involved in its long-term care and maintenance in order to show proper respect and attentions to our community's heritage and those who were responsible for its development.

Initial Point

Initial Point was a reference point that was used for the surveying of Idaho. It is a volcanic butte that rises from the western Snake River Plain. From this butte, surveyors initiated action to map the entire State. Accordingly, every portion of Idaho is referenced by its direction and distance from a brass survey marker located at the top of the butte. The butte provides a panoramic 360 degree view of the Snake River Plain.

**Natural Features**

Kuna Cave

Kuna Cave is the result of volcanic activity. It is located about five miles south of Kuna. It was formed from an underground lava flow channel and is a long underground cave stretching about 1,000 feet.

Morley Nelson Snake River Birds of Prey National Conservation Area

The Morley Nelson Snake River Birds of Prey National Conservation Area lies south-east of Kuna along the Snake River. The area is home to several birds of prey. This place provides opportunities for bird watching, camping, hiking, wildlife and scenic viewing. The land within the NCA is owned by the Bureau of Land Management.

Indian Creek

Indian Creek is a water body that runs through the City, which is relied upon for irrigation, water conveyance, wildlife habitat and recreation purposes. The Creek and its wetlands will provide considerable recreation potential if it is conserved for that purpose.

Hubbard Reservoir

The Hubbard Reservoir is located about halfway between Kuna and Boise. It is home to many types of wildlife and attracts bird watchers, hikers, horseback riders and other recreational enthusiasts.

Other State Lands in Proximity to Kuna

Eagle Island State Park: Eagle Island is a 545-acre day use park located east of the city of Star. It features a popular swimming beach, a grassy picnic area, a water slide and more than five miles of equestrian trail.

Lucky Peak Reservoir: Lucky Peak is located on the Boise River approximately 10 miles southeast of the city of Boise. When full, the lake behind the dam is 12 miles long with 42 miles of shoreline and about 4,200 surface acres of public land. This family orientated lake provides pleasant day use outings with ample water fun. Recreation opportunities include: swimming, fishing, boating, water skiing or picnicking.

Boise National Forest: Boise National Forest is located north and east of the city of Boise. It is about 2.6 million acres in size with elevations ranging from 2,600 to 9,800 feet. The major rivers that run through it include: the Boise, the Payette and the south and middle forks of the Salmon River. Portions of the Frank Church River of No Return Wilderness, the Saw Tooth Wilderness, and the Saw Tooth National Recreational Area are within the forest as well.

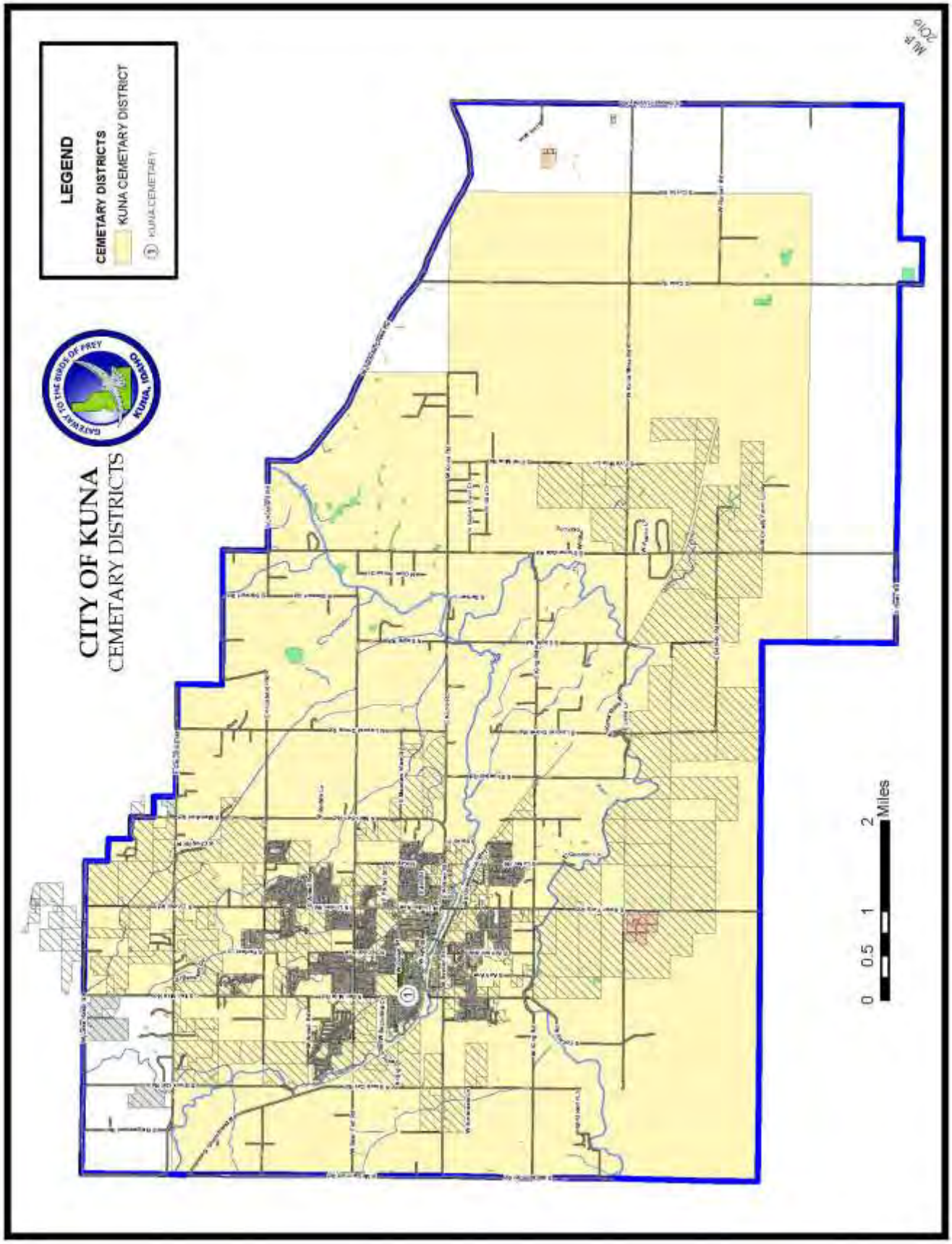
Bogus Basin Ski Area: Bogus Basin is located 16.9 miles north of Boise on Bogus Basin Road. It is open seven days a week, there are seven chair lifts, the ski terrain has 2,600 acres with 900 acres groomed and 165 acres of it available for night time skiing and 37 kilometers of groomed Nordic trails.

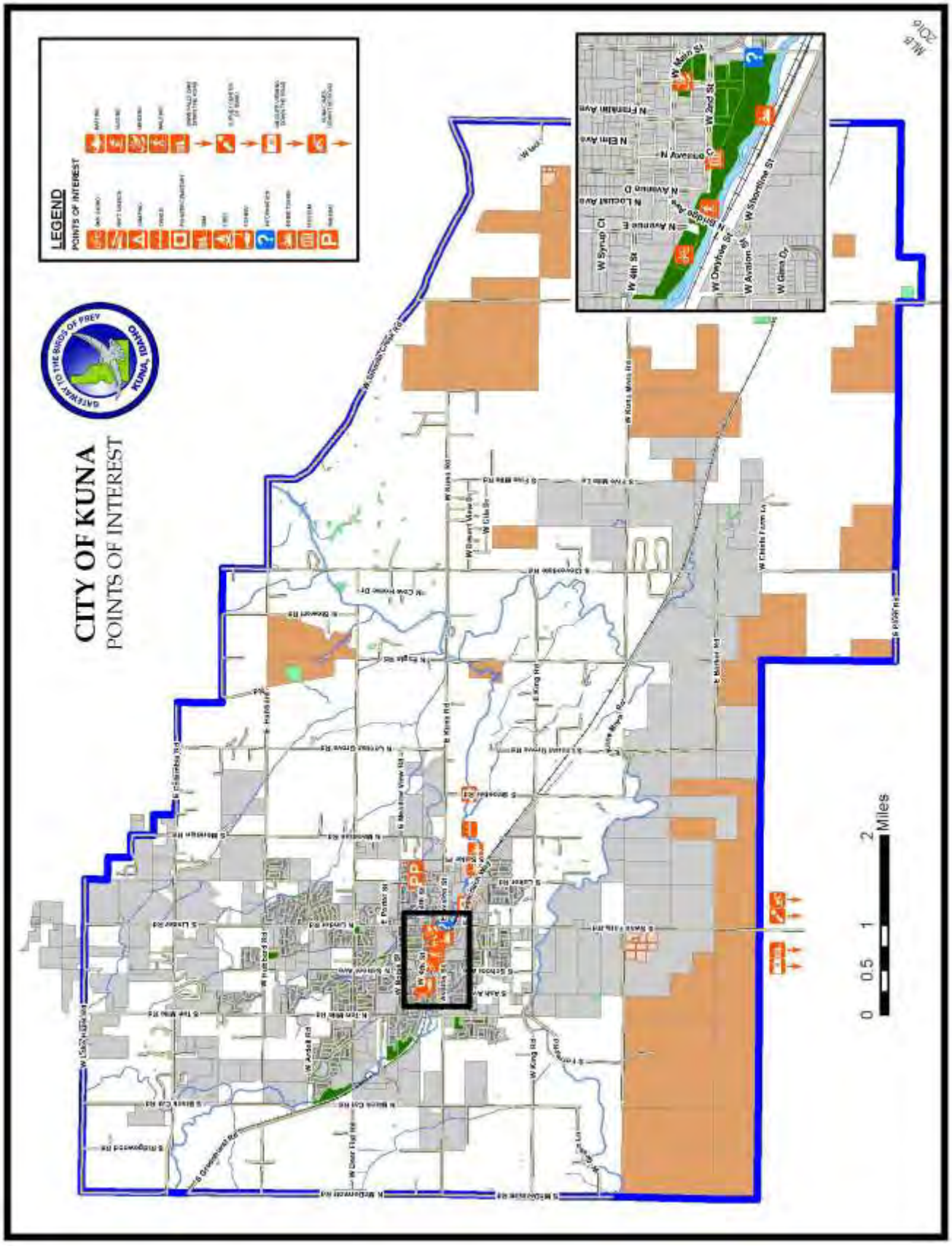
Lake Lowell: Lake Lowell is located near the cities of Nampa and Caldwell and is the site of the 11,000 acre Deer Flat Wildlife Refuge.

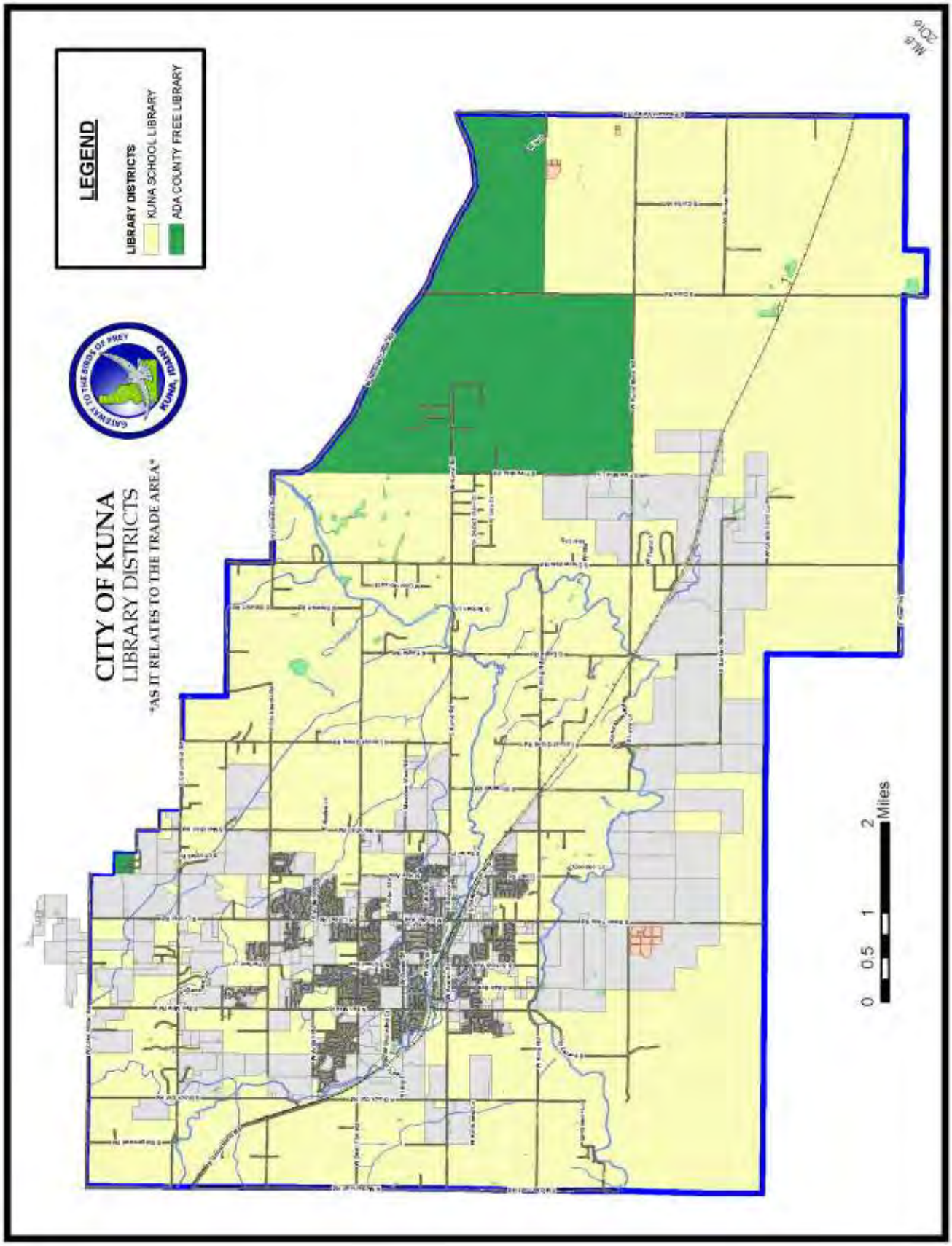
### 11.3.1 Recommendations

The special areas and sites in and around Kuna need to be protected. The City should assess them for their strengths, weaknesses, opportunities and threats and then take appropriate actions to preserve or protect them based on these measurement indicators.

The City's trail, pathway, greenbelt and bike systems should connect to those sites within proximity to the City. Sub-Area plans should be developed for the sites within proximity to the City to address issues of preservation, revenue generation, and physical development.


CITY OF KUNA
CEMETARY DISTRICTS
LEGEND
CEMETARY DISTRICTS
KUNA CEMETARY DISTRICT
KUNA CEMETARY
GATEWAY TO THE BIRDS OF PREY
KUNA, IDAHO
0 0.5 1 2 Miles


CITY OF KUNA
POINTS OF INTEREST
LEGEND
POINTS OF INTEREST
GATEWAY TO THE BIRDS OF PREY
KUNA IDAHO
0 0.5 1 2 Miles
ML 2016


CITY OF KUNA
LIBRARY DISTRICTS
"AS IT RELATES TO THE TRADE AREA"
LEGEND
LIBRARY DISTRICTS
KUNA SCHOOL LIBRARY
ADA COUNTY FREE LIBRARY
0 0.5 1 2 Miles
MLB 2016

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# 12.0 HOUSING

## 12.1 Background and Introduction

This chapter addresses housing needs, including an analysis of housing demand, housing supply, housing costs, historic housing growth and trends, and an analysis of future housing growth and development.

Kuna is transitioning from a bedroom community to a full service provider community with little time to anticipate and attend to this change. It is one of the fastest growing areas in Idaho. The population has more than tripled since 2000. Kuna will ultimately be a community of several thousand at full build-out.

The purpose of this chapter is to provide and coordinate a set of goals, guidelines and policies that will enhance neighborhood character, stability and sense of community while increasing the range of housing options.

Housing and home ownership have direct ties to the local economy, lead to pride in one's neighborhood and create community bonds, therefore housing has a direct impact on the area's quality of life.

## 12.2 Goals and Objectives

***Goal 1: Provide a wide-range of housing to meet the needs of the current and future population. Ensure that housing is available throughout the community for people of all income levels and for those with special needs.***

Objective 1.1: Encourage the construction of housing that is safe, affordable and designed to accommodate a range of income levels and lifestyles.

Policy: Encourage the development community to provide a variety of lot sizes, dwelling types, densities, and price points.

Policy: Encourage mixed-use development that includes town centers, single-family, multi-family, accessory units, and other types of residential development.

Policy: Provide shelter to all segments of the population without regard or prejudice to age, familial status, race, color, religion, sex, national origin, and income level.

Policy: Promote use of the planned unit development process to incorporate the sustainability concepts of live, work and play into the development.

Policy: Encourage mixed-use development to occur through the planned unit development process. of safe and aesthetically-pleasing neighborhoods.

Policy: Incorporate health, safety and practical science applications into development standards.

Policy: Establish abatement strategies to address distressed housing to include condemnation measures if necessary.

Policy: The City staff should discourage developers from developing land divisions greater than one half-acre because large lot subdivisions increase municipal costs, require public subsidy and create sprawl.

Policy: Encourage the development of senior housing alternatives.

Objective 1.2: Encourage clustered neighborhood development when market demands support it and where City services can be provided in a cost effective manner.

Policy: Ensure the placement of functionally classified roads does not divide neighborhoods. Neighborhood connectivity should be encouraged by the installation of pedestrian pathways and trail systems that incorporate safe routes to and from schools.

Policy: Neighborhood centers should be interspersed throughout the community to increase convenient access to goods and services.

***Goal 2: Encourage logical and orderly residential development.***

Objective 2.1: Ensure that development proceeds in a logical and orderly manner so that public services are provided in a cost efficient manner.

Policy: Manage the timing of utility extensions.

Policy: Develop an adequate Public Facilities Ordinance.

Policy: Encourage development decisions to align with the City's Long Range Capital Improvements Plan.

Policy: Discourage leapfrog development.

Policy: Encourage infill housing development to reduce urban sprawl.

***Goal 3: Encourage high-quality residential development.***

Objective 3.1: Encourage the development

Policy: Encourage well-maintained neighborhoods through the promotion of community cleanup days, code enforcement and recognition for beautification efforts.

Policy: Encourage the use of high-quality materials for residential and commercial construction.

Policy: Provide opportunity for alternative construction applications.

Policy: Support adaptive reuse of building materials.

Policy: Require curb, gutter, and sidewalk in all new subdivisions or alternatively, drainage swales in lieu of curb and gutter applications.

Policy: Encourage the construction of bike lanes, trails and pathways connections between neighborhoods.

Objective 3.2: Encourage development that is high-quality, sustainable, and long-lasting.

***The first image shows newer homes in new subdivisions. The middle image is an example of a farm home and the last shows traditional residential units on 4th Street.***

Policy: Establish design and construction standards that preserve and encourage design integrity.

Policy: Continue the Design Review Committee process to ensure adherence to design standards and building codes.

Policy: Enhance community quality by improving the character of the built environment through use of visually appealing architectural elements and streetscapes that encourage pedestrian travel, facilitate interaction and promote public safety.

Policy: Promote the placement of utilities underground.

Policy: Discourage storm drainage areas also serving the purpose of recreation facilities.

Policy: Ensure the development community provides bus staging areas for children awaiting transportation to and from school. These areas should be placed within easy walking distance of children and be well illuminated and publicly visible.

Policy: The City shall provide a childcare environment where children receive safe, healthy and developmentally appropriate care.

Policy: Promote the “Dark Skies” concept to minimize light pollution.

Policy: Establish minimum open space standards for all subdivisions.

Policy: Discourage block lengths greater than 1,200 feet and assure that pathways and trails through these blocks are at distance separations of no more than 600 feet.

Policy: Encourage shared driveways and parking areas for commercial and industrial developments.

Policy: Assure preservation of the half-mile section.

Policy: Discourage the placement of cell towers, water reservoirs, wind turbines, high-voltage lines and other similar type utilities or apparatus in subdivisions without adequate distance separation from the residences.

Policy: Discourage onsite septic tank systems and private wells.

