



CITY OF KUNA

**P. O. BOX 13
KUNA, ID 83634**

Telephone (208) 922-5546 Fax (208) 922-5989
www.kunacity.id.gov

January 21, 2014

**6:00 P.M. WORK SESSION
7:00 P.M. REGULAR CITY COUNCIL MEETING**

**KUNA CITY COUNCIL CHAMBER
763 W. AVALON ST.
KUNA, IDAHO**

CITY OFFICIALS

**W. Greg Nelson, Mayor
Richard Cardoza, Council President
Briana Buban-Vonder Haar, Council Member
Pat Jones, Council Member
Joe Stear, Council Member**

NOTICE: Copies of all agenda materials are available for public review in the Office of the City Clerk. Persons who have questions concerning any agenda item may call the City Clerk's Office at 922-5546 to make inquiry concerning the nature of the item described on the agenda.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk at 922-5546 at least forty-eight (48) hours prior to the meeting to allow the City to make reasonable arrangements to ensure accessibility to this meeting.

**CITY OF KUNA
REGULAR CITY COUNCIL MEETING
AGENDA
TUESDAY, JANUARY 21, 2014
Kuna City Hall Council Chamber, 763 W. Avalon Street, Kuna, Idaho**

6:00 P.M. WORK SESSION

- 1. Call to Order and Roll Call**
- 2. Initial presentation and question/answers regarding the Feasibility Study for Community Swimming Pool and Recreation Center – Richard T. Roats, City Attorney**
- 3. Adjournment**

7:00 P.M. REGULAR CITY COUNCIL

Call to Order and Roll Call

Invocation: Marcus Omdahl, New Beginnings Christian Church

Pledge of Allegiance: Mayor Nelson

1. Consent Agenda:

All items listed under the Consent Agenda are considered to be routine and are acted on with one motion by the City Council. There will be no separate discussion on these items unless the Mayor, Council Member, or City Staff requests an item to be removed from the Consent Agenda for discussion. Items removed from the Consent Agenda will be placed on the Regular Agenda under Old Business or as instructed by the City Council.

A. City Council Meeting Minutes:

1. Minutes of January 7, 2013 Regular Meeting

B. Accounts Payable Dated January 21, 2014 in the Amount of \$387,638.30

C. Alcohol Licenses:

D. Resolutions:

E. Findings of Facts and Conclusions of Law:

1. 13-02-AN (Annexation) and 13-01-DA (Development Agreement) – Sharron L. Fisher Annexation

2. 13-01-PUD (Planned Unit Development), 13-03-ZC (Rezone), 13-03-DA (Development Agreement), 13-05-S (Preliminary Plat) - Sorrel Residential Subdivision; Randy VanderWerff represented by ULC Management (Bob Unger)

2. Citizen's Reports or Requests:

3. Old Business:

- A. Avalon/Shortline/Bridge Project Update – Peter Blake, Project Manager , Ada County Highway District
- B. Approve Resolution No. R08-2014 Adopting Amended Policy for Cost Recovery Agreements for Water System Construction – Gordon Law, City Engineer
- C. Approve Resolution No. R09-2014 Adopting Amended Policy for Cost Recovery Agreements for Sewer System Construction – Gordon Law, City Engineer
- D. Approve Resolution No. R10-2014 Adopting Amended Policy for Cost Recovery Agreements for Pressure Irrigation System Construction – Gordon Law, City Engineer

4. Public Hearings: (7:00 p.m. or as soon thereafter as matters may be heard.)

- A. A Public Hearing for all Interested Parties and Citizens to Have an Opportunity to be Heard Regarding the Review and Consideration of the Kuna Crossing Feasibility and Implementation Plan – Jeff Lowe, Senior Transportation Planner, Ada County Highway District

5. New Business:

- A. Irrevocable Standby Letter of Credit for Ada County Highway District – John Marsh, City Treasurer
- B. Adopt Resolution No. R07-2014 Approving Consultant Services Agreement with Civil Survey Consultants Regarding School Street Pressurized Irrigation Project – Gordon Law, City Engineer
- C. Review Comprehensive Plan Amended Section 12.0 Housing – Wendy Howell, P&Z Director

6. Ordinances:

- A. **First Reading of Ordinance No. 2014-02 Fisher Annexation**
Consideration to dispense with full reading and three consecutive readings.
Consideration to approve ordinance.
Consideration to approve a summary publication of the ordinance.

AN ORDINANCE ANNEXING CERTAIN REAL PROPERTY, NOW KNOWN AS PARCEL S1313347025 WITH A SITE ADDRESS OF 450 E. DEER FLAT ROAD, KUNA, IDAHO; SITUATED IN THE UNINCORPORATED AREA OF ADA COUNTY, IDAHO, AND CONTIGUOUS TO THE CORPORATE LIMITS OF THE CITY OF KUNA, TO THE CITY OF KUNA, IDAHO; ESTABLISHING THE ZONING CLASSIFICATION OF SAID REAL PROPERTY; DIRECTING THAT COPIES OF THIS ORDINANCE BE FILED AS PROVIDED BY LAW; AND PROVIDING AN EFFECTIVE DATE.

B. *First Reading of Ordinance No. 2014-03 Sorrel Subdivision Rezone*

Consideration to dispense with full reading and three consecutive readings.

Consideration to approve ordinance.

Consideration to approve a summary publication of the ordinance.

AN ORDINANCE OF THE CITY OF KUNA, IDAHO, REZONING CERTAIN REAL PROPERTY, NOW KNOWN AS PARCEL R7686320030 WITH AN ADDRESS OF 700 S. LUKER ROAD, KUNA, IDAHO, FROM M-1 TO R-8; AMENDING THE ZONING MAP OF THE CITY OF KUNA TO REFLECT SUCH CHANGE; AND PROVIDING AN EFFECTIVE DATE.

7. Mayor/Council Discussion Items:

8. Announcements:

9. Executive Session:

- A.** Adjourn to Executive Session Pursuant to Idaho Code 67-2345(c) for the Purpose of Discussing Property Acquisition.