Policy: Ada County will process proposed planned community development within the Area of City Impact according to Kuna’s Title 9 provisions.

Policy: Ensure that development connects with the adjoining lands to protect the transportation grid system.

Policy: The City shall establish regulations that discourage the placement of commercial offsite premises signage.

Policy: Allow accessory dwelling accommodations to assist family-living arrangements and as a source of supplemental income.

## 12.3 Existing Conditions

**Local Housing Market Overview**

According to the 2010 United States Census, Kuna's population was 15,210 persons. Since that time, Kuna's population has increased due to attractive lifestyle options, excellent schools and reasonable land prices.

At present, the population is 17,320 residents. Along with the population increase, the City's municipal boundaries have increased from 16 square miles in 2008 to over 16.6 square miles in 2015 or approximately 3% percent increase in land area in seven years.

According to COMPASS, the regional transportation authority, Kuna experienced a high population growth rate in Ada County in 2008 with a 7.2 percent increase from the prior year. This population rate was comparable to that achieved by the city of Boise, which is approximately the 99$^{th}$ largest city in America.

The Kuna housing market experienced a substantial increase in demand between 2000 and 2006 and due in part to easily secured mortgage financing. The reason for Kuna's increase in housing starts may be attributed to services, amenities and the low costs of land.

It should be noted that the average housing value increased from $201,858.00 in 2008 to $223,322 in 2012 (based on 94 single-family residential permits) an increase of approximately 10.6 percent.

Building Permits

Building permit activity was up 39 percent in 2012 over 2011 and the City anticipates stable growth in 2013.

| KUNA'S BUILDING PERMIT DATA | | | |
|---|---|---|---|
| Building Permit Data | Housing Type | Number of Permits | Average Value from Permits |
| 2000 | SFR | 361 | $88,301 |
| 2001 | SFR | 288 | $97,134 |
| | Four-Plex | 8 | |
| 2002 | SFR | 416 | $103,096 |
| | Duplex | 8 | |
| | Four-Plex | 1 | |
| | Multi-Family | 1 | |
| 2003 | SFR | 237 | $115,038 |
| 2004 | SFR | 226 | $133,128 |
| | Duplex | 1 | |
| 2005 | SFR | 522 | $162,362 |
| | Four-Plex | 6 | |
| | Duplex | 3 | |
| 2006 | SFR | 295 | $207,702 |
| 2007 | SFR | 212 | $197,156 |
| 2008 | SFR | 242 | $201,858 |
| 2009 | SFR | 226 | $177,977 |
| 2010 | SFR | 82 | $221,082 |
| 2011 | SFR | 57 | $230,366 |
| 2012 | SFR | 94 | $223,322 |
| *Note: SFR = Single Family Residence | | | Source: Kuna City |

Supply of Housing

Based on the 2000 Census, there were 1,793 units in Kuna at that time. In the year 2010, there were approximately 5,108 units – an increase of 3,315 units over the 10-year period.

The following table illustrates housing growth in Kuna and the surrounding areas. It should be noted that Kuna has recently experienced significantly higher growth rates than Ada County and the state of Idaho.

| NUMBER OF HOUSING UNITS | | | |
|---|---|---|---|
| CITY | 2000 | 2010 | AVERAGE ANNUAL PERCENT CHANGE |
| Kuna | 1,793 | 5,108 | 11.0% |
| Nampa | 19,379 | 30,507 | 4.6% |
| Star | 681 | 2,098 | 11.9% |
| Meridian | 12,293 | 26,674 | 8.1% |
| Ada County | 118,516 | 159,471 | 3.0% |
| Idaho | 527,824 | 667,796 | 2.4% |
| *Source: COMPASS* | | | |

Housing Types

The following table represents Kuna's estimated housing types in 2010. Based on the city of Kuna's building permit data, the percent of single-family housing structures increased to reflect the fact that approximately 98 percent of the 2012 market is single-family residential.

| ESTIMATED UNITS IN HOUSING STRUCTURE 2012 | | |
|---|---|---|
| **HOUSING TYPE** | **NUMBER** | **PERCENT OF TOTAL** |
| Single Family | 3,135 | 98% |
| 2 Units | 21 | .07% |
| 3 or 4 Units | 14 | .04% |
| 5 to 9 Units | 2 | .06% |
| 10-19 Units | 10 | 2% |
| Mobile Home | 24 | 8% |
| *Source: Kuna City* | | |

Vacancies

Kuna homeowner vacancy rate, based on the 2010 United States Census data, was 3.8 percent and the rental vacancy rate was 7.1 percent. According to the Federal Department of Housing and Urban Development (HUD), a generally accepted vacancy rate for owner-occupied structures is 3 percent, and 5 percent for renter-occupied dwellings. Interviews with local real estate agents serving the Kuna area suggest that current vacancy rates had increased slightly due to the recession.

Tenure

Tenure tracks the relative percentage of owner-occupied vs. renter-occupied housing units in a community. Table 1.5 shows housing occupancy comparisons in Kuna, the surrounding area and Ada County. When compared to Ada County, Kuna has a large percentage of owner-occupied housing. A number of factors influence tenure patterns including age and household income. Population breakdown by age and income will be discussed later in this chapter.

| HOUSING OCCUPANCY | | | | |
|---|---|---|---|---|
| | **KUNA** | **NAMPA** | **MERIDIAN** | **ADA COUNTY*** |
| Owner Occupied | 79.9% | 65.8% | 76.9% | 68.4% |
| Renter Occupied | 20.1% | 34.2% | 23.1% | 31.5% |
| Vacant Units | 6.4% | 9.1% | 5.1% | 6.9% |
| *Source: United States Census 2010;Compass* | | | | |

**Housing Demand**

Population

According to the United States Census, Kuna had a population of was 15,210 in 2010. This population increase reflects total change of 182.6percent from 2000 to 2010.

Age

Kuna's median age in 2010 was 28.1 years, compared to 34.8 years for Ada County and 37.2 years nationwide. However, more recent information indicates Kuna's largest age group has shifted downwards to the up to 10 age group.

| 2010 KUNA POPULATION BREAKDOWN BY AGE | | |
|---|---|---|
| **AGE** | **NUMBER** | **PERCENT** |
| Up to 10 | 3,506 | 23% |
| 11 – 20 | 2,585 | 17% |
| 21 – 30 | 2,056 | 14% |
| 31 – 40 | 2,994 | 20% |
| 41 – 50 | 1,899 | 12% |
| 51 – 60 | 1,125 | 7% |
| 61 – 70 | 636 | 4% |
| 71 – 80 | 258 | 2% |
| 81+ | 151 | 1% |

The majority of Kuna's population is under the age of 60 and this is reflected in the fact the demand for housing is greatest for starter and single-family homes. Only 7 percent of the Kuna population is over the age of 60, which has a limiting effect on demand for retirement housing.

Income & Affordability

The median household income in 2000 was $40,617[1]. The median household income in Kuna for 2010 is approximately $53,387[1].

The following table shows the percent of households in the various income ranges for 1999 and 2010.

| HOUSEHOLD INCOME | | | | | |
|---|---|---|---|---|---|
| 2000 | | | 2011 | | |
| | ADA COUNTY | KUNA | | ADA COUNTY | KUNA |
| Less than $10,000 | 5.8% | 8.1% | Less than $10,000 | 5.8% | 3.3% |
| $10,000 - $14,999 | 4.9% | 5.5% | $10,000 to $14,999 | 5.5% | 2.7% |
| $15,000 - $19,999 | 12.6% | 9.7% | $15,000 to $24,999 | 11.9% | 8.9% |
| $20,000 - $24,999 | 12.9% | 17.7% | $25,000 to $34,999 | 12.2% | 10.8% |
| $25,000 - $29,999 | 17.9% | 22.7% | $35,000 to $49,999 | 15.1% | 18.1% |
| $30,000 - $34,999 | 22.1% | 23.7% | $50,000 to $74,999 | 19.8% | 31.3% |
| $35,000 - $39,999 | 11.8% | 11.0% | $75,000 to $99,999 | 12.0% | 15.9% |
| $40,000 - $44,999 | 7.8% | 1.2% | $100,000 to 149,999 | 11.8% | 7.2% |
| $45,000 - $49,999 | 2.0% | 0.2% | $150,000 to $199,999 | 3.6% | 1.2% |
| $50,000 - $59,999 | 2.1% | 0.0% | $200,000 or more | 2.3% | 0.5% |
| *Source: Compass* | | | | | |

Affordability is defined as housing where monthly rent or mortgage payments, inclusive of taxes, insurance and utilities do not exceed 30 percent of a household's gross annual income adjusted for family size. The annual income required to afford housing based on the HUD 2012 Fair Market Rent (FMR) for Ada County is as follows:

| LIMITS SUMMARY 2012 FAIR MARKET RENT | | | | | |
|---|---|---|---|---|---|
| LOCATION | EFFICIENCY | ONE BEDROOM | TWO BEDROOM | THREE BEDROOM | FOUR BEDROOM |
| Ada County | $522 | $619 | $730 | $1,061 | $1,129 |
| *Source: HUD Office of Policy Development and Research* | | | | | |

Another method of evaluating affordability is to compare household incomes in Kuna with the HUD Average Median Income (AMI) and the stock of available housing in Kuna. HUD uses three different benchmarks for measuring its housing programs. "Low income" households are defined as households that earn up to 80 percent of AMI. "Very low income" households are defined as earning up to 50 percent of AMI and "Extremely low income" households earn up to 30 percent of AMI. The HUD 2012 AMI for a family of four in Ada County is $62,900. The following table shows the HUD income limits for various household sizes in Ada County:

| 2012 HUD INCOME LIMITS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 1 person | 2 people | 3 people | 4 people | 5 people | 6 people | 7 people | 8 people |
| Very Low (30%) | 13,200 | 15,100 | 17,000 | 18,850 | 20,400 | 21,900 | 23,400 | 24,900 |
| Low (50%) | 22,050 | 25,200 | 28,350 | 31,450 | 34,000 | 36,500 | 39,000 | 41,550 |
| Moderate (80%) | 35,250 | 40,250 | 45,300 | 50,300 | 54,350 | 58,350 | 62,400 | 66,400 |

The average household size in Kuna is 3.2; therefore, this analysis will use three persons per household as the average family size in order to analyze the affordability of homes in the area. A 3-person household in Kuna would need to earn a minimum of $45,300 a year in order to earn a "moderate" income (80 percent of the HUD median income.) Approximately 43.8 percent of Kuna households earn at least $45,300 annually.

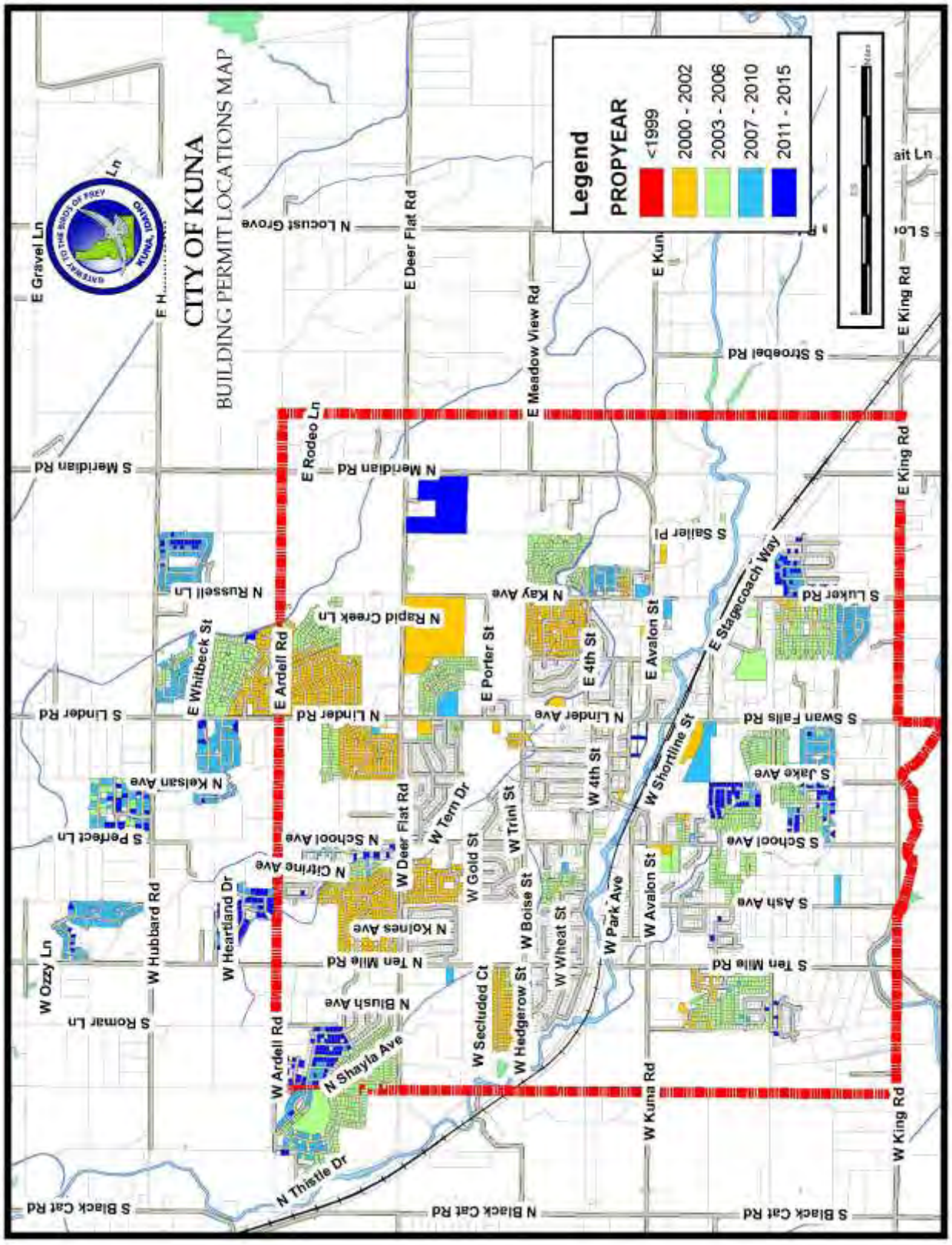
The following table illustrates the sales range for single family homes in Kuna. The sales from 2010 – 2012 seem to be consistent. However the City anticipates more sales in the future with the economic conditions improving throughout Idaho and the United States.

| Single Family Home Sales | 2010 | 2011 | 2012 | TOTAL |
|---|---|---|---|---|
| $50, 000 - 74,999 | 18 | 60 | 37 | **115** |
| $75,000 - 99,999 | 73 | 126 | 90 | **289** |
| $100,000 - 124,999 | 103 | 73 | 91 | **267** |
| $125,000 - 149,999 | 85 | 52 | 76 | **213** |
| $150,000 - 174,999 | 41 | 24 | 36 | **101** |
| $175,000 - 199,999 | 20 | 12 | 17 | **49** |
| $200,000 - 224,999 | 10 | 2 | 5 | **17** |
| $225,000 - 249,999 | 7 | 7 | 4 | **18** |
| $250,000 - 274,999 | 4 | 4 | 1 | **9** |
| $275,000 - 299,999 | 1 | 0 | 5 | **6** |
| $300,000 - 324,999 | 0 | 2 | 1 | **3** |
| $325,000 - 349,999 | 0 | 0 | 1 | **1** |
| $350,000 - 374,999 | 0 | 2 | 0 | **2** |
| **Totals** | **362** | **364** | **364** | **1090** |

## 12.4 Future Housing Plan

Future housing should incorporate more life-cycle housing, including more one-story homes and accessory type housing units. Housing should also provide for a wider population diversity relating to aging, special needs, and affordable housing.

Housing must be provided in a logical, orderly process such that municipal services can be provided in a cost-effective manner. Development pockets that are too small or isolated to be served conveniently should be avoided.


CITY OF KUNA
BUILDING PERMIT LOCATIONS MAP
Legend
PROPYEAR
<1999
2000 - 2002
2003 - 2006
2007 - 2010
2011 - 2015
E Gravel Ln
N Locust Grove
E Deer Flat Rd
E Meadow View Rd
E King Rd
S Stroebel Rd
E Rodeo Ln
N Meridian Rd
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S Sailer Pl
N Russell Ln
N Kay Ave
N Rapid Creek Ln
E Stagecoach Way
S Luker Rd
E Whitbeck St
E Ardell Rd
E Porter St
E 4th St
E Avalon St
S Linder Rd
N Linder Rd
N Linder Ave
S Swan Falls Rd
W Shortline St
N Kelsan Ave
W Tern Dr
W Trinl St
W 4th St
S Jake Ave
S Perfect Ln
N School Ave
W Deer Flat Rd
W Gold St
S School Ave
N Cirline Ave
W Hubbard Rd
W Hearland Dr
N Kolines Ave
W Boise St
W Park Ave
W Avalon St
S Ash Ave
W Ozzy Ln
N Ten Mile Rd
S Ten Mile Rd
W Wheat St
N Blush Ave
W Secluded Ct
W Hedgerow St
S Romar Ln
W Ardell Rd
N Shayla Ave
W Kuna Rd
W King Rd
N Thistle Dr
S Black Cat Rd
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# 13.0 COMMUNITY DESIGN

## 13.1 Background and Introduction

Kuna is a growing community within the Treasure Valley. The City's slogan as the "Gateway to the Birds of Prey" National Conservation Area, describes the unique natural environment in which it is located. A community's success depends to a large extent on its design and development patterns. A good community design portfolio will contribute to its residents and visitors quality of life.

**Why is community design important?**
Community design is dependent on a community's physical location and an active design review process. Community design capitalizes on the City's natural assets and reinforces these with design principles that can help to produce a livable and vibrant community. Community design can benefit a city or community in the following ways:

Health and Safety

Good community design establishes development patterns that allow the natural environment to permeate through the built environment. Green spaces and natural environments promote health and well-being. The visual presence of green and natural space replenishes brain power. Access to trails, bikeways and walkways can improve health by encouraging people to exercise.

A good community design ensures the street networks, buildings, open space, and activity centers work together to increase community safety.

Aesthetics

A community's aesthetic quality provides its residents a source of pride and attachment. Pleasant and scenic natural areas and community spaces help to provide unique community character. The restoration of historic structures helps to improve the appearance of the built environment. Retaining open space along waterways and canals can enhance their natural beauty and protect water quality simultaneously.

Fossil Fuel Dependence

City development patterns, street networks, block designs and building footprints establish how the community consumes energy. Communities that are designed in a sprawling suburban style tend to promote the use of energy resources since there are more miles driven for daily trips. By contrast, communities that are designed to be compact and walkable reduce auto dependency as measured in terms trip capture. Compact development supports transit use and this mode of transportation, uses less fossil fuel per capita to transport people. Compact development also reduces the cost of utility production and transmission.

Sustainability

Community design that encourages people to walk, bike or utilize public transportation enhances community sustainability.

**Elements of Community Design**
Planning and design elements can be formulated to produce good community design. Some of these elements are detailed below:

Street/ Mobility Networks

The layout of street and mobility networks frames the community's development. Street systems define major corridors and thoroughfares, open space configurations, core city activity centers and connections within the City.

A City's choice of street network affects the lives of its residents. For example: suburban street patterns which promote disconnected street forms that terminate in cul-de-sacs and high-speed arterials that encourage a culture of driving and adversely influence community behaviors.

By contrast, grid patterns that rely upon use of multiple local roads reduce travel distance and support alternate transportation methods such as transit, bicycles, and pedestrian activity. These healthy forms of transportation help create a sense of community. Transportation and street systems also influence community design by helping to determine the placement of activity centers, residential neighborhoods and open space.

Development Patterns

Development patterns can be categorized broadly as suburban or traditional. Suburban development patterns increase both the number of vehicle trips initiated per household and the duration of each trip. Suburban development patterns are auto-dependent and diminish people's incentive to use alternative modes of transportation.

The compactness of traditional development patterns minimizes use of land and impacts on natural systems and results in reductions in energy and water use, air pollution and waste handling. Accordingly, the choice of an urban or rural feel is determined by community design and the City may be drawn towards one or the other depending on its long range vision.