10. Adjournment:

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**CITY OF KUNA
REGULAR CITY COUNCIL MEETING
MINUTES**

TUESDAY, JANUARY 7, 2014

Kuna City Hall Council Chamber, 763 W. Avalon Street, Kuna, Idaho

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7:00 P.M. REGULAR CITY COUNCIL

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COUNCIL MEMBERS PRESENT: Mayor W. Greg Nelson
Council President Richard Cardoza
Council Member Doug Hoiland
Council Member Joe Stear
Council Member-Elect Pat Jones

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EXCUSED ABSENCE: Council Member Briana Buban-Vonder Haar

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CITY STAFF PRESENT: Richard Roats, City Attorney
John Marsh, City Treasurer
Wendy Howell, Planning & Zoning Director
Troy Behunin, Sr. Planner
Travis Jeffers, Planning Technician
Brenda Bingham, City Clerk

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Call to Order and Roll Call

Mayor Nelson welcomed everyone and recognized the Boy Scouts in attendance working on their Communications and Citizenship merit badges. The meeting was called to order at 7:00 p.m. Roll call reflected Council Members Cardoza, Hoiland and Stear present at the meeting. Council Member Buban-Vonder Haar was out of town on vacation.

Invocation: Marcus Omdahl, New Beginnings Christian Church

Pledge of Allegiance: Mayor Nelson

Amend Agenda (Timestamp 00:04:00)

(The council must move to amend the agenda per IC 67-2343 Effective July 1, 2009.)

Consideration to amend the agenda originally posted on January 3, 2014 to include the following:

- New Business: 5N – Adopt Resolution No. R06-2014 to Approve Form of Letter of Credit for Crimson Point 5 Phase C
- Correction of Ordinance No. 2014-01 changing it from an annexation to a rezone ordinance and moving it from the Consent Agenda to 1.2 New Business.

Staff was notified of the request on Tuesday, January 7, 2014.

1
2 **Council Member Stear moved to add under New Business: 5N – Adopt Resolution No. R06-**
3 **2014 and remove Ordinance No. 2014-01 from the Consent Agenda as discussion as 1.2**
4 **under New Business. Seconded by Council Member Hoiland, all voting aye. Motion carried**
5 **3-0.**
6

7 **1.1 Consent Agenda: (Timestamp 00:05:05)**
8

9 *All items listed under the Consent Agenda are considered to be routine and are acted on with*
10 *one motion by the City Council. There will be no separate discussion on these items unless*
11 *the Mayor, Council Member, or City Staff requests an item to be removed from the Consent*
12 *Agenda for discussion. Items removed from the Consent Agenda will be placed on the*
13 *Regular Agenda under Old Business or as instructed by the City Council.*
14

15 A. City Council Meeting Minutes:

- 16 1. Minutes of December 17, 2013 Special Meeting
- 17 2. Minutes of December 17, 2013 Regular Meeting
- 18 3. Minutes of December 19, 2013 Special Meeting

19 B. Accounts Payable Dated January 7, 2014 in the Amount of \$181,153.12

20 C. Ordinances:

21 **Council Member Stear moved to approve the Consent Agenda as presented. Seconded**
22 **by Council Member Hoiland, all voting aye. Motion carried 3-0.**
23

24 **1.2 New Business: (Timestamp 00:05:29)**
25

26 ***First Reading of Ordinance No. 2014-01 Rezone - Boise Project Board of Control***
27 *Consideration to dispense with full reading and three consecutive readings.*
28 *Consideration to approve ordinance.*
29 *Consideration to approve a summary publication of the ordinance.*
30

31 AN ORDINANCE REZONING CERTAIN REAL PROPERTY IDENTIFIED BY
32 PARCEL NUMBER R5070002110 SITUATED IN THE CORPORATE LIMITS OF
33 THE CITY OF KUNA; CHANGING THE ZONING FROM R-6 MEDIUM-LOW
34 DENSITY RESIDENTIAL TO C-1 NEIGHBORHOOD BUSINESS DISTRICT;
35 DIRECTING THAT COPIES OF THIS ORDINANCE BE FILED AS PROVIDED BY
36 LAW; AND PROVIDING AN EFFECTIVE DATE.
37

38 **Council Member Stear moved to dispense with the full reading and three consecutive**
39 **readings of Ordinance No. 2014-01. Seconded by Council Member Hoiland, all**
40 **voting aye. Motion carried 3-0.**
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1 **Council Member Stear moved to approve Ordinance No. 2014-01. Seconded by**
2 **Council Member Hoiland with the following roll call vote:**
3 **Voting Aye: Council Members Cardoza, Hoiland and Stear**
4 **Voting No: None**
5 **Absent: Council Member Buban-Vonder Haar**
6 **Motion carried 3-0.**

7
8 **Council Member Stear moved to approve a summary publication of Ordinance No.**
9 **2014-01. Seconded by Council Member Hoiland, all voting aye. Motion carried 3-0.**

10
11 **1.3 Swear In Newly Elected Officials** (*Timestamp 00:09:00*)

12
13 Mayor Nelson presented a plaque to Council Member Hoiland and thanked him for his
14 service from January 5, 2010 – January 7, 2014. The Mayor pointed out these were not easy
15 years due to the recession and Mr. Hoiland helped the City through this difficult time.

16
17 Mayor Nelson administered the Oath of Office to Richard Cardoza and Pat Jones as newly
18 elected Council Members. The new officials were welcomed and congratulated on their new
19 positions.

20
21 Council Member Stear moved to adjourn this portion of the meeting at 7:10 p.m.

22
23 ***Recess for change of Council** (*Timestamp 00:12:26*)

24
25 Newly appointed Council Members Richard Cardoza and Pat Jones joined Council Member Joe
26 Stear on the dais. (Council Member Buban-Vonder Haar was absent.)

27
28 Mayor Nelson called the Council Meeting back to order. Roll call reflected Council Members
29 Cardoza, Jones and Stear present at the meeting.

30
31 **1.4 Elect Council President** (*Timestamp 00:13:03*)

32
33 **Council Member Stear moved for Richard Cardoza to be the Council President again.**
34 **Seconded by Council Member Jones, all voting aye. Motion carried 3-0.**

35
36 **1. Consent Agenda:** (*Timestamp 00:14:22*)

37
38 A. City Council Meeting Minutes: None

39
40 B. Approve Accounts Payable: None

41
42 C. Alcohol Licenses: None

43
44 D. Resolutions:

45
46 1. Resolution No. R02-2014 Pool & Recreation Center Feasibility Study Consultant
47

1 A RESOLUTION OF THE CITY OF KUNA, IDAHO AUTHORIZING THE
2 MAYOR TO EXECUTE A CONTRACT WITH LCA ARCHITECTS TO
3 PERFORM THE FEASIBILITY STUDY THAT WILL DETERMINE IF IT IS
4 FISCALLY POSSIBLE TO CONSTRUCT AND OPERATE OR PARTNER WITH
5 THE YMCA TO OPERATE A CITY OWNED COMMUNITY SWIMMING POOL
6 AND RECREATION CENTER.
7

8 2. Resolution No. R03-2014 Pool & Recreation Center – Zions Bank
9

10 A RESOLUTION OF THE CITY OF KUNA, IDAHO AUTHORIZING THE
11 MAYOR TO EXECUTE A CONTRACT WITH ZIONS BANK TO ASSIST THE
12 CITY IN EXPLORING METHODS OF FINANCING THE CONSTRUCTION AND
13 OPERATION OF A CITY OWNED COMMUNITY SWIMMING POOL AND
14 RECREATION CENTER.
15

16 E. Findings of Facts and Conclusions of Law: None
17

18 **Council Member Stear moved to approve the Consent Agenda. Seconded by Council**
19 **Member Jones, all voting aye. Motion carried 3-0.**
20

21 **2. Citizen's Reports or Requests: None**
22

23 **3. Old Business: None**
24

25 **4. Public Hearings: (7:00 p.m. or as soon thereafter as matters may be heard.)**
26 *(Timestamp 00:17:42)*
27

28 A. 13-01-PUD (Planned Unit Development), 13-03-ZC (Rezone), 13-03-DA (Development
29 Agreement), 13-05-S (Preliminary Plat); Sorrel Residential Subdivision, 13-04-DR
30 (Design Review); Randy VanderWerff represented by ULC Management (Bob Unger);
31 Applicant is requesting the following:

- 32 a. PUD approval for a Lot totaling 2.07 total acres
- 33 b. Approval to change the current zoning from M-1 to R-8
- 34 c. Approval of a Development Agreement to guide development
- 35 d. Preliminary plat approval for 16 connected-townhome lots
36

37 Presented by Troy Behunin, Senior Planner, P&Z, noting the applicants request as stated
38 above.
39

40 Mayor Nelson opened the public hearing at 7:25 p.m. An invitation was extended to the
41 audience to make public comment.
42

43 **SUPPORT**
44

45 Bob Unger, ULC Management, 6104 N. Gary Lane, Boise, Idaho represented the
46 applicant, Randy VanderWerff. He reported the Planning and Zoning Commission has
47 reviewed and approved the application. Per the PUD, they will be providing .2 acres of

1 usable open space including a path to the park. The design of the Towne Houses is a new
2 unique style. The park will be owned and maintained by the Home Owner's Association.

3
4 NEUTRAL

5
6 None

7
8 OPPOSE

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10 None

11
12 The Public Hearing closed at 7:28 p.m.

13
14 **Council Member Stear moved to approve 13-01-PUD (Planned Unit Development),**
15 **13-03-ZC (Rezone), 13-03-DA (Development Agreement), 13-05-S (Preliminary Plat),**
16 **a PUD, a rezone, development agreement and preliminary plat request from Randy**
17 **VanderWerff, with the listed conditions of approval by staff. Seconded by Council**
18 **President Cardoza, all voting aye. Motion carried 3-0.**

- 19
20 B. 13-02-AN (Annexation) and 13-01-DA (Development Agreement) Sharron L. Fisher
21 Annexation; represented by SLN Planning (Shawn Nickel). The applicant is requesting
22 that their 1.14 acre lot be annexed into the City of Kuna with a C-1 (Neighbor Business
23 District) designation from its current Ada County zoning of RUT (Rural Urban
24 Transitional). Also requested is a Development Agreement to guide future development.

25
26 Presented by Travis Jeffers, Planning Technician, P&Z, as noted above.
27 *(Timestamp 00:34:15)*

28
29 Mayor Nelson opened the public hearing at 7:36 p.m.

30
31 SUPPORT

32
33 Shaun L. Nickel, SLN Planning, 1589 N. Estancia Place, Eagle, Idaho, represented
34 Sharon Fisher in a request to annex a 1.14 acre parcel into the city limits. The
35 Development Agreement will establish the standards required for future development.
36 The property will be fixed up and used as a rental for now.

37
38 NEUTRAL

39
40 None

41
42 OPPOSE

43
44 None

45
46 The Public Hearing closed at 7:37 p.m.

47

1 Clarification was made by Wendy Howell, P&Z Director, that the land will not be land
2 locked.

3
4 **Council Member Stear moved to approve 13-02-AN (Annexation) and 13-01-DA**
5 **(Development Agreement) along with staffs recommended conditions of approval.**
6 **Seconded by Council Member Jones, all voting aye. Motion carried 3-0.**
7

8 **5. New Business:**

9
10 A. Transportation Priorities – David Szplett (*Timestamp 00:40:59*)

11
12 Clarification was made by Attorney Roats that the City did not engage in services with
13 Mr. Szplett as a consultant. He is not making the presentation in the capacity of an
14 employee of the Idaho Department of Transportation or any representative thereof or with
15 the approval or objection of ACHD. Mr. Szplett is giving the presentation only as a
16 private citizen.

17
18 Dave Szplett, 970 Ashwood Court, Kuna, Idaho, stated he has 14 employers and none of
19 them have anything to do with his presentation.

20
21 Mr. Szplett explained his concerns regarding the transportation improvement priorities in
22 Kuna noting the City wants to improve pedestrian access across the railroad by asking for
23 a State grant. He also expressed concern on the turnout at ACHD's Downtown Plan and
24 Railroad Overpass final meetings.