## 13.2 Goals and Objectives

***Goal 1: Strengthen the image of the City through good community and urban design principles.***

Objective 1.1: Foster good community design concepts.

Policy: Promote the use of design standards for commercial and residential structures.

Policy: Adopt high quality residential design standards.

Policy: Regularly update the City's design and site planning standards for commercial and residential development.

Policy: Public and private facilities should be accessible to those with disabilities.

Policy: Avoid the creation of buildings that looks strange or out of place relative to their location.

Policy: Require off-street parking to be paved for purpose of reducing dust, enhancing air quality and reducing weed growth.

Objective 1.2: Ensure the development community applies sufficient landscaping to its developments for purpose of reducing scale, creating a sense of place and mitigating incompatible uses.

Policy: Street trees should be incorporated in landscape plans. Street trees should reflect the four seasons by the planting of conifers and deciduous species. Trees should be planted in such a fashion as to assure their longevity and not be disruptive to infrastructure.

Policy: Incorporate landscape features to serve as buffers between moving traffic, street and pedestrian activity.

Policy: Rely upon trees and other forms of organic landscaping to minimize storm water runoff.

Policy: Ensure that stormwater produced by rain events has the capacity to seep through the soil and recharge the groundwater.

Policy: Require the installation of bio-swales and water retention ponds to reduce runoff where possible.

Policy: Adopt a tree ordinance.

***Goal 2: Create self-sufficient neighborhood units within a larger City-wide framework.***

Objective 2.1: Create a system of identifiable communities.

Policy: Adopt mixed-use land strategies which assure the self-sufficiency of neighborhoods.

Policy: Ensure that neighborhoods incorporate multiple forms of transportation.

Policy: Develop a hierarchical system of neighborhoods which elevate some to a service center status. Provide different services and destination focuses within each neighborhood.

***Goal 3: Draw upon the history and natural environment of the City to guide future development and preserve its character.***

Objective 3.1: Capitalize upon natural assets that contribute to the beauty and the character of Kuna.

Policy: Designate Indian Creek and other waterways as waterway corridors. Require developers to preserve their portion of the corridor for recreational and aesthetic purposes.

Policy: Ensure watershed preservation.

Policy: Ensure that vacated or abandoned rail or trail rights-of-way are considered for pathway adaptation.

***Goal 4: Preserve Kuna's portals, entranceways and view-sheds that provide a unique sense of entry, invitation, and identity.***

Objective 4.1: Preserve and protect vistas, nodes, viewpoints, and other landscape and urban design elements and strategies that frame Kuna's sense of place.

Policy: Update the City's Design Review process periodically with respect to signage, lighting, and other street furniture elements.

Policy: Require standardized decorative street lighting along all arterials and commercial frontages.

Policy: Incorporate design standards whereby the City protects vistas and view-sheds along its transportation corridors.

Objective 4.2: Protect agricultural lands and natural vegetation for purpose of creating open space green buffer zones.

Policy: Work with the community to set aside tracts of open space for trails, pathways, greenbelts or agricultural purpose in proximity to the City's portals, entryways and view-shed areas.

Objective 4.3: Preserve Highway 69, McDermott, Ten Mile, Columbia, Cloverdale and Kuna Mora roads as important gateway and transportation corridors. Create overlay zones to preserve the integrity of gateway and transportation corridors.

Policy: Designate land use patterns for this overlay that preserve its aesthetic qualities.

## 13.3 Existing Conditions

**Introduction**

Kuna can generally be described as suburban in nature but becoming more urbanized. Recent development patterns and subdivisions reflect this assessment. Kuna's center area was designed with a traditional grid pattern of development. However as one moves away from the City core this grid system unravels due to the installation of cul-de-sacs, other road impediments and lack of corridor preservation.

The City has traditionally served as a bedroom community to nearby jurisdictions such as Boise and most of its residents commute to work (84 percent). This bedroom status is starting to change as the City begins to acquire commercial development and employment centers that redirect transportation trips and investment dollars. Until recently, street networks and arterials have been designed to facilitate the commuter with little regard for the installation of pedestrian and non-motorized modes of transportation. There is a need to reinstitute a strong grid system that accommodates all modes of transportation.

The City Center is the commercial and social center of Kuna. This area is relatively compact with a variety of retail establishments and services, financial institutions, and government facilities. This is the time to preserve the historic elements of the downtown and assure they are incorporated into new development locating there.

Kuna has adopted design regulations in the form of a design review process, a Signage and Landscape Ordinances. The City is considering a Tree ordinance to further enhance the design review process.

**Historic development patterns**

When the United States Reclamation Service was established in 1902, among their planned irrigation project sites was the Treasure Valley. Major reservoir development began on what was known as the Boise Project, which included expansion of the New York Canal System. Eventually the irrigation system ran south of Boise to the Kuna area and extended onto Deer Flat Reservoir near Nampa.

***A typical residential street in a new subdivision***

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 now 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 Kuna 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.

In 1907, D.R. Hubbard, F.H. Teed's brother-in-law, purchased a half-interest in the town site and the entire west 80 acres. 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. In an effort to promote the area, D.H. Hubbard placed advertisements in the Idaho Daily Statesman that claimed, "To Build a city of Kuna… We want 200 partners to help build a city". 200 lots were available for sale at $100 dollars a lot. Many people came to the area to buy town lots or make homestead claims.

Settlers who claimed land through the Homestead Act or Desert Land Claim needed to live on the selected property for five years and meet specific regulations to get the land. Many people would build “prove-up” shacks, which they would live in as they made improvements on their property to get final patent on the land.

The small community of Kuna began to take shape when Frank Fiss established the first general mercantile store. The mercantile store can be found today on 482 W. Main Street. That same spring, Avalon Orchard Tracts Company was organized southwest of town. Two years later a portion of the land was platted and placed on record as the Avalon Addition. Many of the acres were planted in vineyards, apples and prunes. Kuna now boasted a bank, a hotel and a school. The population of Kuna was approximately 75, but was rapidly growing as more people settled in the area and other companies sought to take advantage of the land made fertile by irrigation.

Just a year later, the population had grown to 300 people. In addition to the bank, hotel and school, Kuna also had a Methodist Episcopal Church. Kuna was developing as a fruit-growing center. Another orchard company, Nampa Apple Orchard Company was incorporated in 1911. The shareholders acquired 240 acres southwest of town. The land was platted as the Kuna Orchard Tracts and planted three commercial varieties of apples. As the town grew many new homes were built, which helped to establish the town’s urban fabric.

***Panoramic view of homes and south side of railroad tracks and creek.*** *circa 1911*

Numerous homes were built in Kuna from 1910 until 1920. A majority of houses were built in the Craftsman architecture style, which was particularly popular between 1905 and 1930. The Craftsman style identifying features include low-pitched, gabled roof with wide, unenclosed eave overhangs with roof rafters, usually exposed, and decorative beams or braces commonly, known as lookouts, added under the gables.[2]

Kuna’s historic downtown is made up of small blocks that are less than 400 feet in length. This downtown core compactness offers great potential for the development of a dense walkable historic downtown.

[2] Culled from, *A Brief History of the Kuna Area.* Prepared by the Arrowrock Group, Inc. November 2000

Main Street is the major east-west collector that runs through the historic downtown.

**Development Patterns**

Residential Development

Kuna's predominant residential development pattern is the suburban style subdivision. This development pattern emanates from the City Center in all directions. The residential subdivisions are primarily comprised of single-family homes with a majority of them constructed to a size of about 2,000 square feet. New residential subdivisions are starting to acquire other than 'cookie cutter' building designs because of a new design review process.

***View of Main Street Kuna***

Traditional residential neighborhoods can be found close to the City Center. These neighborhoods feature smaller lots and building square footages.

**Streets**

City-wide Street Network

Major east-west aligning arterials connect Kuna to Highway 69 and Interstate 84. These arterials connect rural farmlands and farmsteads, new residential developments and the City Center. At present, the streetscape along key arterials is primarily an assemblage of farmlands and natural open spaces which have yet to be developed.

***Highway 69, a gateway arterial in Kuna***

Entryway corridors serve as a community's portals. It is acknowledged that corridor trees, commercial signage, and site character provide the first, and most lasting, impression of the community following the adage "you have one time to make a first impression." Kuna will continue to benefit from corridor protective measures through use of its Highway District Overlay. Additionally, the placement of entryway features which provide a strong statement about the City's values and desire for high-quality development.

City-designated gateways include the following:

- Highway 69 /East Kuna Road / East Avalon Road
- West Avalon Road / West Kuna Road
- Linder Avenue
- Ten Mile Road
- Kuna Mora Road
- Columbia Road

Residential Streets

Until recently, the transportation development pattern has deviated from the traditional transportation grid system but linear alignments reinstating the grid pattern are now a development requirement with some exceptions due to physical constraints.

The local subdivision streets are required to align with the mile and half-mile section lines. Street alignments at these distance separations are intended to minimize the isolation of neighborhoods, which are difficult to navigate.

A grid street system is present in the City Center's historic core south of 4th Street. This alignment breaks down in all directions away from the historic core. The City staff is attempting to restore its traditional grid system to assure neighborhood connectivity.

**Streetscape**

Street Widths

Kuna has fairly wide streets with its arterial roads having the greatest widths and these streets widths affect the character of a place.

The streets in the historic downtown are aligned on a grid system with a width of about 35 feet. Main Street is nearly 60 feet wide with on-street parking, a travel lane in each direction, bike lanes and a turn lane in the middle. The blocks in the historic downtown south of 4th Street feature alleys which are less than 20 feet wide.

Street Characteristics

The City Center's streetscape may be characterized as a combination single-family residential and limited commercial retail. The building stock in the historic downtown is generally limited to one-story buildings. The street's continuous facade is not solid or well defined. The City Center is complemented, to some extent, with park and open space features, such as the Colonel Bernard Fisher Veteran's Memorial Park. Main Street's 60-foot width is too wide and its accompanying sidewalks possess few street trees, bike lanes, and on-street parking hence there is considerable opportunity to improve its street characteristics.

Parking

Residents of Kuna perceive a general lack of parking availability in the City Center and this belief is accentuated during City events and festival activities. None the less, parking is generally available in the City Center a majority of the time. On-street parking is available on Main Street and other nearby streets. Parking is also available behind buildings fronting Main Street. However, there is a need to clearly indicate the location of parking lots and their entrances to allay this lack of parking perception.

On-street parking is generally allowed in the residential subdivisions to augment driveway and garage parking. Public buildings, such as schools and churches, have designated parking areas close to the buildings.

Street Furnishings and Pedestrian Amenities

Sidewalks are a feature of the City Center streets and new residential subdivisions. There is a need however to increase the number of sidewalks along major arterials and collector roads as their paucity limits pedestrian activity.

There are designated bike lanes on Main Street through the City Center. Bike lanes should be consistently available through the City for bicyclists to travel safely and with ease from neighborhood to neighborhood.

Kuna's City Center lacks basic street amenities that entice pedestrian activity. The downtown sidewalks are too narrow to support café type activities and they possess few street trees, benches and typical City Center public amenities such as drinking fountains, kiosks, interactive public art, newspaper corrals, and vending carts, which can entice pedestrian and retail activity.

Signage and Lighting

Signage, lighting, and similar features are subject to architectural design because they influence the way the City looks. Kuna's commercial signage is generally functional with few distractive nuisances. Kuna's signage is primarily comprised of road, projecting and retail wall signs. The City street lighting is subject to the dark skies concept. Lighting and signage are subject to design review. The City's signage guidelines should slowly but positively influence the City's aesthetics.

**Open Space and Public Space**

Open space can contribute to an area's ambience, through its passive and aesthetic features. Kuna has considerable open space and most notably, along Indian Creek. This open space accommodates civic and recreation activity.

Landscaping is significant to the City's ambiance. Trees, flowers, and shrubs are perceived as being a reflection of the natural world. Thus, landscaping is seen as a means of beautifying and humanizing the urban environment. Kuna's more mature residential areas feature streets lined with large trees whose canopies add to its grace and dignity.

Land use may have a dramatic effect on the appearance of a community. For example: abandoned and unkempt spaces fronting major arterials and City roads can have an overall detrimental effect on how the community is viewed. Undeveloped lots, old industrial areas, lumber yards, automotive garages, fuel storage, and similar type uses may also deter from the City's appearance unless guided by design review standards.

**Buildings and Structures**

Kuna's building stock when viewed in its entirety is an interesting assemblage, as it encompasses a vast array of building styles and types. Contemporary architectural styles are reflected in newer building styles

like the high school. Many of the City's original historic buildings throughout the City are still in use and have enjoyed little alteration from the time of their construction and they portray a certain assuredness and stability.

**Visual Considerations**

The City's attractiveness is reflected in its agricultural and pastoral lands as they are back-dropped by the Owyhee Mountain Range. The community is endowed with many natural and manmade waterways including rivers and canals. The many open fields and farmlands provide a natural look and feel and help attract people to invest in Kuna.

***View towards the east on Main Street with the water tower in the distance***

The Indian Creek, Mason Creek and other waterways create interesting visual view sheds. These waterways, when complemented by greenways, add to the City's appeal.

**Nodal Points, Corridors, Edges and Landmarks**

Nodal Points

Nodal points or activity centers are locations that are defined by a great deal of human activity whether it is recreation, shopping, health care or similar ventures in which people exchange communication, goods and services. Nodal points are important as they serve as places for communal exchange and as a means of improving a community's quality of life.

Throughout history, they have served as settings for public forum, markets and squares. They also served as critical termination points for major transportation routes. These nodal points are for civic participation and community networking.

Kuna has many nodal prospects and particularly as it develops Neighborhood Centers.

Corridors

Kuna has a number of transportation, waterway, right-of-way, pathway and greenbelt corridors.

Transportation corridors provide a means for people and goods to travel to, and through, a community. They also help to define the manner in which the community functions and the visual impression it leaves with travelers and visitors. Kuna's principal transportation corridors are Highway 69 and Kuna Mora roads, which also serve as the City's entryways. At present, these corridors have not been subject to redevelopment activity. In anticipation of their redevelopment, the City has overlain these roadways with Design Review Overlay Districts to establish a sense of entry as they redevelop.

The natural corridors provide for open space and wildlife migration protection. These corridors also serve as greenway, pathway, and bikeway alignments. Natural corridors help to define a community's overall character, as well as smaller portions or neighborhoods (as boundaries). Indian Creek serves as a major natural corridor.

Edges

Edges define the boundaries of specific areas and may include large woodlands, significant sloped areas and physical elements, such as elevated highways. Kuna has few defined edges, rather it transitions into Ada County with little to note the distinction between the two jurisdictions. It will be important to develop Kuna's edges through promotion of significant features or gateways.

The City's Plan update includes a proposed diagonal greenway running through the northern part of the City from the Hubbard Reservoir area north of the intersection of Lake Hazel and Ten Mile roads. This greenway serves as the City's northern edge. Rural areas to the west and east of the City serve as edges and a recreational area located to the south of the City serves as its southern edge.

Landmarks

Landmarks are considered site-specific reference points and often promote an image reflecting the surrounding community. The landmark can be physical structures ranging in scale from a sign to a building, or it may be imbued in the natural landscape. A landmark creates a specific identity for a community because it serves as a reference or focal point to distinguish different parts of the City or its transitions.

Kuna's primary landmark is the water tower located in Colonel Bernard Fisher Veteran's Memorial Park. It serves as a focal and reference point for navigation and as an understood point for convergence. Another landmark feature is the Garrison size United States flag located to the west of Main Street. These landmarks frame the east and west dimensions of historic downtown. Indian Creek also serves as a significant landmark to demark the City north and south.

**Needs Analysis**

Kuna has many positive elements present in its physical design which contribute to its appearance and character; however, there are weaknesses which can become development pattern strengths.

One of Kuna's primary strengths is a small-town atmosphere. Community design plays an important role in sustaining this atmosphere. The accessibility, viability, and pedestrian friendliness of the historic downtown also contribute to this small-town feel.

While it may be convenient to have businesses located adjacent to residential areas, their presence there may pose a visual liability. Care should be taken in site layout, signage, landscaping, and lighting placements to assure business uses are fully compatible with residential neighborhoods.

Innovation is needed to add design variety to residential development. Developers should be encouraged to develop more interesting residential design patterns for purpose of providing neighborhood variety.

## 13.4 Future Community Design Plan

Community design entails more than landscaping, building design, and parks. It involves the City's physical layout, the natural setting, and the visual relationship among the individual features that comprise a community. Good community design results in a City that functions well, has a pleasant environment, and strong visual identity.

**Development patterns**
Kuna is expected to develop based on development patterns which provide opportunity for transit oriented development, mixed-use, sustainable design and pedestrian activity. An enhancement of the grid system is proposed that ties the historic downtown with its major arterials.

Development patterns are intended to complement the City's existing structures. The downtown will be strengthened by the integration of development with Indian Creek and its Greenway Corridors.

**Urban Design and Architecture**
Kuna's success will depend upon the initiation of urban design and architectural strategies. Kuna's urban design should capitalize upon the street network system to improve transportation access patterns. The street system should also be pedestrian friendly especially in the City Center and the core Neighborhood Centers.

The City's aesthetic quality may be enhanced with good design and the introduction of new and contemporary architectural elements.

**City Center**

Historic Downtown

The downtown area should be designed and developed to incorporate residential and commercial uses that complement its historic scale.

One- to four-story commercial or mixed-use structures are acceptable downtown if they are built close up to the street to aid in the development of a defined street wall that exudes character and promise.

Mixed-use concepts will be promoted in the historic downtown area to reinforce the City character. The historical character should be maintained through use of fenestration, entranceways and wall treatments, awnings, lighting, and other storefront elements.

Street widths should be narrowed to provide a human scale connection between the street sides so that downtown becomes a more intimate place to work, live and play. Traffic calming devices should be integrated into the street design to increase pedestrian safety. A landscaped median with street trees could be installed on Main Street or alternatively angled parking could be introduced to increase the number of parking stalls available for retail convenience and to help to diminish the street's width.

***Above is an example of a historic downtown street. The building's scale is pedestrian friendly. The building's first floors are transparent in that they seamlessly connect interior spaces to the street; on-street parking, street trees and outdoor seating all help to create a lively environment.***

Commercial Areas

The City Center will feature two new commercial areas (large and community retail). These areas are described in more detail in the Land Use Chapter. The Commercial Districts should be designed to embrace contemporary urban design and architecture trends. A transit system reliant upon light rail, trolley or bus should be installed in the large retail area of the City Center to promote the concept of a vehicle-free Commercial District.

Block sizes and building massing should be structured and assembled to encourage pedestrian and non-motorized activity. The use of smaller blocks, especially in commercial districts, makes it easier for people to walk and bike by providing them a variety of route options. Smaller blocks also provide a good canvas for architectural variety and texture.

Commercial areas should feature buildings that engage the pedestrian. First-floor shops and retail facades should be designed with transparent glass for invitation purpose. The commercial areas should be designed and constructed with a mixture of activities to engage shoppers.

Civic Center

The Civic Center should have a design theme which reflects its various uses. Schools, churches and public structures can be incorporated into the Civic Center. The Civic Center is intended to create a social atmosphere through its affiliation with parks, recreation centers and other mixed-use applications.

Existing Residential Subdivisions

Residential placement is intended to increase social interactions at various times of the day. Multi-family residential uses should be located closer to the neighborhood cores and be interspersed with mixed-uses.

Residential infill should be encouraged to enhance density and maximize development. Infill promotes the preservation of natural open space by reducing sprawl.

**Neighborhoods**
Kuna's updated Plan is an advocate for the development of self-sufficient neighborhoods. These neighborhoods are intended to be connected by transit and other non-motorized methods of transportation. Each neighborhood will have a center, a core and an edge. The Neighborhood Center will be the core of the neighborhoods churches, schools, and public facilities. The neighborhood centers will feature denser developments and multi-family residential development.

The neighborhood core will feature single-family homes. The community edge will feature single-family homes located on larger lots that offer a transition between open spaces, farmsteads and neighborhood cores.