25
26 Mr. Szplett conducted his own survey and reported responses to 200 surveys asking the
27 following three questions:

- 28
29
- Did you attend the final meeting of ACHD's Kuna Downtown Plan?
 - What are your transportation priorities?
 - Should ACHD build their traffic circle or fund your other priorities first?
- 30
31
32

33 Mr. Szplett stated the responses reflected other priorities. He suggested giving support to
34 a minor TEE intersection at Main and Linder; use left-over money for pedestrian
35 crossings of the railroad; build a sidewalk system to Paul's Market and Ridley's; install
36 sidewalks on the south side of Kuna; expand access to the greenbelt.

37
38 Mr. Szplett stated he is trying to help the Council know what the people want but has not
39 taken money from anyone.

40
41 B. Proclamation – 2014 Year of the Kids (*Timestamp 00:49:00*)

42
43 Mayor Nelson read the 2014 Year of the Kids Proclamation declaring 2014 as the Year of
44 the Kuna Kids and invited all citizens of Kuna to honor the past by investing in our future.

45
46 C. Proclamation – 2014 Kuna City Sesquicentennial (*Timestamp 00:51:03*)
47

1 Mayor Nelson read the 2014 Kuna City Sesquicentennial Proclamation recognizing the
2 citizens for their accomplishments spanning 150 years that have made Kuna a great place
3 to live and proclaimed 2014 to be the Sesquicentennial anniversary celebration for the
4 City.

5
6 Council Member Stear thanked the Mayor for recognizing problems in the community
7 and applauded him for his continual efforts to address the needs of our community and
8 with our youth.

- 9
10 D. Resolution No. R01-2014 Approve Form of Letter of Credit for Greyhawk Subdivision
11 No. 2 – Gordon Law, City Engineer (*Timestamp 00:54:40*)

12
13 **Council Member Stear moved to approve Resolution No. R01-2014 Form of Letter**
14 **of Credit for Greyhawk Subdivision No. 2. Seconded by Council Member Jones, all**
15 **voting aye. Motion carried 3-0.**

- 16
17 E. Consideration to Approve Resolution No. R04-2014 City Employee Dental and Vision
18 Policy – John Marsh, City Treasurer (*Timestamp 00:58:06*)

19
20 **Council Member Stear moved to approve Resolution No. R04-2014 and for the**
21 **savings to be put into a reserve account. Seconded by Council President Cardoza, all**
22 **voting aye. Motion carried 3-0.**

- 23
24 F. Discuss Resolution Adopting Amended Policy for Cost Recovery Agreements for Water
25 System Construction – Gordon Law, City Engineer (*Timestamp 01:05:39*)

26
27 Gordon Law requested agenda items 5F – 5H be tabled and placed on the next agenda for
28 consideration.

29
30 **Council Member Stear moved to table until the meeting on January 21st items F, G**
31 **and H placing them under Old Business. Seconded by Council Member Jones, all**
32 **voting aye. Motion carried 3-0.**

- 33
34 G. Discuss Resolution Adopting Amended Policy for Cost Recovery Agreements for Sewer
35 System Construction – Gordon Law, City Engineer

36
37 This item was tabled in a motion under 5F.

- 38
39 H. Discuss Resolution Adopting Amended Policy for Cost Recovery Agreements for
40 Pressure Irrigation System Construction – Gordon Law, City Engineer

41
42 This item was tabled in a motion under 5F.

- 43
44 I. December Construction Report (information only, no action required) – Gordon Law, City
45 Engineer (*Timestamp 01:13:03*)

46
47 Information only, no action required.

- 1
2 J. Discussion to Set Date for Feasibility Study for Community Swimming Pool and
3 Recreation Center – Richard Roats, City Attorney (*Timestamp 01:14:28*)
4

5 The Council agreed to hold the meeting at 6:00 p.m. prior to the January 21, 2014 Council
6 Meeting.
7

- 8 K. Discussion to Set Date for an Executive Session Regarding Property Acquisition –
9 Richard Roats, City Attorney (*Timestamp 01:16:52*)
10

11 The Council will hold an Executive Session to discuss property acquisition during the
12 regular Council Meeting scheduled for January 21, 2014.
13

- 14 L. Adopt Resolution Approving Consultant Services Agreement with JUB for Boise-Linder
15 Pipeline Project – Gordon Law, City Attorney (*Timestamp 01:18:05*)
16

17 **Council President Cardoza moved to approve Resolution No. R05-2014 for the JUB**
18 **Agreement in the estimated cost of \$20,589. Seconded by Council Member Jones, all**
19 **voting aye. Motion carried 3-0.**
20

- 21 M. Review Comprehensive Plan Amended Section 8.0 Public Services, Facilities and
22 Utilities and Section 10.0 Recreation – Wendy Howell, P&Z Director
23 (*Timestamp 01:30:10*)
24

25 Ms. Howell encouraged corrections from the Council regarding the Comprehensive Plan.
26 She explained all the changes made by the Council will be incorporated into the Plan.
27 After the modified plan is completed, it will be reviewed one more time by the Council
28 before scheduling a public hearing. The public hearing will be a joint meeting between
29 Kuna City Council and Ada County's Board of Commissioners where the Plan and
30 amended maps will be considered for approval. Edits can be emailed to Ms. Howell.
31

- 32 N. Adopt Resolution No. R06-2014 to Approve Form of Letter of Credit for Crimson Point 5
33 Phase C, Gordon Law, City Engineer (*Timestamp 01:34:21*)
34

35 **Council Member Stear moved to adopt Resolution No. R06-2014. Seconded by**
36 **Council Member Jones, all voting aye. Motion carried 3-0.**
37

38 **6. Ordinances:** None
39

40 **7. Mayor/Council Discussion Items:** (*Timestamp 01:35:33*)
41

42 Mayor Nelson briefly reported the Gateway West Transmission Line project is being
43 considered for location south of Melba.
44

45 John Marsh reported he will be meeting with the Apple Business Team at their store next
46 Thursday to learn more about the possibility of obtaining Tablets for the Council. A demo
47 will be presented at a future date.

1 **8. Announcements:**

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3 **9. Executive Session:**

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5 **10. Adjournment:**

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7 Council Member Jones moved to adjourn the meeting at 8:43 p.m.

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W. Greg Nelson, Mayor

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16 ATTEST:

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Brenda S. Bingham, City Clerk

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22 *Minutes prepared by Brenda Bingham*

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23 *Date Approved: CCM 1/21/14*

24

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26 ***An audio recording of this meeting is available at City Hall upon request or it can be accessed***
27 ***at the City of Kuna website www.cityofkuna.com.***

28

Report Criteria:

Detail report.
Invoices with totals above \$0.00 included.
Only unpaid invoices included.

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided	
2M COMPANY, INC.													
1461	2M COMPANY, INC.	4080015-000	1264	BROKEN HYDRANT PIECES REPLACED IN MAIN PARK. P. KAUFMAN, PARKS DEPT	01/02/2014	75.00	.00	01-6170 PARK/ MAINTENANCE & OPERATION	1004	1/14			
Total 2M COMPANY, INC.:							75.00	.00					
A COMPANY, INC. - BOI													
1463	A COMPANY, INC. - BOI	B-201367		PORT-O-POTTY RENTAL, EVERY OTHER WEEK, JAN '14 - FARM	01/12/2014	94.50	.00	21-6090 FARM EXPENDITURES	0	1/14			
Total A COMPANY, INC. - BOI:							94.50	.00					
ACCEM													
839	ACCEM	60214		Q2 MEMBERSHIP DUES FYE '14	01/09/2004	1,316.75	.00	01-6075 DUES & MEMBERSHIPS	0	1/14			
Total ACCEM:							1,316.75	.00					
ADA COUNTY ASSESSOR'S OFFICE													
207	ADA COUNTY ASSESSORS OFFICE	15246		2014 GIS DATA SUBSCRIPTION W/QUARTERLY UPDATES, JAN '14 - WATER	01/03/2014	168.00	.00	20-6075 DUES & MEMBERSHIPS	0	1/14			
207	ADA COUNTY ASSESSORS OFFICE	15246		2014 GIS DATA SUBSCRIPTION W/QUARTERLY UPDATES, JAN '14 - SEWER	01/03/2014	168.00	.00	21-6075 DUES & MEMBERSHIPS	0	1/14			
207	ADA COUNTY ASSESSORS OFFICE	15246		2014 GIS DATA SUBSCRIPTION W/QUARTERLY UPDATES, JAN '14 - P.I.	01/03/2014	64.00	.00	25-6075 DUES & MEMBERSHIPS EXPENSE	0	1/14			
Total ADA COUNTY ASSESSOR'S OFFICE:							400.00	.00					