These neighborhoods are described in greater detail in the Land Use section.

**Streetscape**
Thoughtfully designed and constructed streetscapes will enhance the Kuna experience. The City's place making quality will depend on how the public space is designed and defined. The City will feature transportation entry gateways that will help frame a sense of community. Streets will be shaped and constructed to create opportunities for outdoor activity and help to delineate public, semi-public as well as private spaces. The streetscape should make the pedestrian feel safe and provide an invitational physical setting that encourages daily use.

Lighting, signage, and street furniture should have common themes that are relied upon throughout the City.

**Landscaping**
Landscaping is intended to complement the natural environment and if properly implemented will tie together the City's green systems as they are developed. Landscape attributes include boulevards with planted medians, and planters. Natural open space should also be viewed as part of the built-up environment.

Streetscapes should be made pedestrian friendly with the introduction of street trees and other plantings that help reduce its scale. The plantings provide heating and cooling properties as well as shade and a natural feel to the streetscape scene. Hard landscaped areas, plazas, and squares will be constructed to serve as gathering points for civic activity.

Xeri-scape landscaping should be used liberally and particularly in public spaces. This landscape application is environmentally sustainable, given its water conservation properties.

**View-sheds**
A view-shed captures topographical features which are visible from a fixed or traveling vantage point containing certain aesthetic values. View-sheds tend to be areas of a particular scenic or historic value that are worthy of preservation. View-sheds needing protection include Indian Creek and Kuna Butte, which are endowed with many natural features and landscape elements. Efforts should be made to preserve and protect Main Street and the water tower landmark view-sheds from development encroachment.

Design standards should be placed over arterial roads which positively project view-sheds. The current Highway District Overlay provides a built-in measure of view-shed protection but certain roads located outside the Overlay District deserving protection do not. These view-shed design standards should promote increased landscape buffer sizes and building set-backs according to the proposed use. The buffer size and set-backs would increase with land use intensity. As development occurs along these protected arterials the incorporation of the appropriate design standard will reduce common problems such as canyon and tunnel effect and improve the view-sheds. Implementing the use of an increased buffer and set-backs along these arterials will add variety to the streetscape as well.

Another means of reducing the canyon effect is to limit building height along these view-sheds to 2-stories with a certain percentage of the residential structures capped at one-story. The City will need to evaluate which roads deserve view-shed status and embrace this as a design policy as necessary. Roads entertained for this consideration include Amity, Deer Flat, Linder, Locust Grove, and Kuna roads.

The City's ambience can be further sustained by burying power and other utility lines in the City core and particularly where these lines cross principal streets and corridors. Communication towers should also be placed at points where they do not overly impede the City's view-shed.

**Urban Renewal District**

The City should consider the development of an Urban Renewal District to sponsor needed renovation in the downtown core.

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# 14.0 ELECTRIC TRANSMISSION CORRIDORS

## 14.1 Background and Introduction

This Plan includes a new electric transmission corridor component as required by Idaho State Code. This new Plan element has been constructed in response to the Energy Policy Act of 2005 (The Act). The Act is the most comprehensive energy legislation enacted in the United States in over a decade and contains provisions that affect all sectors of the U.S. energy industry. In addition to other elements, the Act authorizes the Secretary of Energy, based on certain findings, to designate as a "national electric transmission corridor" any geographic area experiencing electric energy transmission capacity constraints or congestion that adversely affects consumers. The Act gives the Federal Energy Regulation Commission (FERC) the authority to issue one or more permits for the construction or modification of electric transmission facilities that are located in a national electric transmission corridor if FERC makes certain findings described in the Act.

It should be noted, the Department of Energy (DOE) does not have authority under the EPA Act of 2005 to override any state or local decisions related to transmission siting. Under the Energy Policy Act of 2005, every three years DOE must prepare a study of transmission congestion in the United States. Based on the results of the congestion study prepared in August 2006, the Secretary of Energy designated two National Interest Electric Transmission Corridors (NIETC): One in the southwest and one in the Mid Atlantic. Idaho is not within either of these two NIETC'S. The Department of Energy is in the process of preparing its next National Electric Transmission Congestion Study, which will be published in August 2009.

**State Statute Quote**

Idaho State Statute §61-1703 states:

(1) In the event that the secretary designates a national interest electric transmission corridor within Idaho, the public utilities commission is authorized to review the siting of all electric transmission facilities within such federally designated corridor. After notice and an opportunity for hearing, the commission shall review and deny, approve, or approve with conditions an application seeking a route certificate to construct transmission facilities within a designated national interest electric transmission corridor.

(2) In reviewing an application for a route certificate, the commission shall base its findings on the following standards:

   (a) The regional or national benefits expected to be achieved by the proposed construction or modification of transmission facilities;
   (b) The proposed construction or modification will significantly reduce transmission congestion in interstate commerce and benefit electric consumers;
   (c) The proposed construction or modification is consistent with sound national energy policy and will enhance energy independence;
   (d) The proposed construction or modification is consistent with the public interest;

(e) The proposed route minimizes adverse impacts on the important environmental features of the state and localities to the extent reasonable and economical;
(f) The transmission utility has the financial ability and experience to undertake the construction of transmission facilities; and
(g) The proposed modification will maximize, to the extent reasonable and economical, and consistent with reliability planning, the transmission capabilities of existing towers or structures.

(3) The commission is vested with the authority to preempt local government land use decisions pertaining to the construction of transmission facilities in national interest electric transmission corridors in the following instances:

a) If a local government has denied or not authorized a transmitting utility to construct transmission facilities in a designated national interest electric transmission corridor by 60 days after an application for a route certificate has been filed with the commission; or
b) If the transmitting utility claims that a local land use condition imposed by a local government is unreasonable or not economical, then the commission may preempt the local government's denial, lack of decision or conditioned decision after giving the affected local government an opportunity to appear before the commission.

The transmitting utility shall have the burden of demonstrating that the local government's final land use decision will not be timely issued, is unreasonable, or is not economical.

(4) The commission may promulgate temporary and proposed rules as may be necessary to implement the timely review of applications for transmission routing certificates in a national electric transmission corridor.

A National Corridor designation does not constitute a recommendation or a proposal to build additional transmission facilities; it simply serves to spotlight the congestion or constraints adversely affecting consumers in an area.

## 14.2 Goals and Objectives

***Goal 1: Ensure that electric transmission corridors are considered in land use planning decisions, and minimize the adverse impacts of transmission corridors on the community.***

Objective 1.1: Review Idaho Power and the Northern Tier Transmission Group (NTTG) plans for transmission corridors in proximity to Kuna to ensure they coordinate with Kuna's development plans.

Objective 1.2: Assure that the placement of electrical transmission corridors with respect to the City and its planning boundaries serves the public's best interests in terms of: minimizing social, economic, environmental, health, aesthetic, safety and welfare impacts. In the event the transmission corridor appears to pose adverse impacts upon the community, attempt to cure the situation by proposing alternative sites that minimize these public impacts. Encourage the placement of electrical corridors away from the urban population. Design electrical corridors with a "public" designation on a map. Require all utility corridors to be specially permitted.

Objective 1.3: Work with service providers to designate future utility corridor locations. Adopt or reference a map of these corridors in the Comprehensive Land Use Plan. Update these reference maps as necessary to reflect agreed upon National Interest Electric Corridor designations.

Objective 1.4: Prepare and distribute informational materials that promote energy conservation.

Objective 1.5: Adopt and implement guidelines and standards for energy conservation practices.

Objective 1.6: Incorporate energy conservation requirements approval criteria for planned unit developments.

Objective 1.7: Incorporate energy conservation approaches in Sub-Area planning processes.

Objective: 1.8: Encourage LEED™ (Leadership in Environmental and Energy Design) certification for all public buildings.

Objective 1.9: Create incentives for energy-efficient design in private development.

Objective 1.10: Develop a Future Acquisitions Map that identifies existing and future utility facilities and corridors.

Objective 1.11: Assure electrical transmission line corridors are sufficient in width to provide a safety buffer in the event of a power transmission related fire.

Objective 1.12: Assure electrical transmission line corridors are sufficient in their buffer widths to minimize possible health effects associated with electrical field strengths and magnetic field levels.

Objective 1.13: Assure the right-of-way setbacks from the actual transmission alignment are greater than the height of the highest pole or tower that could be constructed within that right-of-way.

Objective 1.14: Power lines should be placed away from presentation roadways to minimize their visual impact.

Objective 1.15: Recognize the Eastern Treasure Valley Electrical Plan as a conceptual plan for electrical service within the region. Each project (substations, transmission, and distribution lines) may require the City's approval.

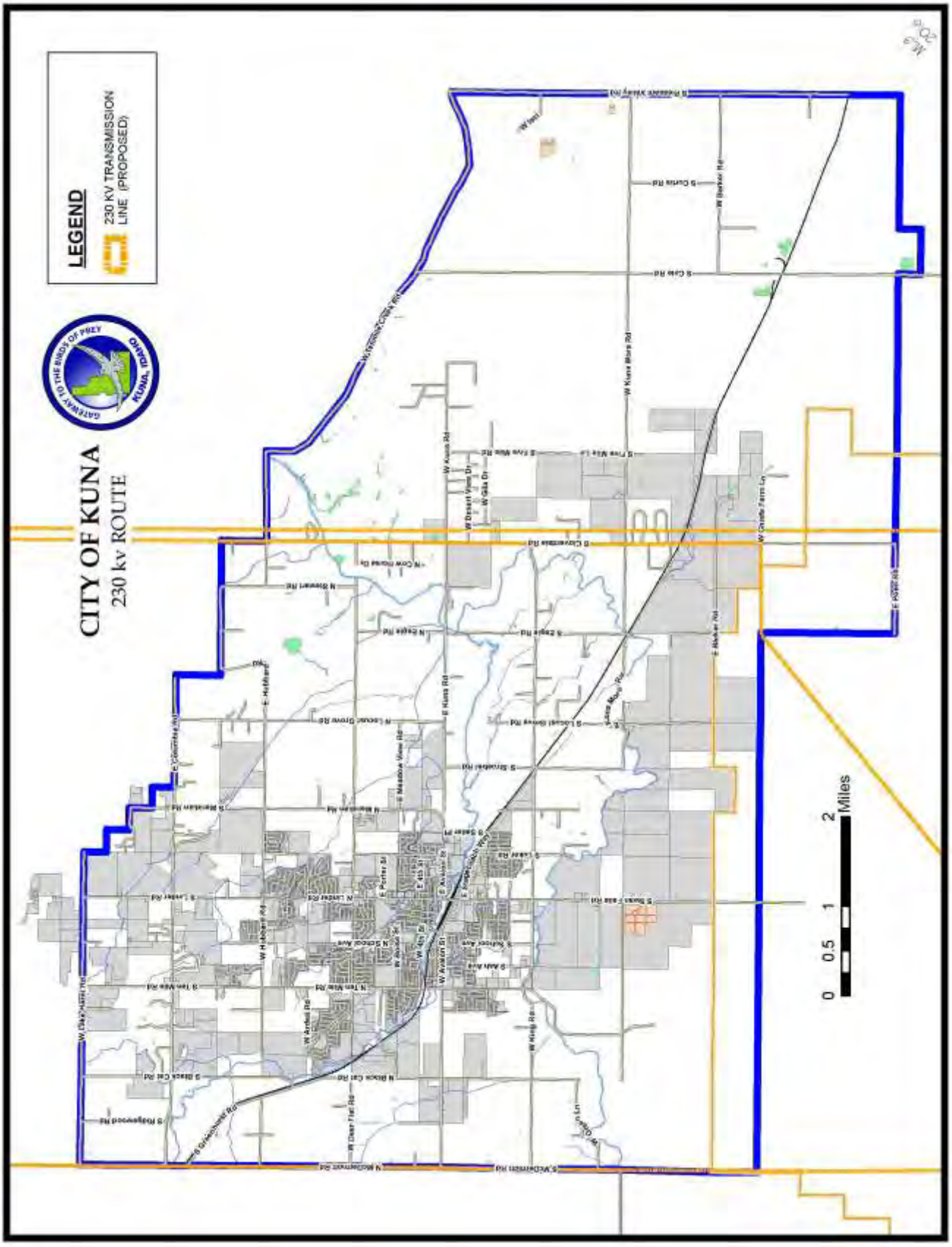
## 14.3 Existing Conditions

**Kuna's Electric Context**

Idaho Power is the primary provider of electric power for Kuna and Ada County. Idaho Power is an electrical utility company that serves 24,000 square miles of service territory and 911,000 people in Southern Idaho and eastern Oregon.

Idaho Power has maps illustrating their current and proposed facilities within Ada County and the Treasure Valley.

There are several considerations Kuna should entertain when working with Idaho Power and other utility providers. Identification and acquisition of corridors and sites is the most critical need for utility planning. Tradeoffs between underground and above-ground facilities include cost and visual impacts of facilities. Additionally, utility corridors should not be located in such a fashion as to visually impact Kuna's presentation corridors, intrude upon Indian Creek and its greenbelt and impair the visual strength and connectivity of Downtown Kuna, Kuna Butte, or in general pose significant land use disruptions.


CITY OF KUNA
230 kv ROUTE
LEGEND
230 KV TRANSMISSION LINE (PROPOSED)
GATEWAY TO THE BIRDS OF PREY
KUNA, IDAHO
0 0.5 1 2 Miles

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# 15.0 CITY CENTER

## 15.1 Background and Introduction

Kuna's downtown core is the heart of the community. It is the community's most valuable commodity for its commercial, historical and social attributes. Traditionally, the cultural and economic heart of an American community has been found in the store fronts, civic buildings, and community open spaces of the town center, almost always with a bustling Main Street as its centerpiece.

Most American cities lose their core strength as they expand towards the suburbs unless the community develops strategies to retain the core.

The Kuna community has expressed a strong desire to sustain and revitalize its historic downtown core and to expand and strengthen it. The community is proud of its history and this Plan outlines a vision for a strong, sustainable and modern City Center.

## 15.2 Goals and Objectives

***Goal 1: Develop a healthy and vibrant City Center that offers Kuna residents a variety of services.***

Objective 1.1: Create activity nodes, corridors and destination centers within the City Center that attract people from Kuna and neighboring communities.

Policy: Adopt mixed-use development strategies to encourage the City Center's year-round use.

Policy: Develop open spaces, plazas, and gathering areas within the downtown to accommodate public activity.

Policy: Historic structures, vistas, points of interest, and prominent sites should be incorporated into the City's urban design.

Objective 1.2: Introduce residential uses into the City Center that can accommodate the City's diverse population.

Objective 1.3: Make Kuna's City Center a regional market place.

Policy: Ensure that the Community and Neighborhood Centers are developed in a fashion so they are less likely to compete with the City Center.

Objective 1.4: Apply Sub-Area planning to specific downtown districts.

***Goal 2: Make Kuna's City Center pedestrian friendly.***

Objective 2.1: Create lively and attractive pedestrian oriented streets within the City Center.

Policy: Coordinate with Ada County Highway District to widen the Main Street sidewalks to extend retail activities onto the sidewalk.

Policy: Use paving material, lighting, signage, landscaping and building scale that will accommodate City Center pedestrian activity.

Policy: Ensure that where pedestrian and vehicular traffic intersect the pedestrian safety interest has priority through the use of sidewalk paving material and surface textures.

Policy: Re-route truck traffic away from the City Center to improve pedestrian safety.

Policy: Assure that the City Center is bicyclists friendly through the installation of bike lanes and bike related furniture.

Policy: Establish City Center design guidelines and standards.

Policy: Assure that contemporary design forms complement the City Center's historic architectural signatures.

Policy: Assure the City Center signage is thematically consistent.

Policy: Promote parking to the rear of buildings to include business cross-access parking arrangements.

Policy: Encourage City Center activities such as parades, festivals, farmer's markets, and open-air concerts.

***Goal 3: Develop Kuna's City Center to be a regional cultural exchange center for the arts, learning, trade, and technology.***

Objective 3.1: Create a City Center atmosphere that attracts cultural exchange.

Policy: Encourage the development of cultural facilities like museums, concert halls, theaters and art galleries.

Policy: Encourage the formation of an Art and Music District.

Policy: Encourage sport and recreation activities in the City Center.

Objective 3.2: Encourage business investment in the City Center.

Policy: Sponsor business incubators.

Policy: Locate public facilities in the downtown area.

***Goal 4: Ensure adequate and accessible, parking in the City Center.***

Objective 4.1: Provide adequate parking opportunities in the City Center.

Policy: Coordinate parking and signage efforts to assist motorists.

***Goal 5: Emphasize the development of four types of City Center districts each with their own unique characteristics.***

Objective 5.1: Consider developing districts in the historic downtown; in proximity to the intersection of Deer Flat Road and Highway 69; Avalon and Highway 69 and Deer Flat and Linder roads.

Policy: Adopt measures to maintain and reinforce the historic character of the existing downtown.

Policy: Create a Shopping and Service District at the intersection of Deer Flat Road and Highway 69 that serves as a regional shopping and service hub.

***Goal 6: Sponsor downtown alliances.***

Objective 6.1: Sponsor downtown alliances to help promote economic and physical development within the City Center.

## 15.3 Existing Conditions

Kuna's City Center is roughly a two mile square area located in the center of the City. This area has several "districts" and different land uses each with separate functions. The area is a mix of historic downtown core, retail, old and new residential subdivisions, public facilities, agricultural lands and open space. The City Center area extends from the downtown and Deer Flat Road on the north, Highway 69 on the east, Ten Mile Road on the west and the Indian Creek and the Union Pacific Railroad Line Corridor on the south.

**Historic Downtown**

The Kuna downtown area has a number of historic commercial buildings that comprise a portion of the downtown building stock that can be adaptively re-used for commercial retail, and residential purposes. At present, the downtown features professional offices, retail convenience stores and restaurants. This area is surrounded by residential neighborhoods with historical features.

Downtown has short block lengths, which makes it pedestrian friendly. However, it lacks basic pedestrian amenities such as lighting, benches, trash receptacles, and landscaping.

Kuna residents perceive there is not enough downtown parking. However, there is sufficient parking, but it is located behind commercial buildings with little signage direction on how to access it.

Heavy truck traffic travels through Main Street, which interferes with the ability of the downtown area to possess the cohesion necessary to its revitalization. The Union Pacific Railroad Line also imposes barriers to improving the downtown.

The small downtown blocks shaped in the form of a grid system complement non-motorized modes of transportation and a comfortable pedestrian scale. The downtown is also listed in the "Bicycle Friendly Community" State program.

Storefronts do little to garner pedestrian interest, but do feature spacious windows, which provide design opportunity.

Much of Kuna's recent and rapid growth has taken place in the northern portion of the City. Likewise, employment opportunities are concentrated to the north of the City Center and a large portion of residents commute outside Kuna for employment opportunity. This out migration has the prospect of diminishing downtown commerce. Thus, it is important that the City encourages "destination" businesses to remain or locate in downtown. Kuna leadership needs to assure that professional businesses, public service enterprises and specialty retail stores (niche type businesses) that do not compete with large retail, such as custom framing, photography and restaurants remain or locate in the City Center.

**Commercial Areas**
The City's commercial area is framed by Main Street, North Linder Avenue, Deer Flat Road, 4th Street and West Avalon Road. The City's commercial uses are slowly evolving from local retail stores to regional and national outlets. The City's commercial activity should increase rapidly from this point forth. Expanded commercial activity will slow the export of dollars to other locations, provide revenues for public investments and improve the local job picture.