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
5	ADA COUNTY HIGHWAY DISTRICT (IMPACT) ADA COUNTY HIGHWAY DISTRICT (IMPACT)	12/2013		ACHD IMPACT FEE TRANSFER DEC '13	01/03/2014	26,400.00	.00	01-2510 ACHD IMPACT FEE TRANSFER	0	12/13		
Total ADA COUNTY HIGHWAY DISTRICT (IMPACT):												
176	ADA COUNTY PROSECUTING ATTORNEE	01/2014		PROSECUTORIAL SERVICES JANUARY 2014	01/02/2014	4,075.92	.00	01-6203 PROSECUTORIAL SERVICES	0	1/14		
Total ADA COUNTY PROSECUTING ATTORNEE:												
6	ADA COUNTY SHERIFF'S OFFICE	5063		DECEMBER 2013 SHERIFF SERVICES	12/02/2013	126,579.56	.00	01-6000 LAW ENFORCEMENT SERVICES	0	12/13		
6	ADA COUNTY SHERIFF'S OFFICE	5063		CREDIT FOR OVERPAYMENT OCT '13	12/02/2013	-3,000.00	.00	01-6000 LAW ENFORCEMENT SERVICES	0	10/13		
6	ADA COUNTY SHERIFF'S OFFICE	5121		JANUARY 2014 SHERIFF SERVICES	01/02/2014	126,579.56	.00	01-6000 LAW ENFORCEMENT SERVICES	0	1/14		
Total ADA COUNTY SHERIFF'S OFFICE:												
8	ASSOCIATION OF IDAHO CITIES	5272542		ATTENDEES OF 2014 CITY OFFICIALS DAY. P. JONES. W. NELSON. J. STEAR. JAN '14 - ADMIN	01/03/2014	75.00	.00	01-6155 MEETINGS/COMM TTEES	0	1/14		
8	ASSOCIATION OF IDAHO CITIES	5272542		ATTENDEE OF 2014 CITY OFFICIAL DAY. R. ROATS. JAN '14 - ADMIN	01/03/2014	8.28	.00	01-6155 MEETINGS/COMM TTEES	0	1/14		
8	ASSOCIATION OF IDAHO CITIES	5272542		ATTENDEE OF 2014 CITY OFFICIAL DAY. R. ROATS. JAN '14 - WATER	01/03/2014	6.42	.00	20-6155 MEETINGS/COMM TTEES	0	1/14		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1606	AUTOZONE, INC.	4126392447	1233	DE-ICER, PER B. BACHMAN - SPLIT BETWEEN ALL DEPT.	12/12/2013	16.42	.00	25-6305. VEHICLE MAINTENANCE & REPAIR	0	12/13		
1606	AUTOZONE, INC.	4126392447	1233	DIESEL FUEL SUPPLEMENT, PARKS, MAINTENANCE, TREATMENT PLANT SPLIT	12/12/2013	9.00	.00	01-6142. MAINT. & REPAIR- EQUIPMENT	1004	12/13		
1606	AUTOZONE, INC.	4126392447	1233	DIESEL FUEL SUPPLEMENT, WATER, MAINTENANCE, TREATMENT PLANT SPLIT	12/12/2013	12.14	.00	20-6142. MAINT. & REPAIRS- EQUIPMENT	0	12/13		
1606	AUTOZONE, INC.	4126392447	1233	DIESEL FUEL SUPPLEMENT, SEWER, MAINTENANCE, TREATMENT PLANT SPLIT	12/12/2013	12.14	.00	21-6142. MAINT. & REPAIRS- EQUIPMENT	0	12/13		
1606	AUTOZONE, INC.	4126392447	1233	DIESEL FUEL SUPPLEMENT, P. I. MAINTENANCE, TREATMENT PLANT SPLIT	12/12/2013	2.70	.00	25-6142. MAINT. & REPAIRS- EQUIPMENT	0	12/13		
1606	AUTOZONE, INC.	4126397264	1253	1 GAL FUEL TREATMENT, 1 EA BATTERY FILLER, SEWER, DEC '13 - B. BACHMAN	12/20/2013	15.89	.00	21-6305. VEHICLE MAINTENANCE & REPAIRS	0	12/13		
1606	AUTOZONE, INC.	4126397264	1253	1 GAL FUEL TREATMENT, 1 EA BATTERY FILLER, PARKS, DEC '13 - B. BACHMAN	12/20/2013	15.89	.00	01-6305. VEHICLE MAINTENANCE & REPAIRS	1004	12/13		
1606	AUTOZONE, INC.	4126397264	1253	1 GAL FUEL TREATMENT, 1 EA BATTERY FILLER, WATER, DEC '13 - B. BACHMAN	12/20/2013	15.89	.00	20-6305. VEHICLE MAINTENANCE & REPAIRS	0	12/13		
1606	AUTOZONE, INC.	4126397264	1253	1 GAL FUEL TREATMENT, 1 EA BATTERY FILLER, P. I., DEC '13 - B. BACHMAN	12/20/2013	5.32	.00	25-6305. VEHICLE MAINTENANCE & REPAIR	0	12/13		
Total AUTOZONE, INC.:							206.11	.00				
BUSY BEE SAND & GRAVEL												
10	BUSY BEE SAND & GRAVEL	444619	1060	3/4 MIX @LAGOON WEST WELL, REVAMP PROJECT, SEWER, OCT '13 - T. FLEMING	10/17/2013	54.80	.00	21-6140. MAINT & REPAIR BUILDING	0	10/13		
10	BUSY BEE SAND & GRAVEL	444620	1060	ROAD MIX/GRAVEL TO MAKE ROAD ACCESSIBLE FOR SEWER BASIN, OCT '13 - C. KNIGHT	10/17/2013	71.60	.00	21-6140. MAINT & REPAIR BUILDING	0	10/13		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
10	BUSY BEE SAND & GRAVEL	444622	1060	GRAVEL TO MAKE ROAD ACCESSIBLE FOR SEWER BASIN, OCT '13 - C. KNIGHT	10/17/2013	76.30	.00	21-6140 MAINT & REPAIR BUILDING	0	10/13		
10	BUSY BEE SAND & GRAVEL	446204	1110	PIT RUN, PLANT PROJECT, CAREY KNIGHT	11/01/2013	27.10	.00	21-6140 MAINT & REPAIR BUILDING	0	11/13		
10	BUSY BEE SAND & GRAVEL	446205	1110	PIT RUN, PLANT PROJECT, CAREY KNIGHT	11/01/2013	27.10	.00	21-6140 MAINT & REPAIR BUILDING	0	11/13		
Total BUSY BEE SAND & GRAVEL:							256.90	.00				
CASELLE INC												
1239	CASELLE INC	54736		MONTHLY SOFTWARE SUPPORT FOR FEB '14 - ADMIN	01/01/2014	287.41	.00	01-6052 CONTRACT SERVICES	0	1/14		
1239	CASELLE INC	54736		MONTHLY SOFTWARE SUPPORT FOR FEB '14 - P & Z	01/01/2014	95.84	.00	01-6052 CONTRACT SERVICES	1003	1/14		
1239	CASELLE INC	54736		MONTHLY SOFTWARE SUPPORT FOR FEB '14 - WATER	01/01/2014	235.14	.00	20-6052 CONTRACT SERVICES	0	1/14		
1239	CASELLE INC	54736		MONTHLY SOFTWARE SUPPORT FOR FEB '14 - SEWER	01/01/2014	306.99	.00	21-6052 CONTRACT SERVICES	0	1/14		
1239	CASELLE INC	54736		MONTHLY SOFTWARE SUPPORT FOR FEB '14 - P.L.	01/01/2014	99.62	.00	25-6052 CONTRACT SERVICES	0	1/14		
Total CASELLE INC:							1,025.00	.00				
CBH HOMES												
479	CBH HOMES	01012014		DANSKIN LIFT STN REIMBURSEMENT AGRMT. 2013 Q4	01/01/2014	3,048.00	.00	05-6306 SEWER MAIN CAPACITY REIMBURSE	0	1/14		
Total CBH HOMES:							3,048.00	.00				

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
62	CENTURYLINK	12/2013		DEDICATED LANDLINE, DEC 2013 - SR,CTR	12/25/2013	49.27	.00	01-6255 TELEPHONE	1001	12/13		
62	CENTURYLINK	12/2013		WATER DEDICATED LAND LINE - DEC. 2013	12/25/2013	50.27	.00	20-6255 TELEPHONE EXPENSE	0	12/13		
62	CENTURYLINK	12/2013		DEDICATED LAND LINE NWWTP - DEC. 2013	12/25/2013	65.64	.00	21-6255 TELEPHONE EXPENSE	0	12/13		
62	CENTURYLINK	12/2013		IRRIGATION DEDICATED LAND LINE - DEC. 2013	12/25/2013	21.30	.00	25-6255 TELEPHONE EXPENSE	0	12/13		
Total CENTURYLINK:							186.48	.00				
4	COMPASS	214039		COMPASS 2014 DUES, Q2	01/02/2014	1,823.00	.00	01-6075 DUES & MEMBERSHIPS	0	1/14		
Total COMPASS:							1,823.00	.00				
147	CUSTOM ELECTRIC, INC.	6879	1243	TROUBLESHOOT PLC COMMUNICATION IN MBR BUILDING, SEWER, DEC '13 - I. SHAFFER	12/17/2013	357.50	.00	21-6150 MAINT. & REPAIRS - SYSTEM	0	12/13		
147	CUSTOM ELECTRIC, INC.	6880	1246	TROUBLESHOOT/REPAIR HEAT TRACE ON 10-MILE L/S SCREEN, SEWER, DEC '13 - I. FLEMING	12/17/2013	988.95	.00	21-6150 MAINT. & REPAIRS - SYSTEM	0	12/13		
147	CUSTOM ELECTRIC, INC.	6888	1283	REPLACE HEATER IN BUTLER WELL HOUSE, WATER, JAN '14 - C. DEYOUNG	12/29/2013	681.50	.00	20-6140 MAINT. & REPAIR BUILDING	0	12/13		
Total CUSTOM ELECTRIC, INC.:							2,027.95	.00				
D & B SUPPLY												