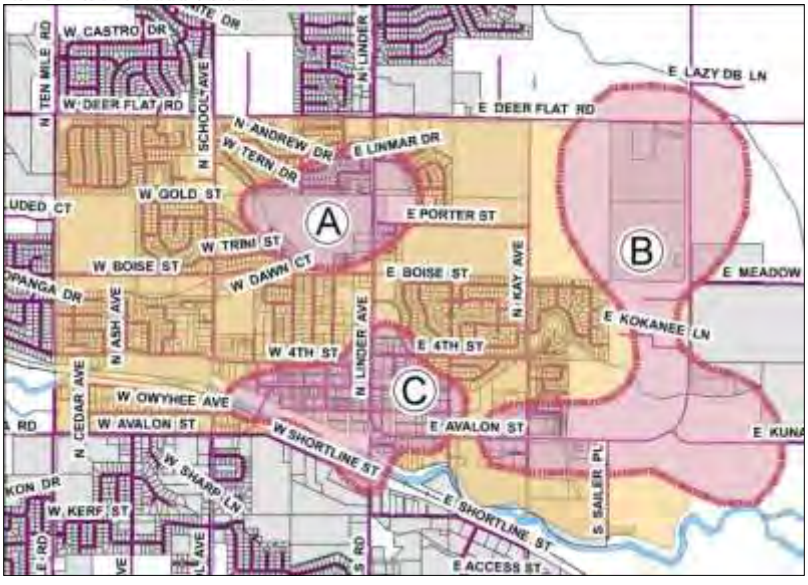
**Civic and Community Facilities**
The City Center area has a few public and civic facilities that have the potential to serve as growth and development anchors, these include: schools, churches, City Hall, Post Office, Fire Station and Library. A civic hub is envisioned at the intersection of Deer Flat and Linder roads capitalizing on its proximity to schools and retail.

**Residential**
Kuna's City Center has a number of residential units comprising a host of architectural styles and time periods.

Historical residential structures reflect the time period 1920-1950 with most of the structures in the Craftsman Style of architecture.

## 15.4 Future City Center Plan

A CIVIC CENTER
B COMMUNITY COMMERCIAL & OFFICE
C HISTORIC DOWTOWN




**Historic Downtown**
The Kuna downtown will become a new destination for the residents of Kuna and surrounding communities. Kuna downtown will offer exclusive shopping experiences characterized by interesting storefronts and well-crafted street furniture. The revitalized downtown will transform into an event city.

Kuna's Historic Downtown will become more pedestrian friendly. This is made possible by the addition of bike racks, drinking fountains and other types of street furniture. Storefronts with shades and awnings will encourage a street café ambience to complement the expanded sidewalks that attenuate Main Street.

<u>Recommendations for the Historic Downtown</u>

A number of recommendations are provided to assist in the development of a historic downtown vision:

1. Vehicular/ Pedestrian Conflict Mitigation: As much as possible, the safety conflict between vehicular and pedestrian activity should be reconciled. Downtown truck traffic should be re-routed. Signage should be installed redirecting the truck traffic except for downtown deliveries.

2. Street crosswalks and intersections will be designed to provide safety for the pedestrian in the following ways:
    - The construction of a narrower Main Street and employment of traffic calming devices.
    - Crosswalks with paving material that alerts motorists to the presence of pedestrian activity.

- Signage and traffic signals that emphasize pedestrian activity.
- Parallel or angled on-street parking and sidewalks with green areas installed to reduce the street scale and to act as a pedestrian buffer.

Development of a Main Street program to define Main Street and Downtown. The program will have two parts: first, standards established for land uses, massing, setbacks, signage, landscaping, building materials and architectural language. Second, an economic development strategy that assists in defining the kinds of economic and business ventures appropriate to the historic portion of downtown.

The Main Street program will complement recommendations made in this Plan in more detail.

3. Parking: Parking will become more of an issue as downtown becomes a destination point.

   Some parking recommendations include:

   - Explore shared parking lot opportunities.
   - Develop a downtown parking plan and map identifying the available parking spaces.
   - Create signage directing people to off-street parking locations.

4. Pedestrian amenities and streetscape recommendations: Encourage the installation of a variety of street furniture to accommodate public needs and enhance the walking experience. Amenities such as:

   - Lamps, storefront and aesthetic type lighting fixtures.
   - Interactive public art, kids play areas and water features.
   - Street trees, planters and natural landscaped areas.
   - Newspaper stalls, snack stands, information booths (kiosks).

5. Community Event Recommendations: Develop community event spaces within the Historic Downtown area.

   - Employ use of bollards for vehicle/pedestrian traffic mitigation.
   - Create poles and masts for banners and signs
   - Provide seating areas, shaded areas and staging areas.

**Community Commercial Districts**

The District formed at the intersection of Highway 69 and Deer Flat Road is planned to have a different character from the Historic Downtown. The District will be community commercial oriented and provide consolidated shopping opportunities. It will serve as a regional shopping attraction. This District will offer business services and professional office spaces.

The District will feature horizontal and vertical blends of land uses, providing a mixture of residential, commercial, institutional and recreational land uses.

The District will integrate open and civic spaces. This action will reduce building mass bulk and afford the introduction of natural amenities such as wooded areas, water ponds, and open parks.

The District will have a contemporary feel that expresses a variety of architectural styles and materials. Building heights will be limited to four stories to approximate a human scale with the first-floor intended for retail uses.

The District will connect with the City Center through pedestrian, bicycle, car and transit. The conflict between pedestrian and vehicular traffic will be minimized by use of traffic calming devices, pathway systems and signage.

The District will embrace the sustainability concept that intertwines nature with urban activity. Green spaces will filter into urban open spaces and living spaces within buildings. These green spaces will be extensions of the natural green system.

This Community Commercial District will capitalize on strengthening the City's employment opportunities and reliance upon a growing population to promote and develop the local and regional economy.

<u>Recommendations for the Community Commercial District:</u>

1. Architectural Recommendations: Architectural symbolism, block format and design layout contribute to an areas visual and social success. In order to create an atmosphere that promotes community commercial shopping and social activity, the following strategies should be implemented:

    - Encourage the construction of smaller block lengths that promote walking and create more intersections and storefronts.
    - Orient buildings to interact with the streets, and ensure that building facades are interesting and complement the street face. Require '4-sided' development with no blank walls.
    - Limit building heights to three or four stories to ensure a comfortable pedestrian scale.
    - Ensure first-floor building transparency by requiring the installation of large and transparent storefront windows to visually connect the indoor and outdoor.
    - Color schemes, textures and finishes should provide a welcoming ambience.
    - Assure building designs are adaptable for multiple uses and ensure that housing, office and retail activity have co-existence potential.

2. Mobility Recommendations: This District should feature multiple transportation modes.

    - Install safe, wide sidewalks as well as a number of walking routes and pathways to connect the District to the City Center.
    - Provide pedestrian type amenities like benches, shaded areas, drinking fountains, information booths, food stalls, eating areas, water features and children's play areas.

- Incorporate pavement treatments, patterns and other traffic calming measures to improve pedestrian safety.
- Create parking opportunities: Install a combination of on-street parallel and angled parking, interior developed parking (in the center of blocks), and structured parking.
- Provide bicycle safety features and other amenities such as bike lanes, bike racks and storage placed near building entrances.
- Consider the infirm and disabled in the District's design by installing ramps, railings and elevators.

3. Economic Strategies:

- Provide office space and residential land use opportunities above retail, which will add to downtown's resiliency and enhance revenue generation.
- Establish an Urban Renewal District to improve the City's infrastructure.

**Civic District**
The Civic District portion of the City Center will be developed around the intersection of Deer Flat and Linder roads and will capitalize on the nearby public facilities. These facilities will serve as an anchor for mixed-uses, retail and residential housing to encourage activity at all times of the day.

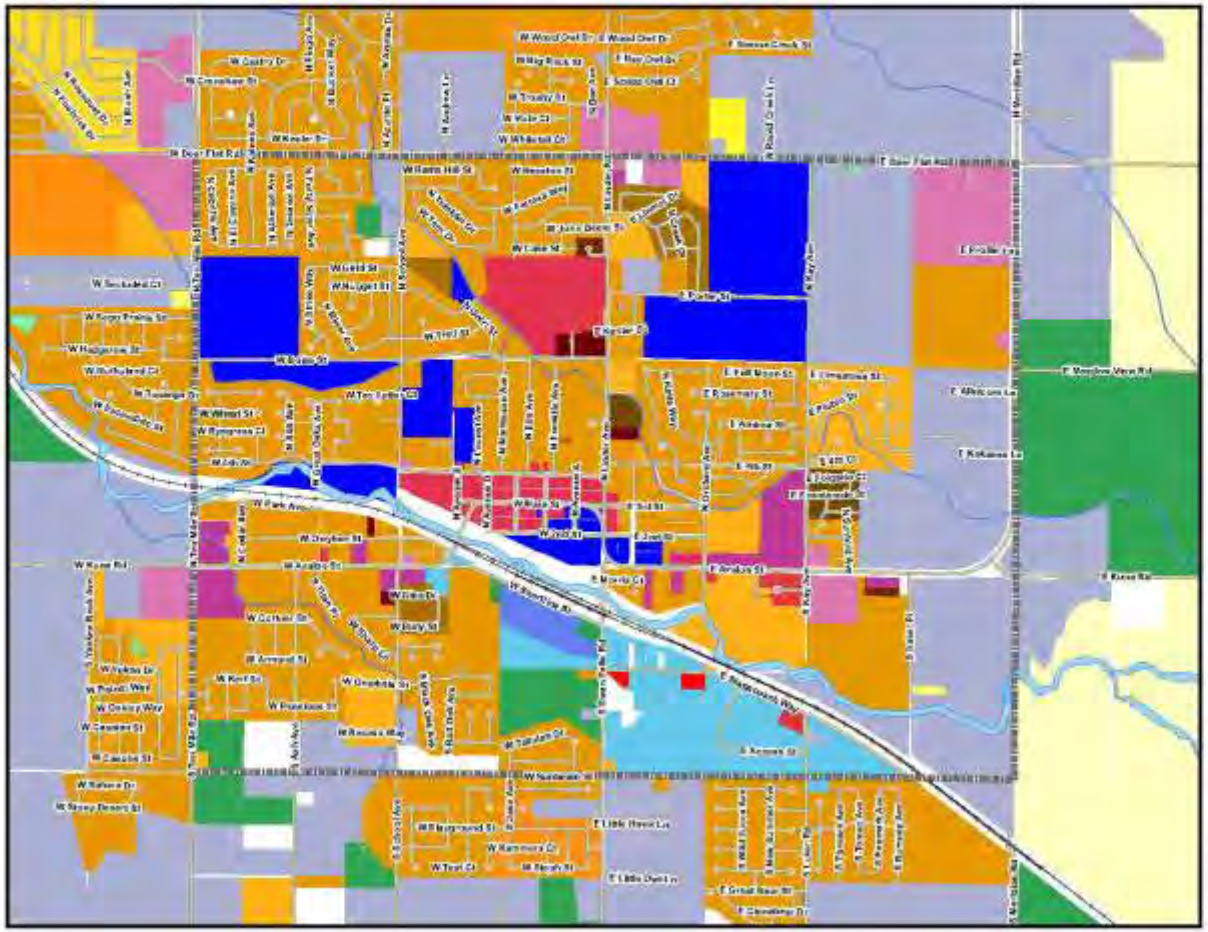
**Gateways**
The City Center will feature gateway entrances intended to provide a favorable impression of Kuna. A gateway entrance will be located at the intersection of Highway 69 and Deer Flat Road and another at the intersection of Highway 69 and East Kuna Road. Other potential gateway~~s~~ locations include the intersection of Ten Mile Road and 4th Street and the intersection of Deer Flat and Linder roads.

These gateways may take the form of landmarks, streetscape or other features/elements that a visitor or resident sees when entering the City Center. They can be simple or complex, small or large in scale, specific to a single site or linear in form extending over a couple of blocks. These gateways can be part of a larger composition, which may link up to other gateway entrances.

# CITY OF KUNA

## CENTRAL BUSINESS DISTRICT

CURRENT ZONING FOR BOTH
ADA COUNTY AND THE CITY OF KUNA



**LEGEND**

DOWTOWN AREA

**ZONING**

| | |
|---|---|
| A | AGRICULTURE |
| C-1 | NEIGHBORHOOD BUSINESS DIST |
| C-2 | AREA BUSINESS DIST |
| C-3 | SERVICE BUSINESS DIST |
| CBD | CENTRAL BUSINESS DISTRICT |
| L-O | LIMITED OFFICE |
| M-1 | LIGHT MANUFACTURING |
| M-2 | HEAVY MANUFACTURING |
| P | PUBLIC |
| PUD | PLANNED UNIT DEVELOPMENT |
| RR | RURAL RESIDENTIAL |
| R-1 | RESIDENTIAL SINGLE FAMILY |
| R-2 | LOW DENSITY RESIDENTIAL |
| R-3 | LOW DENSITY RESIDENTIAL |
| R-4 | LOW DENSITY RESIDENTIAL |
| R-5 | MEDIUM DENSITY RESIDENTIAL |
| R-6 | MEDIUM DENSITY RESIDENTIAL |
| R-8 | HIGH DENSITY RESIDENTIAL |
| R-12 | HIGH DENSITY RESIDENTIAL |
| R-16 | HIGH DENSITY RESIDENTIAL |
| R-20 | HIGH DENSITY MULTI-FAMILY RESIDENTIAL |
| RP | RURAL PRESERVATION |
| RUT | RURAL URBAN TRANSITION |

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# 16.0 PUBLIC SAFETY AND EMERGENCY PREPAREDNESS

## 16.1 Background and Introduction

Idaho has a number of natural hazards. Those ranked as principal hazards include flooding, earthquakes, urban/ wildland interface fires, landslides and severe storms.

Kuna needs to be concerned about natural hazard disasters and have an emergency preparedness programs to address them as they occur.

Earthquake Seismic Activity: The Federal Emergency Management Agency has ranked Idaho as the state with the 5th highest earthquake risk in the nation after California, Alaska, Nevada and Utah. Idaho has experienced two of the largest earthquakes in lower 48 states in the last 40 years. Since 1988, all buildings in Idaho have been required to conform to the Uniform Building Code (UBC). The UBC designates different earthquake hazard zones and within each zone requires different building design and construction features to ensure earthquake resistance. UBC seismic zone ranking for Ada County is 2b - moderate.

## 16.2 Goals and Objectives

***Goal 1: Assure the safety of roadway and public areas in an emergency event.***

Objective 1.1: Adopt safety measures that will protect the citizens and visitors of Kuna at all times.

Policy: Identify transportation routes for the transportation of hazardous materials.

Policy: Ensure that new structures and development sites are designed to minimize likelihood of damage resulting from geologic and seismic hazards.

Policy: Install and test alert systems that notify the public of pending dangers. Install signage or notice procedures that alert citizens to potential dangers as the need for these types of communications arise.

***Goal 2: Establish an emergency management protocol.***

Objective 2.1: Establish emergency management policies and procedures; establish clear lines of emergency management authority and reporting relationships. Provide for emergency rehearsals on regular basis. Continuously update emergency plans and prepare contingency plans.

Policy: Ensure that public safety agencies are appropriately staffed and equipped for emergency events.

**Goal 3: Develop an emergency response plan that can ensure the safety of all City residents when a disaster or emergency occurs.**

Objective 3.1: Introduce an easily utilized emergency response plan to prevent loss of life and property.

Policy: Develop a plan to assure hospitals, clinics, schools, churches, utility systems and roads remain viable during an emergency or disaster.

Policy: Establish an emergency management system that precisely defines who will deploy what resources in times of emergency.

Policy: Make available to the public disaster maps that identify known hazards or perils, evacuation routes and shelters.

Policy: Identify individuals in the community who may be at risk in an emergency event and develop plans to protect them.

Objective 3.2: Create templates that determine the size of the population at risk in an emergency.

Policy: Produce maps and diagrams that identify future population growth areas and trends to determine the approximate population size that has to be assisted in the time of an emergency.

Policy: Develop maps that provide precise details on hazard zones, geographic features and watersheds.

Objective 3.3: Identify items or issues that need special attention in times of emergency.

Policy: Anticipate circumstances that would thwart emergency responses and establish contingency plans to ameliorate these impediments.

Policy: Establish flight evacuation plans.

Objective 3.4: Ensure that the Emergency Management Plan adequately addresses health care issues.

Policy: Establish an on-going emergency preparedness dialogue with other emergency providers.

***Goal 4: Coordinate emergency management plans with Ada City-County Emergency Management (ACCEM).***

Objective 4.1: Incorporate State and County level disaster strategies into Kuna's preparedness plans.

Policy: Adopt State and County-wide emergency preparedness plans and incorporate them into Kuna's local emergency management system.

***Goal 5: Consider organizing Community Emergency Response Team (CERT) training, community response committees and neighborhood watches for crime prevention and public safety purposes.***

Objective 5.1: Help Kuna citizens become responsible for their safety and that of others. Assure Kuna residents are active participants in the public safety dialogue.

Policy: Provide Kuna citizens with training opportunities so they may assist in first-aid and evacuation efforts in times of hazard or disaster emergency.

Policy: Provide Kuna citizens information on evacuation procedures so they may respond to specific hazards such as floods, earthquakes and fire.

Policy: Coordinate with other public agencies to inform and prepare residents to respond to emergency exercises and situations.

Policy: Ensure that all warning systems and other evacuation tools remain operable.

Policy: Coordinate emergency information with media outlets.

***Goal 6: Institute development policies and practices that reduce flood potential or water quality impacts in the event of flood as part of the City's emergency preparedness effort.***

Policy: The City should consider a Stream System Management Ordinance to regulate and control floodways, wetlands, wildlife habitat areas and the greenbelt.

Policy: Developers building within the 100-year flood plain should be required to provide notification to prospective buyers that the property is within a flood plain or an alluvial fan by deed restriction or other similar method.

Policy: To the greatest degree possible, the 100-year flood plain shall be used for farmland, open space, and wildlife habitat.

Policy: Ada County will coordinate with Kuna the degree of development within the 100-year Flood Plain Area of City Impact.

Policy: Manufacture or storage of toxic, flammable, explosive, or radioactive materials should not be allowed in the flood plain. Bulk storage of other materials will be allowed only when in compliance with applicable federal, state, and local standards.

Policy: Schools, hospitals or other immediate care facilities should not be permitted to be built within a flood plain.

## 16.3 Existing Conditions

**Emergency Services**

Ada County has established the Ada City-County Emergency Management (ACCEM), a local government agency responsible for disaster preparedness. Kuna is covered under its program. ACCEM helps the community to mitigate, prepare, respond, and recover from disasters and emergencies. The primary goal of ACCEM is to protect lives and property within the Ada County.

ACCEM has the following Mission Statement:

> "The mission of Ada City-County Emergency Management (ACCEM) shall be, at the discretion of the Emergency Management Executive Council, to mitigate, prepare for, respond to and recover from disasters and emergencies resulting from any natural or technological cause. ACCEM shall identify potential hazards affecting local governments and other jurisdictions within Ada County; prepare, keep current and distribute an intergovernmental emergency operations plan; coordinate resources before, during and after an emergency; coordinate emergency management among Ada County, its incorporated cities and other affected jurisdictions specifically including warning, communication, planning, training, public education and disaster exercising. In addition, ACCEM shall be responsible for providing the coordination and control of emergency operations as may be deemed necessary by the Executive Council from time to time."

Fire and emergency services are provided by the Kuna Rural Fire Protection District as described in Section 8.3 of this Plan. The Fire Department is located at 150 West Boise Street, Kuna, Idaho.

Kuna possesses an Idaho Surveying and Rating Bureau (ISRB) rating of four within city limits and an eight in rural Kuna. Rural Kuna is considered anything over five miles from the fire station. This rating is important for insurance and economic development purposes. Ratings are given on a scale from one to 10 where Look at the rating system, its numbers not spelled out. a lower number reflects a better fire protection system. ISRB uses several factors to determine a jurisdiction's protection rating to include: the number of and responses to alarms, fire personnel training methods, types of equipment used, and water system capacity.

The Kuna Fire District also provides life support transport to area hospitals in both Ada and Canyon counties. Life flight emergency services are provided by Life Flight of Saint Alphonsus Regional Medical Center. Ada and Canyon County Emergency Medical Services provides primary advanced life support services to Kuna and the surrounding area.

All department volunteers are national and state certified as Emergency Medical Technicians (EMTs) and undergo full training four times a month. The department has a 3-minute enroot response time during the day and a 6-minute response time in the evening. Response time means that time elapsed from the time the call was received to the time on the road. A good emergency response time demonstrates a community's public service commitment.