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
75	D & B SUPPLY	612790		NEW 12V SALT SPREADER, DEC '13 - PARKS	12/10/2013	319.99	.00	01-6175 SMALL TOOLS	1004	12/13		
Total D & B SUPPLY:												
						319.99	.00					
DIGLINE												
25	DIGLINE	0048595-IN		DIG FEES, DECEMBER '13 - WATER	12/31/2013	26.80	.00	20-6065 DIGLINE EXPENSE	0	12/13		
25	DIGLINE	0048595-IN		DIG FEES, DECEMBER '13 - SEWER	12/31/2013	26.80	.00	21-6065 DIGLINE EXPENSE	0	12/13		
25	DIGLINE	0048595-IN		DIG FEES, DECEMBER '13 - P.I.	12/31/2013	10.22	.00	25-6065 DIGLINE EXPENSE	0	12/13		
Total DIGLINE:												
						63.82	.00					
E4 PARTNERSHIP, LLC												
1655	E4 PARTNERSHIP, LLC	01012014		DANSKIN LIFT STATION REIMBURSEMENT AGRMT - 2013 Q4	01/01/2014	762.00	.00	05-6306 SEWER MAIN CAPACITY REIMBURSE	0	1/14		
Total E4 PARTNERSHIP, LLC:												
						762.00	.00					
FASTENAL COMPANY												
1507	FASTENAL COMPANY	IDBOS179129	1217	5 LEATHER GLOVES, 36 RUBBER-COATED GLOVES, SEWER, DEC '13 - T. FLEMING	12/09/2013	207.13	.00	21-6230 SAFETY TRAINING & EQUIPMENT	0	12/13		
Total FASTENAL COMPANY:												
						207.13	.00					
HD SUPPLY WATERWORKS LTD												
63	HD SUPPLY WATERWORKS LTD	B880779	1201	7.5 WATER REGISTERS, DEC '13 - WATER	12/20/2013	6,930.00	.00	20-6150 MAINT. & REPAIRS - SYSTEM	0	12/13		
Total HD SUPPLY WATERWORKS LTD:												
						6,930.00	.00					

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1631	ICON ENTERPRISES, INC. DBA CIVIC PLUS	143015		3 YR.WEBSITE MAINTENANCE. JAN '14 - WATER	12/19/2013	2,682.60	.00	20-6166 PP&E PURCHASES - OPERATIONS	0	1/14		
1631	ICON ENTERPRISES, INC. DBA CIVIC PLUS	143015		3 YR.WEBSITE MAINTENANCE. JAN '14 - SEWER	12/19/2013	3,502.35	.00	21-6166 PP&E PURCHASES - OPERATIONS	0	1/14		
1631	ICON ENTERPRISES, INC. DBA CIVIC PLUS	143015		3 YR.WEBSITE MAINTENANCE. JAN '14 - P.L.	12/19/2013	1,136.66	.00	25-6166 PP&E PURCHASES - OPERATIONS	0	1/14		
1631	ICON ENTERPRISES, INC. DBA CIVIC PLUS	143015		3 YR.WEBSITE MAINTENANCE. JAN '14 - ADMIN	12/19/2013	4,372.39	.00	01-6166 PP&E PURCHASES - OPERATIONS	0	1/14		
Total ICON ENTERPRISES, INC. DBA CIVIC PLUS:							11,694.00	.00				
IDAHO FIRST AID & SAFETY, INC. DBA												
1576	IDAHO FIRST AID & SAFETY, INC. DBA	41962		RESTOCK FIRST AID @N.WWTP_DEC '13 - SEWER	12/06/2013	21.36	.00	21-6230 SAFETY TRAINING & EQUIPMENT	0	12/13		
Total IDAHO FIRST AID & SAFETY, INC. DBA:							21.36	.00				
IDAHO STATE POLICE												
1509	IDAHO STATE POLICE	S0430694		FINGERPRINTING, R. LAMBERT, OCT '13 - SEWER	10/07/2013	10.00	.00	21-2075 UNEARNED REVENUE	0	10/13		
1509	IDAHO STATE POLICE	S0431360		FINGERPRINTING, J. DUPPONG, OCT '13 - SEWER	10/08/2013	10.00	.00	21-2075 UNEARNED REVENUE	0	10/13		
1509	IDAHO STATE POLICE	S0434090		FINGERPRINT PROCESSING, R. LAMBERT, OCT '13 - SEWER	10/17/2013	25.00	.00	21-2075 UNEARNED REVENUE	0	10/13		
1509	IDAHO STATE POLICE	S0434194		BACKGROUND CHECK, P. KAUFMAN, OCT '13 - PARKS	10/17/2013	20.00	.00	01-2075 UNEARNED REVENUE	1004	10/13		
1509	IDAHO STATE POLICE	S0436758		FINGERPRINT PROCESSING, J. DUPPONG, OCT '13 - SEWER	10/24/2013	25.00	.00	21-2075 UNEARNED REVENUE				