**Police**

Police services are provided by the Ada County Sheriff. Currently, the City contracts with this public agency for 13 full-time officers. Police staff consists of two detectives, eight patrol deputies, two sergeants and one chief. The 2012 population for Kuna was approximately 16,300 people, placing the ratio at 0.79 sworn personnel per 1,000 residents.

The police substation in Kuna is located at the Kuna Middle School, 1450 West Boise Street.

**Emergency Access Impediment**

Indian Creek and the Union Pacific Railroad Line pose emergency access management problems because they have the potential to impede emergency response times or serve as a catalyst for accident or injury. The Railroad Line and the Creek both constitute potential health and safety risks in the event of a crash or spill where hazardous materials are released into the air or water. Indian Creek is at potential risk during a flood event that threatens life and property. The risk of emergency conflict from these features increases due to the low number of at-grade separated crossings existing in Kuna for vehicles to negotiate the Railroad Line as well as the few bridges available to negotiate Indian Creek.

**Emergency/Disaster Risks**

Kuna's natural emergency risks include the potential for Indian Creek to flood. This potential increases overtime as more impervious surface is created with the ability for its stormwaters to drain into this water body.

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. The fire potential results from development in areas that are prone to fire where there are not the requisite defenses in place to fight this fire potential. The following factors affect the severity of a wildfire at the interface zones:

- Climatic Considerations: The presence of extreme climate conditions, including temperature, relative humidity, wind speed, and duration of high velocity, precipitation, wind direction, fog, and other atmospheric conditions.
- Topographic Considerations: Elevation ranges, location of ridges, drainages and escarpments, percent of grade (slope), and location of roads, bridges and railroads relative to these features.
- Other Considerations: Fuel concentrations, earthquake fault zones, hazardous material routes.
- Flammable material on structure exteriors.
- Narrow roadways leading to developed areas.
- Inadequate hydrants or poorly placed hydrants.
- Combustible landscaping or debris near structures.
- Development including increased development and human activity in and near the wildland interface.

Wildfire potential is lessened by discouraging development in areas prone to fire, or constructing fire defensive zones around structures that are placed in these areas and by extending public water to these areas with sufficient fire flows to combat fires.

## 16.4 Public Safety and Emergency Preparedness Plan

*A Neighborhood Watch sign on a residential street in Kuna*

**Existing Emergency Preparedness Plans and Strategies**
The ACCEM is responsible for disaster preparedness and provides resources and services to the residents of the County. ACCEM's primary goal is to protect lives and property within the boundaries of Ada County. Some of the Agency's more important tasks include:

- Identifying hazards and risks that may affect residents of Ada County.
- Inventorying specialized resources such as supplies, equipment, facilities, and personnel.
- Developing inter-governmental emergency response plans that address roles and responsibilities during emergencies and disasters.
- Ensuring coordination and communication between government agencies, business and industry, and volunteer agencies.
- Providing public education and information on personal safety, disaster preparedness and hazards in Ada County.[1]

### 16.4.1 Additional Strategies and Recommendations

**Response Times**
Kuna's 2014 average emergency response time is 3 minutes and 29 seconds to respond to high-priority emergency calls. This is an improvement over the 2011 response times, which were 3:12 minutes respectively. The response times can be affected by factors such as distance to calls, city growth, traffic, and the number of available officers.

**Service Levels**
It is recommended that the City improve the number of emergency and police personnel per capita. The number of sworn police personnel per 1,000 residents is presently 0.80 vs. Idaho's 1.7. The police service level should be increased to 1.2 to 1.4 per 1,000 residents as revenues become available to fund that staffing level.

**Access**
The City's ability to provide efficient emergency responses will depend on prompt emergency accessibility to all reaches of the City. One method of resolving emergency access impediments is the construction of more bridges across Indian Creek and the placement of overpasses to negotiate the Union Pacific Railroad Lines.

The City has plans for an overpass crossing for Indian Creek and the railroad on Swan Falls Road as revenues become available for that purpose.

The City Center and the neighborhood clusters should be easily accessible by emergency vehicles. Local roads should be designed with good connections to major arterials. Building footprints and block patterns should also be designed to minimize traffic congestion during emergency evacuations. Commercial buildings should have multiple exits with at least one an exit onto a service road.

**Drill and Community Organization**
The Community Emergency Response Team (CERT) Program can be adopted by the Kuna Community. CERT is a Federal Emergency Management Agency (FEMA) approved organized program that trains ordinary citizens and equips them with requisite skills for disaster preparedness, management, rescue, and psychology. Successful participants receive identification cards that prove their experience in community level emergency management. There are a handful of CERT responders in Kuna. These responders are valuable resources and should be encouraged to recruit others to participate.

**Areas of Refuge**
The City should consider the installation of signage that guides citizen emergency route access. Citizens should be provided signage that offers alternative escape routes.

**Emergency Response Entities**
Citizens of Kuna should be provided information about who to contact in the event of an emergency.

A detailed emergency response plan should be developed describing:

1. Who responds
2. Agency coordination
3. Evacuation plans and procedures

**Additional Funding**
Kuna should look to increasing emergency personnel funding. Public revenue should also be budgeted to address the public safety issues described above.

**Natural hazard/disaster mitigation and prevention**

<u>Wildland-Urban Fire</u>

Wildfire behavior is based on the three primary factors fuel, topography, and weather.

Measures to prevent and contain wildland-urban fires include:

- Creating fuel model maps that identify Kuna's wildland-urban fire interface area. This action will help to determine the type and amount of fuel, as well as its burning qualities and level of moisture. The continuity of fuels, expressed in both horizontal and vertical components is also a factor in that it expresses the pattern of vegetative growth and open areas. The model identifies Heavy Fuel (vegetation consisting of round wood three to eight inches in diameter), Medium Fuel (vegetation consisting of round wood one-third to three inches in diameter) and Light Fuel (vegetation

consisting of herbaceous plants and round wood less than ¼-inch in diameter.)

- Mapping the topography. Topography is important because it affects the movement of air (and thus the fire) over the ground surface. The slope and shape of terrain can change the rate at which the fire travels.
- In general terms, the steeper the slope of the land, the faster a fire can spread up the slope. Using a topographic map, identify areas of Kuna with slopes that correspond to low, moderate and steep gradients relative to the spread of wildfires.
- Determining the fire hazard severity. Weather affects the probability of wildfire and has a significant effect on its behavior. Temperature, humidity, and wind (both short- and long-term) affect the severity and duration of wildfires.

| FIRE HAZARD SEVERITY – CRITICAL FIRE WEATHER FREQUENCY | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| FUEL CLASSIFICATION | < 1 DAY/YEAR | | | 2 – 7 DAYS/YEAR | | | >8 DAYS/YEAR | | |
| | SLOPE (%) | | | SLOPE (%) | | | SLOPE (%) | | |
| | < 40 | 41-60 | > 61 | < 40 | 41-60 | > 61 | < 40 | 41-60 | > 61 |
| Light Fuel | M | M | M | M | M | M | M | M | H |
| Medium Fuel | M | M | H | H | H | H | E | E | E |
| Heavy Fuel | H | H | H | H | E | E | E | E | E |
| *Source: Urban Wildland Interface Code: 2000*<br>M = Moderate Hazard H = High Hazard E = Extreme Hazard | | | | | | | | | |

Floods

The following factors will affect the severity of a flood:

- Impermeable Surfaces: Excessive amounts of paved areas or other surfaces upstream or in Kuna can increase the amount and rate of water runoff. Development affects the runoff of stormwater and snowmelt when buildings and parking lots replace the natural vegetation, which normally would absorb water. When rain falls in an undeveloped area, as much as 90 percent of it will infiltrate the ground; in a highly developed area, as much as 90 percent of it will run off.

- Consider encouraging open space preservation and landscape mitigation that allows rapid infiltration after a rain event. Where possible, adopt measures to introduce porous concrete and brick pavers in streetscape design and surface parking lots.

- Steeply sloped watersheds: In hilly and mountainous areas, a flood may occur minutes after a heavy rain. These flash floods provide little or no warning time and are characterized by high velocities.

- Constrictions: Re-grading or filling within or on the edge of floodplains obstructs flood flows, backing up floodwaters onto upstream and adjacent properties. It also reduces the flood plain's ability to store excess water, sending more water downstream and causing floods to rise to higher levels. This action also increases floodwater's velocity downstream of the constriction.

- Obstructions: Bridges, culverts and other obstructions can block flood flow and trap debris, causing increased flooding upstream and increased velocity downstream.

- Debris: Debris from the watershed, such as trees, rocks, and parts of damaged buildings, increases the hazard posed by moving water. Moving water will float, drag or roll objects, which then act as battering rams that can knock holes in walls and further exacerbate the effects of debris.

- Contamination: Few floods have clear floodwater, and the water will pick up whatever was on the ground within the floodplain, such as soil, road oil, farm and lawn chemicals, and animal waste. In addition, if a wastewater treatment plant was inundated, the floodwaters will likely include untreated sewage. Contamination is also caused by the presence of hazardous material storage in the floodplain and in the community, as well as upstream from the community.

- Soil saturation: Rainfall in areas already saturated with water will increase the runoff.

- Velocity: Flood velocity is the speed of moving water, measured in feet per second. High velocities (greater than five feet per second) can erode stream banks, lift buildings off their foundations, and scour away soils around bridge supports and buildings.

Addressing the concerns noted above will reduce the risk of a flood.[1]

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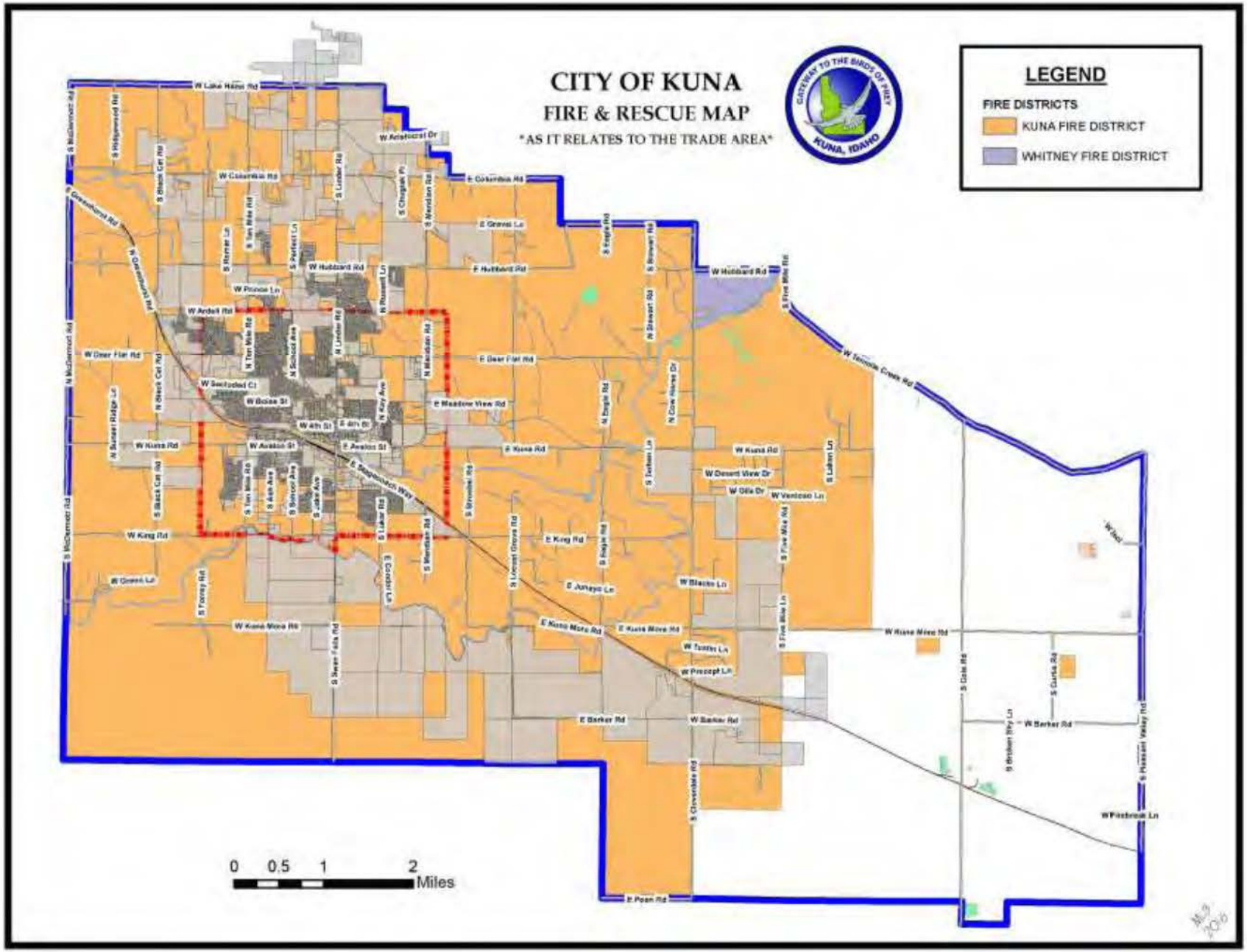
This information has been obtained from *Understanding Your Risks. Identifying Hazards and Estimating Losses.* FEMA: State and Local Mitigation Planning. How to guide CD September 2002


CITY OF KUNA
FIRE & RESCUE MAP
*AS IT RELATES TO THE TRADE AREA*
GATEWAY TO THE BIRDS OF PREY
KUNA, IDAHO
LEGEND
FIRE DISTRICTS
KUNA FIRE DISTRICT
WHITNEY FIRE DISTRICT
0 0.5 1 2
Miles

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# 17.0 TOOLS AND IMPLEMENTATION STRATEGIES

The following is provided as a list of tools and strategies available to local governments to help implement their long range planning objectives. Not every tool is right or feasible for every community. Factors such as local resources, the will of decision-makers and certain statutory or fiduciary constraints will determine the most effective strategies for each community.

## 17.1 Land Use Planning and Preservation Tools

**Land Use Planning Tools**

There are a number of tools that the City can use to implement the proposed Plan and achieve the goals and objectives outlined above. These tools have been successfully used in a number of other communities. Not every tool may be applicable to Kuna, or applicable in every land use situation.

Programs that may be more useful to Kuna are those that work within the land use markets, and rely upon financial incentives to encourage appropriate land use techniques to take place. Many of the programs listed in this section are based upon this principle. Some of the most successful programs are those that mix the available resources.

**Future Land Use Plan Map**

One tool is the City's Plan Map. This Plan Map and the associated land use classifications and overlays should be adopted and referred to when any new development or rezoning action is proposed. The proposed Plan Map should serve as a guide to City planners to help them decide whether a proposed development or zone change is appropriate or consistent with the City's plan for that area. Referring to this Plan Map and Plan, when making these types of decisions will ensure that all future development or redevelopment within the City is compatible with the desires and vision of its residents. The City should strive to not deviate from the Plan, except where the change would be supportive of the overall City vision. Where more complex land use strategies are employed, as described in more detail later in this Plan, it is especially important to not make changes to underlying land uses that may defeat the purpose of the other strategies.

**City Ordinances and Zoning Map**

Kuna should ensure it's zoning map and ordinances are consistent with one other and the Plan Map. The Plan Map should also be updated where it is deemed appropriate to change current zoning. Where more complex land use strategies are employed, as described in more detail later in this Plan, it is especially important not to rezone properties where the action may defeat the purpose of the other strategies.

Sub-Area Plans

There are a number of areas within the City that the community may be interested in developing more detailed plans. Developing and implementing subarea plans for these areas would provide the City with the tools to ensure that development of these areas occurs consistently with the community's desires and visions for these areas. Some areas that are candidates for this consideration include Neighborhood Centers, City Center, and Kuna Mora Road and Highway 69.

The City should consider developing a series of goals and objectives for each Sub-Area Plan identifying issues or constraints to address, and proposing a Long Range Capital Improvement Plan to guide future development or redevelopment of that specific area. These Sub-Area Plans may propose changes to the existing land uses or zoning of that area, and additional regulations and building standards in those particular areas.

Parks and Open Space Master Plan

The community has expressed interest in acquiring additional City parks and open spaces. A Parks and Open Space Master Plan could serve as a guiding tool for the City as future developments are proposed or as open spaces are annexed. The Master Plan would provide the City with an inventory of its existing park and open space opportunities, assist in identifying areas in need of more open spaces or parks, and help identify open space preservation priorities. Generally, parks are defined as developed (at least loosely) spaces with user amenities. Open Space can include park space, but also may include non-developed lands, such as wetlands and agricultural lands.

Sensitive Lands Ordinance and Overlay Zone

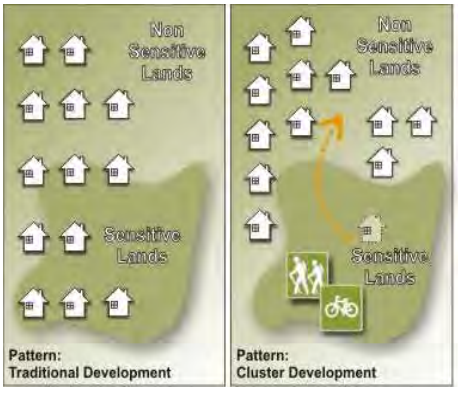
Kuna residents have expressed the need to preserve existing open spaces. One tool that the City should consider is a Sensitive Lands Ordinance. This Ordinance could be used to guide development within sensitive lands in a manner that appropriately addresses any environmental constraints of the land and the community's desire to preserve open spaces. The Ordinance may make use of cluster or transfer of development rights techniques (described in more detail later in this document) as tools for preservation. Alternatively, the overlay zone may simply limit development unless the sensitive lands are appropriately mitigated. A Sensitive Lands Overlay zone would work in tandem with this Ordinance to identify the areas that have sensitive lands characteristics or environmental constraints.

**Large Lot Zoning or Density Reduction**
Preservation areas can be modified through zoning to require large lot sizes, to presumably conserve substantial amounts of the open space.

This action may be viewed as down zoning and may not be popular with landowners, or the political leadership and, although large lot zoning does reduce the number of homes that can be built, it may disperse homes in such a way that limits the ability of the remaining land to be used for recreation or wildlife habitat. This zoning technique is best used in conjunction with cluster development or cluster zoning to preserve as much contiguous open space as possible for recreation, aesthetics and wildlife habitat.

The City should strive to foster policies and regulations that create incentives to private land owners to preserve open spaces or sensitive lands that are privately owned. In some cases it may be appropriate to promote community-wide initiatives to raise funds to compensate the land owners for lost development potential.

**Performance Zoning**
Performance based zoning requires developers to show evidence that they can meet regulations (a specified level of performance) prior to the approval of their project. One common performance zoning measure is the requirement to maintain minimum open space ratios in a development. Developers could be awarded points useful for increasing densities for going above and beyond what is required by the City. For example, points could be awarded to developers for not impacting and/or leaving an open space intact. These points could translate to density bonuses, which may be used on or offsite. When performance zoning is applied to a PUD or cluster ordinance, additional points may be awarded for “moving” development to appropriate areas such as town or Neighborhood Centers. This bonus application becomes an economic incentive designed to encourage more appropriate development, rather than simply prescribing the development.



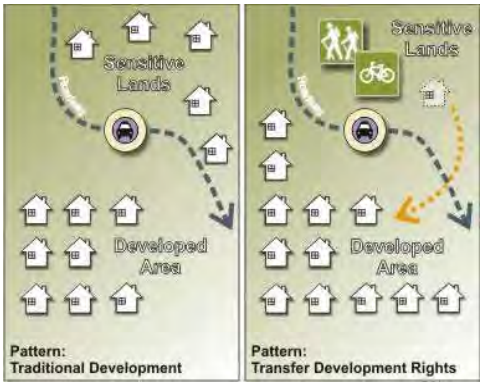

Performance based zone can be time consuming to develop and administer, and may be challenging for a community with a small planning staff.

**Cluster Development**
Cluster development requirements are often part of a performance-zoning program (as described above). Cluster development is a strategy to maximize the amount of open space within a development plan. Development is clustered in less sensitive areas (or Neighborhood Centers) rather than evenly spread out at a lower density. The cluster development strategy can also involve providing density bonuses to developers in exchange for not building in sensitive areas. By granting density bonuses to developers, they can achieve a profitable development level without having to build in sensitive areas. Through clustering, an undeveloped preserve is created that is jointly owned by the homeowners. Usually this remaining open space is placed under a conservation easement. Such easements are usually assigned to non-profit such as an open space preservation organization or a local government entity. A third party holding prevents the easement from being removed without appropriate approval. The easement prevents

further subdivision or construction. Conservation easements are discussed in a following section.

**Transfer of Development Rights**

Transfer of development rights (TDR) is a land use management tool designed to direct development away from areas that a municipality wants to preserve (i.e. wetlands, hillsides, agricultural land, etc.) to locations that are more appropriate for development (i.e. a town or Neighborhood Center). Land to be preserved is designated as a sending area (often as part of a City Sensitive Lands Plan), while developable land is reserved as a receiving area (often using a town or Neighborhood Center Overlay Zone). Under a TDR system, sending area landowners are allowed to transfer or sell their right to develop for fair market value to owners of receiving area properties. This sale or transfer allows the receiving site developer to build a project with increased density in the receiving zone. This can be a useful tool for farmland owners who wish to maintain their operation, property and lifestyle but are finding it increasingly difficult because of increased property values and taxes.




The concept of TDR is based on the assumption that title to real estate is actually a bundle of individual property rights, which may be isolated and transferred to someone else (as is the case with water rights). One of the components of this bundle of rights is the right to develop land. After the original owner sells his development rights, he/she still retains whatever rights have not been transferred away.

TDR offers communities an alternative to expensive acquisition or more restrictive regulations. TDR is a new option, in a sense, a new property right that can be sold in a private market transaction with another property owner. Few programs seem to offer so much for so little—the community retains the critical resource without the acquisition costs, the property owner receives compensation in addition to property tax relief, and a developer can achieve a variety of densities generally not available within the community.

The location of TDR sending and receiving areas may fall within a single community or municipality, or may be fall within more than one community if two or more local governments decide to work together towards a common preservation goal.

## 17.2 Parks and Open Space Preservation Tools

Funding rural character preservation, as part of an overall land use management strategy, can come from a number of sources. Agricultural based communities often have looked to programs, such as those funded through the US Department of Agriculture, for grant money.

**Exactions, Dedications, and Impact Fees**

Exactions may provide alternatives for local governments strained by growth impacts. Where new development creates a need for increased public services and infrastructure, such as park space, this proactive approach is intended to ensure that the new development pays for the needed increase in level of service. When used for open space acquisition, a developer is typically required to leave a certain percentage of land undeveloped. Exactions are best used in conjunction with a flexible zoning code that allows for PUDs and clustering.

Impact fees are another option for local communities. Typically the fee is charged to developers for the purpose of financing increased facility needs or improvements. Capital improvement or project improvements that qualify for funding generation by impact fees include parks, recreation facilities, open space and pathways.

**Purchase Mechanisms**

Purchase of Development Rights

A unique way to preserve open space for public interest is for local and state governments to purchase development rights (PDR). PDRs do not result in purchase of title fee simple. Rather, the rights to all future development are acquired, while the original landowner retains all other rights to the property. PDRs are voluntary programs. The advantage to the landowners is the devaluation of the land, and consequently reduced property taxes. Finding a willing buyer and seller is the challenge with this technique. The land in question must be suitable for use by the current owner (and all future owners), and worth preserving by the new owner.

Fee Simple Acquisition

Outright purchase of property is a simple and certain approach to ensure protection of open spaces. However, this can be very expensive depending on property values. Additionally, to achieve acquisition without condemnation, a community must rely on willing sellers. Kuna will need to evaluate the use of municipal bonding and other public funding mechanisms to purchase open space and parks.

Conservation Easements

Conservation easements are another tool for protecting land from development. As the PDR and TDR programs work, conservation easements also remove the development rights from a property. Under a simple conservation easement plan however, the development rights are held by a third-party and cannot be applied to a separate piece of land. These development rights are often held by a land trust or a local governmental entity. The original landowner retains all other rights associated with landownership, but has given up the right to develop the land. Conservation easements can be purchased by a third-party or donated by the landowner. One notable feature of giving up the development rights to a parcel of land is that the landowner receives a significant tax benefit. By stripping the development rights away from a parcel, the value of the property has been decreased, and therefore the property taxes are correspondingly decreased. In some instances if development rights are donated, there are tax benefits to the land owner.

Local Funding Sources

The City may consider establishing a funding structure or mechanism for acquiring undeveloped and/or vacant land for use as parks and open space. While this list appears long and promising, in all reality many communities will find it a challenge to implement these funding sources. It may take additional City staff to work with the myriad of landowners who are located within the designated preservation areas. Programs that allow the City to provide financial incentives, in exchange for preservation often are the best way for a City to implement new programs. Incentives can be in the form of local tax breaks, low interest loans, or density bonuses.

1. Private funding possibilities
2. City funding mechanisms
3. County General Fund
4. Special Taxing District
5. Collaboration with School Districts
6. State programs
7. Federal Programs

**Private Funding**

Private Donations

Private donations have been used in many instances for the development and construction of recreational facilities. Public donors, including individuals and corporations, will be most attracted to higher profile facilities such as parks or recreational facilities. Obtaining these donations, which often are a tax benefit to the donor, generally requires an aggressive promotion and management by the City or other agencies.

Generally, open space preservation in the form of rural character or agricultural land preservation comes in the form of a donation of land by a landholder. A common scenario is for a landowner to donate a portion of a developable property, in an area that is desirable for preservation, in exchange for density bonuses to develop other portions of the land. This requires the City to adopt specific ordinances to support the incentive program.

Private and Public Partnerships

Cities and private developers may cooperate on a facility that serves the public, yet is also attractive to a developer. These partnerships can be effective funding methods for special use sports facilities like baseball complexes or soccer complexes; but are not as effective in developing neighborhood or community parks that provide facilities such as playground, informal playing field, and other passive recreation opportunities.

Land Trusts and Nonprofit Organizations

Private land trusts are non-governmental, private, nonprofit, charitable organizations. The National Land Trust Census has defined a land trust as a "nonprofit organization that, as part or all of its mission, actively works to conserve land by undertaking or assisting direct land transactions—primarily the purchase or acceptance of donations of land or conservation easements." While land trusts use a variety of methods to protect land, two of the most commonly used are the purchase of or acceptance of donated lands and the purchase of or acceptance of donated conservation easements. Some land trusts acquire land and then convey it to another nonprofit organization or a governmental agency for permanent protection and stewardship. Perhaps the most significant benefit of private land trusts is their flexibility to create partnerships between individual landowners, governmental agencies, and other private organizations to enable preservation.

**City Funding – General Fund or Bonding**

Mill Levy Increases

Many times, this is one of the most effective ways to generate a substantial amount of money for parks, pathways, or open space. Mill levy increases allow money to be levied over a long period of time, but it can be difficult to reach community consensus on a tax increase. Often times a City can use generated funds to leverage money from other sources, such as government programs and matching grants from land trusts.

Recreation or Open Space Bonds

Bonds are usually made by a special investment company and sold to the public at current market prices with a guaranteed rate of interest. The funds generated are used to buy and/or build recreation facilities, as well as purchase open space. The City then has to repay the bond at a prescribed interest rate over a predetermined period of time. Bonds are most effective for large projects.

Special Improvement Districts

Residents within these districts (or areas) are assessed additional taxes above the regular mill levy expressly for the development and maintenance of public facilities and recreational projects in a specific area of the City. The idea is to have local users pay more for services that directly affect them. This option has rarely been used for open space preservation, as there is little service provided to residents. This program would best be utilized to fund parks, pathways, or other recreational opportunities. There is some potential of using a special improvement district to operate lands that are purchased by the City, and preserved as park/open space.

User Fees

User fees can generate small to large amounts of revenue depending on the activity. Most of the facilities that charge user fees are special use recreation facilities such as golf courses, swimming pools and recreation

centers. Many communities charge leagues and sports organization to use public facilities in order to recover some of the costs of upkeep and maintenance. This program is also best used for implementing parks, pathways, and recreational facilities.

County, State, and Federal Programs

It is recognized that there is considerable competition for these funds, and that these funds are at times very limited. However, it is also been documented that creative communities have been successful at obtaining funding by demonstrating careful planning and a strong vision for the use of the money. It may take additional City staff seek to and obtain these grants. Some programs do require matching local funds, which may require the City to raise funds in some manner.

Community Development Block Grants (CDBG)

The primary statutory objective of the CDBG program is to develop viable communities by providing decent housing and a suitable living environment and by expanding economic opportunities, principally for persons of low and moderate income. The State must ensure that at least 70 percent of its CDBG grant funds are used for activities that benefit low- and moderate-income persons over a 1-, 2-, 3-year time period selected by the State. Sometimes these grants can be used towards the development or construction of parks, open spaces, sidewalks, pathways, or bridges. They may also be used to upgrade parks, provide new park equipment, and improve accessibility. HUD distributes funds to each State based on a statutory formula, which takes into account population, poverty, incidence of overcrowded housing, and age of housing.

Congestion Mitigation/Air Quality

The Congestion Mitigation and Air Quality (CMAQ) program is intended to realign the focus of transportation planning toward a more inclusive, environmentally sensitive, and multimodal approach to addressing transportation problems. It provides $6.0 billion in funding for surface transportation and other related projects that contribute to air-quality improvements and reduce congestion.

## 17.3 Growth and Boundary Protection Tools

Like most cities, Kuna will continue to grow for at least the next several decades. Recognizing that the City will expand and have changing needs over time, the City must thoughtfully examine its planning practices and select tools and implementation strategies to best position itself to meet the needs of its citizenry well into the future. In Kuna, this means, among other things, ensuring that the City has adequately sized planning areas and boundaries to ensure the seamless and coordinated expansion of the City over time. The state of Idaho has identified a tool for cities to employ to ensure protection of their interests, called Areas of City Impact and Planning Areas.

**Area of City Impact**

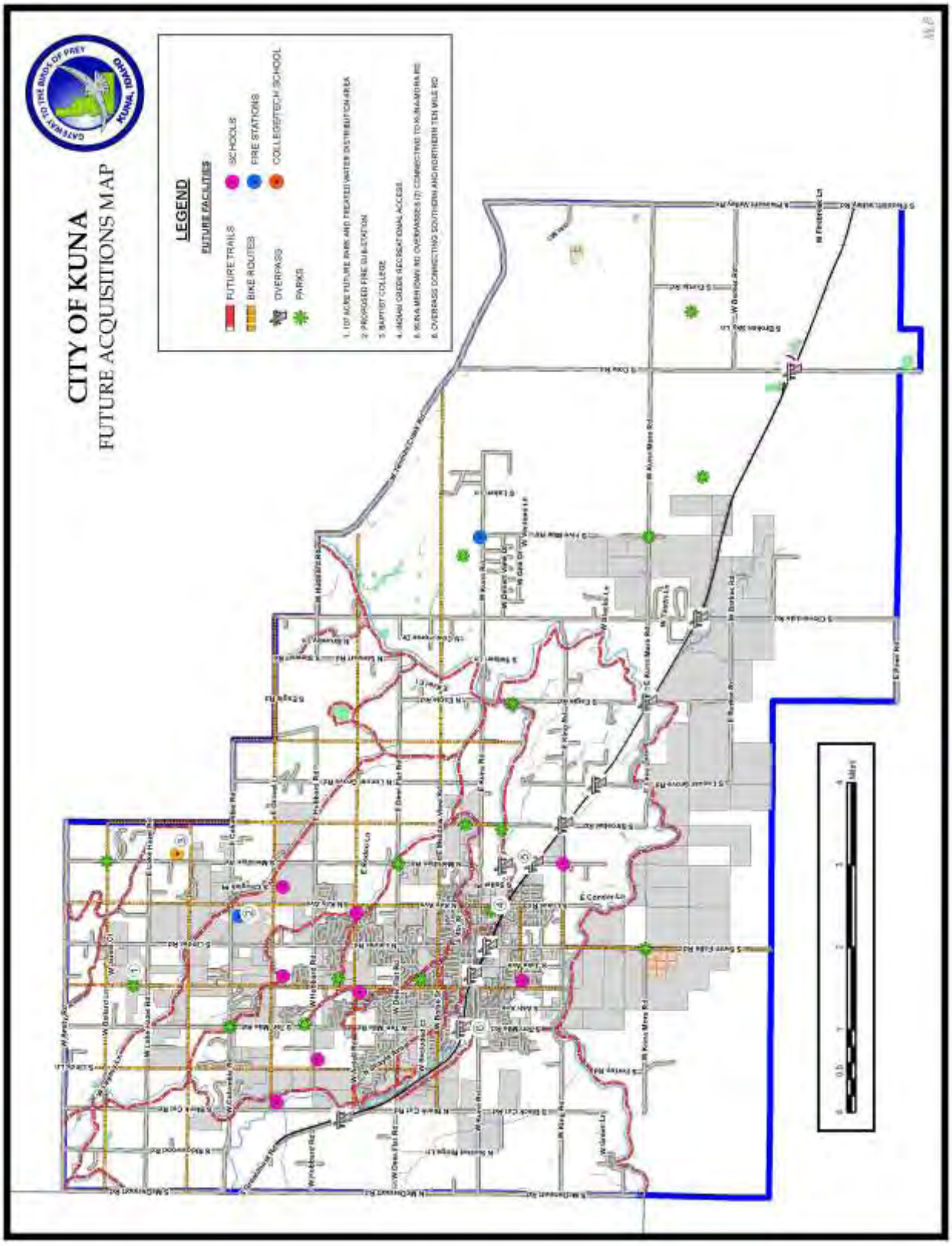
While left relatively undefined by Idaho State Code, ACI's are understood to be political boundaries identifying areas likely to be incorporated into a city in the reasonably near future. Kuna has interpreted the State Code to identify the City's ACI to have the following purposes:

1) Protect the health, safety, and welfare of Ada County residents;
2) Ensure protection for municipalities and landowners against adjacent, incompatible development;
3) Plan for orderly and consistent development where annexation is anticipated;
4) Guide the efficient and prudent expenditure of local governmental resources;
5) Organize and manage growth; and
6) Minimize undue environmental degradation and loss of open space.

ACI boundaries can accommodate changes in growth patterns and growth rates, natural and environmental constraints and concerns, and community interests.

Kuna has defined its proposed ACI, as illustrated in the maps of this Plan, based on the following goals, objectives, and data analysis:

- Projected population increases,
- Existing and proposed development patterns,
- Anticipated annexations,
- To "clean up" municipal boundary lines and
- To ensure compatible development within and beyond the City's municipal boundary.


CITY OF KUNA
FUTURE ACQUISITIONS MAP
LEGEND
FUTURE FACILITIES
FUTURE TRAILS
BIKE ROUTES
OVERPASS
PARKS
SCHOOLS
FIRE STATIONS
COLLEGE/TECH SCHOOL
1. 107 ACRE FUTURE PARK AND TREATED WATER DISTRIBUTION AREA
2. PROPOSED FIRE SUB-STATION
3. BAPTIST COLLEGE
4. JAGAU GREEN RECREATIONAL ACCESS
5. KUNA MEHDIAN RD OVERPASSES (2) CONNECTING TO KUNA MORA RD
6. OVERPASS CONNECTING SOUTHERN AND NORTHERN TEN MILE RD

# Appendix A

## Long Range Planning Indicators

# LONG RANGE PLANNING INDICATORS

| LAND USE INDICATORS | | | | |
|---|---|---|---|---|
| **Indicator** | **2000** | **2008 Estimate** | **Relative Change** | **Source** |
| 1. Total City acreage | | | | City GIS Data |
| 2. Total acreage of City Area of Impact | | | | City GIS Data |
| 3. Percent land in the following uses: | | | | City GIS Data |
| Residential | | | | |
| Single-Family | | | | |
| Multi-Family | | | | |
| Commercial | | | | |
| Retail | | | | |
| Office | | | | |
| Industrial | | | | |
| Agriculture | | | | |
| Public/Quasi-Public | | | | |
| Civic | | | | |
| Schools | | | | |
| Churches | | | | |
| Utility | | | | |
| Open Space | | | | |
| Vacant | | | | |
| Natural Open Space | | | | |
| Parks and Developed Open Space | | | | |
| 4. Total development acres | | | | |
| 5. Total miles of water pipe compared to total City acreage | | | | City GIS Data and Engineering Dept. |
| 6. Total miles of sewer pipe compared to total City acreage | | | | City GIS Data and Engineering Dept. |
| 7. Average housing density | | | | City GIS Data and Planning and Zoning Dept. |

| ECONOMIC DEVELOPMENT INDICATORS*-- | | | | |
|---|---|---|---|---|
| **Indicator** | **2000** | **2008 Estimate** | **Relative Change** | **Source** |
| 1. Percentage of Kuna residents employed outside of the City | | | | U.S. Census |
| 2. Kuna's regional rank in traded sector growth | | | | |
| 3. Kuna's regional rank in new companies | | | | |
| 4. Net Job Growth | | | | U.S. Census |
| 5. Per capita personal income as a percent of State per capita income | | | | U.S. Census |
| 6. Comparison of average incomes of top 5th families to lowest 5th families | | | | U.S. Census |
| Top 5th | | | | |
| Lowest 5th | | | | |
| 7. Percentage of Kuna residents with income levels above poverty | | | | U.S. Census |
| 8. Percent of unemployment | | | | U.S. Census |

| SCHOOLS AND EDUCATION INDICATORS | | | | |
|---|---|---|---|---|
| **Indicator** | **2000** | **2008 Estimate** | **Relative Change** | **Source** |
| 1. Total K-12 school enrollment | | | | U.S. Census |
| 2. Percent of students bussed to school | | | | School District |
| 3. High school drop-out rate | | | | School District |
| 4. Percent of Kuna residents who have completed high school or equivalent | | | | U.S. Census |
| 5. Percent of Kuna residents who have completed some college | | | | U.S. Census |
| 6. Percent of Kuna residents who have postsecondary professional-technical credentials | | | | U.S. Census |
| 7. Percent of Kuna residents (25+) who have completed: | | | | U.S. Census |
| Bachelor's degree | | | | |
| Advanced degree | | | | |

| PARKS AND RECREATION INDICATORS | | | | |
|---|---|---|---|---|
| **Indicator** | **2000** | **2008 Estimate** | **Relative Change** | **Source** |
| 1. Acres of City-owned parks per 1,000 population | | | | City GIS Data and Parks Dept. |
| 2. Miles of trails or pathways per 1,000 population | | | | City GIS Data and Parks Dept. |
| 3. Miles of bicycle lands per 1,000 population | | | | City GIS Data and ACHD |
| 4. Annual parks and recreational capital expenditures (dollars) | | | | City Budget and Capital Improvements Plan |
| 5. Percentage of residents with a park within half-mile of their home | | | | City GIS Data |

| PUBLIC SERVICES, FACILITIES AND UTILITIES INDICATORS | | | | |
|---|---|---|---|---|
| **Indicator** | **2000** | **2008 Estimate** | **Relative Change** | **Source** |
| 1. Annual public service, facility, and utility capital expenditures (dollars) | | | | City Budget and Capital Improvements Plan |
| 2. Total miles of water pipe | | | | City GIS Data and Engineering Dept. |
| 3. Total miles of sewer pipe | | | | City GIS Data and Engineering Dept. |
| 4. Percent of Kuna residents with a library within half-mile of their home | | | | City GIS Data |

| SCHOOLS AND EDUCATION INDICATORS | | | | |
|---|---|---|---|---|
| **Indicator** | **2000** | **2008 Estimate** | **Relative Change** | **Source** |
| 1. Percent of trips by Kuna residents conducted by: | | | | |
| Personal vehicle | | | | City Survey |
| Bicycle | | | | City Survey |
| Walking | | | | City Survey |
| Public Transit & Car/Van pools | | | | Transit providers |
| 2. Miles of bicycle lanes per 1000 population | | | | City GIS Data and ACHD |
| 3. Miles of trails or pathways per 1000 population | | | | City GIS Data and Parks Dept. |
| 4. Number of Kuna businesses with bicycle facilities (bike rack or storage) | | | | City Survey |
| 5. Miles of roadways maintained within the last: | | | | ACHD and City Engineering Dept. |
| 5 years | | | | |
| 10 years | | | | |
| 15 years | | | | |
| 20 years | | | | |
| 6. Miles of roadways constructed within the last: | | | | City GIS data and ACHD |
| 5 years | | | | |
| 10 years | | | | |
| 15 years | | | | |
| 20 years | | | | |
| 7. Average daily commute (minutes) | | | | U.S. Census |

| PUBLIC SAFETY AND EMERGENCY PREPAREDNESS | | | | |
|---|---|---|---|---|
| **Indicator** | **2000** | **2008 Estimate** | **Relative Change** | **Source** |
| 1. Overall crimes reported per 1,000 population:<br>Person crimes<br>Property crimes | | | | Ada County Sheriff |
| 2. Juvenile arrests per 1,000 population:<br>Person crimes<br>Property crimes | | | | Ada County Sheriff |
| 3. Percent of paroled adult offenders convicted of a new felony within three years of initial release | | | | Ada County Sheriff |
| 4. Percent of juveniles with a new criminal referral to a county juvenile departments within 12 months of initial criminal offense | | | | Ada County Sheriff |
| 5. Number of schools with an emergency response plan or procedure and drills:<br>Annually<br>Twice a year<br>More than twice a year | | | | School Districts |
| 6. Number of police officers per 1000 population as compared to the regional and national averages:<br>Kuna<br>Region<br>Nation | | | | Ada County Sheriff |
| 7. Response times as compared to regional and national averages:<br>Kuna<br>Emergency calls<br>Non-emergency calls<br>Region<br>Emergency calls<br>Non-emergency calls<br>Nation<br>Emergency calls<br>Non-emergency calls | | | | Ada County Sheriff |
| 8. Number of CERT responders per 1,000 population | | | | Ada City-County Emergency Management |

| DEMOGRAPHIC INDICATORS | | | | |
|---|---|---|---|---|
| **Indicator** | **2000** | **2008 Estimate** | **Relative Change** | **Source** |
| 1. Total City population | | | | U.S. Census, COMPASS, Building Permits |
| 2. Average per capita income as compared to the region and nation | | | | U.S. Census |
| Kuna | | | | |
| Region | | | | |
| Nation | | | | U.S. Census |
| 3. Average household income as compared to the region and nation | | | | |
| Kuna | | | | |
| Region | | | | |
| Nation | | | | |
| 4. Average household size as compared to the region and nation | | | | U.S. Census |
| Kuna | | | | |
| Region | | | | |
| Nation | | | | |
| 5. Average median age as compared to the region and nation | | | | U.S. Census |
| Kuna | | | | |
| Region | | | | |
| Nation | | | | |
| 6. Percentage of residents over the age of 65 as compared to the region and nation | | | | U.S. Census |
| Kuna | | | | |
| Region | | | | |
| Nation | | | | |

| CITY CENTER DEVELOPMENT INDICATORS | | | | |
|---|---|---|---|---|
| **Indicator** | **2000** | **2008 Estimate** | **Relative Change** | **Source** |
| 1. Total capital expenditures specifically focused on the City Center (dollars) | | | | City Budget and Capital Improvements Plan |
| 2. Number of vacant or underutilized storefronts in the City Center | | | | City Survey |
| 3. Number of new businesses in the City Center | | | | |
| 4. Average number of trips to the City Center | | | | City Survey |

| NATURAL RESOURCE AND HAZARD INDICATORS | | | | |
|---|---|---|---|---|
| **Indicator** | **2000** | **2008 Estimate** | **Relative Change** | **Source** |
| 1. Percentage of identified hazardous areas cleaned up or being cleaned up | | | | Environmental Protection Agency |
| 2. Percentage of monitored species not at risk | | | | Division of Wildlife Resources |
| 3. Pounds of municipal solid waste landfill or incinerated per capita | | | | |
| 4. Percentage of key streams and water ways meeting minimum flow and water quality levels | | | | Division of Water Resources |
| 5. Acreage of wetland change per year | | | | Army Corps of Engineers |

| HOUSING INDICATORS | | | | |
|---|---|---|---|---|
| **Indicator** | **2000** | **2008 Estimate** | **Relative Change** | **Source** |
| 1. Total number of building permits issued | | | | City Planning and Zoning Dept. |
| Single-Family | | | | |
| Multi-Family | | | | |
| 2. Total number of dwelling units within City | | | | U.S. Census |
| 3. Total number of owner-occupied dwelling units | | | | U.S. Census |
| 4. Total number of rental dwelling units | | | | |
| 5. Percent of Kuna residents spending more than 30 percent of their income on housing (including utilities): | | | | U.S. Census |
| Renters | | | | U.S. Census |
| Owners | | | | |

| COMMUNITY DESIGN INDICATORS | | | | |
|---|---|---|---|---|
| **Indicator** | **2000** | **2008 Estimate** | **Relative Change** | **Source** |
| 1. Number of trees planted | | | | City Survey |
| 2. Number of street furnishing added: benches, trash cans, stalls | | | | City Survey |
| 3. Number of locally identified community gathering places | | | | City Survey |
| 4. Number of public art fixtures installed: interactive, passive | | | | City Survey |
| 5. Miles of landscaped medians | | | | ACHD and City Survey |
| 6. Number of improved pedestrian crossings | | | | ACHD and City Survey |
| 7. Number of new street lights added: | | | | |
| Decorative | | | | City Survey |
| Utilitarian | | | | |

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# Appendix B
## Long Range Capital Improvements Plan

CITY OF KUNA
LONG RANGE CAPITAL IMPROVEMENTS PLAN
2015-2026

A Capital Improvement Plan (CIP) is a major planning tool for systematically inventorying and prioritizing a community's major capital improvement projects within a proposed time frame. The CIP lists the projects and improvements needed, and identifies available funding options.

As part of the Kuna Comprehensive Plan, the City has developed a Long Range Capital Improvement Plan (CIP). This Plan is important to the City as a means to maintain the current asset base and meet the future capital needs necessitated by growth while efficiently utilizing tax dollars and other funding sources.

Well developed and maintained infrastructure is a critical component in the City's community quality and economic development initiatives. The CIP identifies capital projects the City anticipates will be necessary within a designated period of time in order to support projected growth. Estimated construction years and costs are identified as well as potential funding sources[1].

Sources of funding for the CIP may be divided by the general fund, utility fund, Urban Renewal District, developers, grants, federal, or state funds as follows:

| GENERAL FUND | YEAR | FUNDING SOURCE | ESTIMATED COST |
|---|---|---|---|
| **Public Facilities** | | | |
| City Hall with Community Gathering and Public Art Space<br>*Will all City administrative offices, community gathering and public art space. Space would be flexible enough to accommodate municipal court activities as necessary. 20,000 square feet on 2 acres to support population in 2025.* | TBD | General Fund | $3,100,000 |
| **Public Services** | | | |
| Central Police Station<br>*Larger, City-owned station in necessitated by City's desire to provide urban level of law enforcement services of at least 1.0 officers per 1,000 population. Station may be co-located with City Hall. Space would be flexible enough to accommodate municipal court activities as necessary. 7,500 square feet on 3 acres.* | TBD | General Fund | $1,650,000 |
| Police Sub-Station at Osprey Ridge<br>*Land for this station has been deeded to the City through a development agreement. This sub-station will enable the Police department to maintain consistency in response times throughout the expanding municipal boundaries 2,000 square feet on 1 acre.* | TBD | General Fund | $400,000 |
| **Parks and Pathways** | | | |
| *In order to maintain the current level of service of 2.86 developed acres per 1,000 population, the city of Kuna will need to acquire and develop over 50 new acres of developed neighborhood and community parks over the next 20 years. These parks will be specifically identified and developed as the community grows. An enhanced pathway, trail and bike path system will be part of this new acreage.* | TBD | General Fund/ Extractions[1] | |
| *The community has identified the area south of Indian Creek as an appropriate place for a large regional park and recreation center. Uses might include a fairgrounds, a sports complex with numerous baseball, softball and soccer fields and soccer fields, or a municipal pool. It is likely that the community will consider the possibility of authorizing a parks and recreation district to develop and operate these types of facilities.* | TBD | General Fund/ Extractions | TBD |
| **Transportation** | | | |
| *Improvements at grade railroad crossings to create whistle-free zones* | TBD | General Fund /Extractions | TBD |
| *Bridge to cross Indian Creek and the railroad tracks to provide adequate transportation through the City.* | TBD | General Fund/ Extractions | TBD |
| *Park-and-Ride Lot* | TBD | General Fund/ Extractions | TBD |
| **Total General Fund** | | | **TBD** |

**Note: TBD = To Be Determined*

| WATER UTILITY | | | |
|---|---|---|---|
| | **Year** | **Funding Source** | **Estimated Cost** |
| **Priority 1** | | | |
| *New Well 11 – Butler Park* | 2015 | Water | $700,000 |
| *Columbia Trunk – Linder to Hwy. 69* | 2016 | Water | $398,000 |
| *Storage Reservoir – Discovery* | 2017 | Water | $1,200,000 |
| *Discovery Trunk – Well 5 to Ten Mile (1,908')* | 2017 | Water | $144,000 |
| *Lake Hazel Trunk – Ten Mile to Linder* | 2017 | Water | $398,000 |
| *Linder Trunk – Columbia to Amity* | 2017 | Water | $796,000 |
| | | | $3,636,000 |
| **Priority 2** | | | |
| *New Well – T2NR1ES7 (Patagonia)* | 2018 | Water | $800,000 |
| *Ten Mile Trunk – Lake Hazel to Amity* | 2018 | Water | $398,000 |
| *Deer Flat Trunk – Hwy. 69 to Locust Grove* | 2019 | Water | $566,000 |
| *Columbia Trunk - Hwy. 69 to Locust Grove* | 2019 | Water | $498,000 |
| *Locust Grove Trunk – Deer Flat to Lake Hazel* | 2019 | Water | $1,194,000 |
| *Lake Hazel Trunk – Linder to Hwy. 69* | 2020 | Water | $398,000 |
| *New Well – T1NR1ES1 (East Industrial Park)* | 2020 | Water | $800,000 |
| *Deer Flat Trunk – Ten Mile to Indian Creek (3,952')* | 2020 | Water | $297,000 |
| | | | $4,951,000 |
| **Priority 3** | | | |
| *New Well – T2NR1WS14 (Arbor Ridge)* | 2021 | Water | $800,000 |
| *Storage Reservoir – Stroebel* | 2021 | Water | $1,200,000 |
| *Lake Hazel Trunk – Hwy. 69 to Locust* | 2021 | Water | $498,000 |
| *Hwy. 69 Trunk – Kuna Rd. to Ridley's (4,028')* | 2021 | Water | $303,000 |
| *Kuna Rd. Trunk – Sunbird to Hwy. 69 (2,120')* | 2021 | Water | $159,000 |
| *Ardell Trunk – Shayla to Indian Creek (2,544")* | 2022 | Water | $191,000 |
| *Kuna Rd. Trunk – Hwy. 69 to Eagle* | 2022 | Water | $896,000 |
| *Locust Grove Trunk – Indian Creek to Deer Flat* | 2022 | Water | $652,000 |
| *New Well – T2NR1ES19 (Stroebel)* | 2023 | Water | $800,000 |
| | | | $5,499,000 |
| **Priority 4** | | | |
| *Lake Hazel Trunk – Ten Mile to McDermott* | 2024 | Water | $796,000 |
| *Swan Falls Trunk – Silvertip to Mora Canal (2,756')* | 2024 | Water | $207,000 |
| *Hwy. 69 Trunk – Deer Flat to Hubbard (5,300')* | 2024 | Water | $398,000 |
| *New Well – T2NR1WS3 (Ridgewood)* | 2025 | Water | $800,000 |
| *School Trunk – Schoolhouse to King Rd. (1,484')* | 2025 | Water | $114,000 |
| *King Rd. Trunk – Swan Falls to Ten Mile (5,300')* | 2025 | Water | $398,000 |
| *New Well – T1NR1ES2 (East Industrial Park)* | 2026 | Water | $800,000 |
| *Kuna/Mora Trunk – Cloverdale to Cole* | 2026 | Water | $796,000 |
| | | | $4,309,000 |
| **Total Water Utility** | | | **$18,395,000** |

| SEWER UTILITY | | | |
|---|---|---|---|
| | YEAR | FUNDING SOURCE | ESTIMATED COST |
| **Priority 1** | | | |
| *Deerhorn Interceptor – Deerhorn LS to Arbor Ridge* | 2015 | Sewer | $134,000 |
| *Reuse Water Storage and Pump Station* | 2016 | Sewer | $1,000,000 |
| *Birds of Prey Interceptor* | 2016 | Sewer | $168,000 |
| *Lake Hazel Regional Lift Station* | 2017 | Sewer | $550,000 |
| *Lake Hazel Interceptor – Ten Mile to Linder* | 2017 | Sewer | $572,000 |
| *Ten Mile FM – Lake Hazel LS to NWWTP* | 2017 | Sewer | $108,000 |
| | | | $2,532,000 |
| **Priority 2** | | | |
| *Linder Regional Lift Station* | 2017 | Sewer | $250,000 |
| *Linder FM – Mason Creek to Lake Hazel* | 2017 | Sewer | $144,000 |
| *Mason Creek Interceptor – Linder to Columbia* | 2018 | Sewer | $533,000 |
| *Columbia Interceptor – Lake Hazel to Amity* | 2018 | Sewer | $431,000 |
| *Profile Ridge Lift Station* | 2018 | Sewer | $433,000 |
| *Profile Main – Profile LS to Teed Lateral* | 2019 | Sewer | $250,000 |
| *Tem Mile Interceptor – Lake LS to Amity* | 2019 | Sewer | $490,000 |
| | 2018 | Sewer | $636,000 |
| | | | $3,167,000 |
| **Priority 3** | | | |
| *Deer Flat/Locust Grove Lift Station* | 2021 | Sewer | $250,000 |
| *Mason Creek Interceptor – Deer Flat to Kuna Rd* | 2021 | Sewer | $1,060,000 |
| *Locust Grove FM – Deer Flat LS to Hubbard* | 2021 | Sewer | $611,000 |
| *Young Regional Lift Station* | 2023 | Sewer | $450,000 |
| *Indian Creek Interceptor – Young LS to Stroebel* | 2023 | Sewer | $670,000 |
| | | | $3,041,000 |
| **Priority 4** | | | |
| *Mason Creek Interceptor – Hubbard to Deer Flat* | 2024 | Sewer | $865,000 |
| *East Industrial Lift Station* | 2024 | Sewer | $250,000 |
| *East Industrial FM* | 2024 | Sewer | $1,014,000 |
| *Kuna Rd. Interceptor – Eagle to Cloverdale* | 2025 | Sewer | $786,000 |
| *Sailer Place Main – Creek to Avalon* | 2025 | Sewer | $198,000 |
| *Stroebel Main – Creek to Kuna Rd* | 2025 | Sewer | $143,000 |
| *Mason Creek Interceptor – Columbia to Hwy. 69* | 2025 | Sewer | $440,000 |
| *Lagoon 8* | 2025 | Sewer | $1,200,000 |
| | | | $4,896,000 |
| **Total Sewer Utility** | | | **$13,636,000** |

| PRESSURIZED IRRIGATION UTILITY | | | |
|---|---|---|---|
| | YEAR | FUNDING SOURCE | ESTIMATED COST |
| **Priority 1** | | | |
| *Ten Mile, Kuna Canal, Park Trunk* | 2015 | | $400,000 |
| *Waters Edge Pump Station and Storage* | 2016 | | $600,000 |
| *Ten Mile Trunk – Heartland to Applewood* | 2016 | | $207,000 |
| *Chapparosa Storage* | 2016 | | $300,000 |
| *Columbia Trunk – Linder to Hwy. 69* | 2016 | Water | $398,000 |
| *Linder Trunk – Hubbard to Lake Hazel* | 2017 | | $803,000 |
| *Linder Trunk – Columbia to Amity* | 2017 | Water | $796,000 |
| *Lake Hazel Trunk – Ten Mile to Linder* | 2017 | | $398,000 |
| | | | $3,902,000 |
| **Priority 2** | | | |
| *Danskin Ridge Pump Station* | 2018 | | $300,000 |
| *Ten Mile Trunk – Mason Creek to Lake Hazel* | 2018 | | $533,000 |
| *Ten Mile Trunk – Lake Hazel to Amity* | 2018 | | $398,000 |
| *Kay/Deer Flat Trunk – Boise to Ridleys* | 2019 | | $338,000 |
| *Deer Flat Trunk – Hwy. 69 to Locust Grove* | 2019 | | $398,000 |
| *Locust Grove Trunk – Deer Flat to Lake Hazel* | 2019 | Water | $1,194,000 |
| *Columbia Trunk – Hwy. 69 to Locust Grove* | 2019 | Water | $498,000 |
| *Lake Hazel Trunk – Linder to Hwy. 69* | 2020 | Water | $398,000 |
| *Deer Flat Trunk – Ten Mile to Indian Creek (3,952')* | 2020 | Water | $297,000 |
| | | | $4,354,000 |
| **Priority 3** | | | |
| *Hwy. 69 Trunk – Kuna Rd. to Ridley's (4,028')* | 2021 | Water | $303,000 |
| *Kuna Rd. Trunk – Sunbird to Hwy. 69 (2,120')* | 2021 | Water | $159,000 |
| *Lake Hazel Trunk – Hwy. 69 to Locust Grove* | 2021 | Water | $498,000 |
| *Ardell Trunk – Teed Lateral to Shayla* | 2022 | | $303,000 |
| *Kuna Rd. Trunk – Hwy. 69 to Eagle* | 2022 | Water | $896,000 |
| *Locust Grove Trunk – Indian Creek to Deer Flat* | 2022 | | $652,000 |
| | | | $2,811,000 |
| **Priority 4** | | | |
| *Hwy. 69 Trunk – Deer Flat to Hubbard (5,300')* | 2024 | Water | $398,000 |
| *Lake Hazel Trunk – Ten Mile to McDermott* | 2024 | | $796,000 |
| *Swan Falls Trunk – Silvertip to Mora Canal (2,756')* | 2024 | Water | $207,000 |
| *School Trunk – Schoolhouse to King Rd. (1,484')* | 2025 | Water | $114,000 |
| *King Rd. Trunk – Swan Falls to Ten Mile (5,300')* | 2025 | Water | $398,000 |
| | | | $1,913,000 |
| **Total Pressurized Irrigation Utility** | | | **$12,980,000** |

| KUNA RURAL FIRE PROTECTION DISTRICT | | | |
|---|---|---|---|
| | YEAR | FUNDING SOURCE | ESTIMATED COST |
| **Fire Station #2**<br>*This station will be located south of the railroad tracks to maintain current response times. 10,000 square feet on 1 acre already owned by the District. Cost includes apparatus and equipment.* | TBD | General Fund/ Exactions[1] | $2,000,000 |
| **Fire Station #3**<br>*This station will be located on Columbia between Linder and Meridian to maintain current response times. 10,000 square feet on 1 acre already owned by the District. Cost includes apparatus and equipment.* | TBD | General Fund/ Exactions[1] | $2,000,000 |
| **Total Kuna Fire District** | | | **$4,000,000** |

| KUNA LIBRARY | | | |
|---|---|---|---|
| | YEAR | FUNDING SOURCE | ESTIMATED COST |
| **Library Expansion**<br>*The Library will need to add at least 25,000 new square feet of library space to its system by the year 2018 to maintain desired standards to service to accommodate growth. The Library District Board is currently analyzing options for the location and finding of this expansion.* | TBD | TBD | $2,000,000 |
| **Total Kuna Library District** | | | **$2,000,000** |

**City of Kuna**
**Kuna Comprehensive Land Use Plan**
**August 18, 2015**

Planning and Zoning Department
763 W. Avalon Street
Kuna, Idaho 83634
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