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1595	INTEGRINET SOLUTIONS, INC.	65194		RESET AND SETUP WIRELESS ACCESS POINT, DEC '13 - ADMIN	12/15/2013	24.12	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	0	12/13		
1595	INTEGRINET SOLUTIONS, INC.	65194		RESET AND SETUP WIRELESS ACCESS POINT, DEC '13 - P & Z	12/15/2013	8.04	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	1003	12/13		
1595	INTEGRINET SOLUTIONS, INC.	65194		RESET AND SETUP WIRELESS ACCESS POINT, DEC '13 - WATER	12/15/2013	19.73	.00	20-6142 MAINT. & REPAIRS - EQUIPMENT	0	12/13		
1595	INTEGRINET SOLUTIONS, INC.	65194		RESET AND SETUP WIRELESS ACCESS POINT, DEC '13 - SEWER	12/15/2013	25.75	.00	21-6142 MAINT. & REPAIRS - EQUIPMENT	0	12/13		
1595	INTEGRINET SOLUTIONS, INC.	65194		RESET AND SETUP WIRELESS ACCESS POINT, DEC '13 - P.I.	12/15/2013	8.36	.00	25-6142 MAINT. & REPAIRS - EQUIPMENT	0	12/13		
1595	INTEGRINET SOLUTIONS, INC.	65316		WORK W/CASELLE TO SET UP WIFI FOR AUDITORS, DEC '13 - ADMIN	12/22/2013	24.12	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	0	12/13		
1595	INTEGRINET SOLUTIONS, INC.	65316		WORK W/CASELLE TO SET UP WIFI FOR AUDITORS, DEC '13 - P & Z	12/22/2013	8.04	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	1003	12/13		
1595	INTEGRINET SOLUTIONS, INC.	65316		WORK W/CASELLE TO SET UP WIFI FOR AUDITORS, DEC '13 - WATER	12/22/2013	19.73	.00	20-6142 MAINT. & REPAIRS - EQUIPMENT	0	12/13		
1595	INTEGRINET SOLUTIONS, INC.	65316		WORK W/CASELLE TO SET UP WIFI FOR AUDITORS, DEC '13 - SEWER	12/22/2013	25.75	.00	21-6142 MAINT. & REPAIRS - EQUIPMENT	0	12/13		
1595	INTEGRINET SOLUTIONS, INC.	65316		WORK W/CASELLE TO SET UP WIFI FOR AUDITORS, DEC '13 - P.I.	12/22/2013	8.36	.00	25-6142 MAINT. & REPAIRS - EQUIPMENT	0	12/13		
1595	INTEGRINET SOLUTIONS, INC.	65316		SET UP NEW PRINTER FOR CLERK'S OFFICE, DEC '13 - ADMIN	12/22/2013	86.00	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	0	12/13		
Total INTEGRINET SOLUTIONS, INC.:							258.00	.00				

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
37	INTERMOUNTAIN GAS CO	01202014		NATURAL GAS CONSUMPTION FOR DEC '13 (DEC 2-DEC 30) - SEWER	01/06/2014	2,957.22	.00	21-6290 UTILITIES EXPENSE	0	1/14		
Total INTERMOUNTAIN GAS CO:												
						2,957.22	.00					
J & M SANITATION, INC.												
230	J & M SANITATION, INC.	JAN. 1.1.14-1.1		1.1.14-1.15.14 SANITATION RECEIPT TRANSFER	01/15/2014	66,339.60	.00	26-7000 SOLID WASTE SERVICE FEES	0	1/14		
230	J & M SANITATION, INC.	JAN. 1.1.14-1.1		1.1.14-1.15.14 SANITATION RECEIPT TRANSFER - PRIOR PERIOD ERROR ADJUSTMENT	01/15/2014	-2,887.25	.00	26-7000 SOLID WASTE SERVICE FEES	0	1/14		
230	J & M SANITATION, INC.	JAN. 1.1.14-1.1		1.1.14-1.15.14 SANITATION RECEIPT TRANSFER - FRANCHISE	01/15/2014	-6,269.09	.00	01-4170 FRANCHISE FEES	0	1/14		
Total J & M SANITATION, INC.:												
						57,183.26	.00					
JUMPER CABLES EMBROIDERY												
449	JUMPER CABLES EMBROIDERY	12961	1196	7 SWEATSHIRTS, 14 T-SHIRTS, LONG SLEEVED, 26 REG. 5 SHIRTS, SEWER, DEC '13 - T. SHAFFER	12/04/2013	870.32	.00	21-6285 UNIFORMS EXPENSE	0	12/13		
Total JUMPER CABLES EMBROIDERY:												
						870.32	.00					
KC TOOL SUPPLY												
240	KC TOOL SUPPLY	517696	1203	REPAIR SAWZ-ALL, REPLACE BATTERY, WATER, DEC '13 - C. ARMSTRONG	12/06/2013	113.99	.00	20-6175 SMALL TOOLS	0	12/13		
240	KC TOOL SUPPLY	517945	1208	SANDING PAPER/BELTS FOR TABLES, PARKS, DEC '13 - N. PURKEY	12/06/2013	76.80	.00	01-6150 MAINTENANCE & REPAIRS - SYSTEM	1004	12/13		
Total KC TOOL SUPPLY:												
						190.79	.00					

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
222	NORCO, INC.	12711682		WATER	12/31/2013	6.27	.00	20-6140 MAINT. & REPAIR BUILDING	0	12/13		
222	NORCO, INC.	12711682		OXYGEN AND ACETYLENE TANK RENTAL, DEC '13 - SEWER	12/31/2013	6.27	.00	21-6140 MAINT. & REPAIR BUILDING	0	12/13		
222	NORCO, INC.	12711682		OXYGEN AND ACETYLENE TANK RENTAL, DEC '13 - P.I.	12/31/2013	1.41	.00	25-6140 MAINT. & REPAIR BUILDING	0	12/13		
Total NORCO, INC.:							18.60	.00				
RENTAL CONNECTION												
893	RENTAL CONNECTION	33365		9" SKID AUGER AND ATTACHMENT FOR FARM, NOV '13 - FARM	11/06/2013	95.00	.00	21-6090 FARM EXPENDITURES	0	11/13		
893	RENTAL CONNECTION	33505	1198	3-DAY RENTAL FOR TRENCHER ATTACHMENT FOR SKIDSTEER FOR BUTLER P.I. PROJECT, P.I., DEC '13 - R. FORD	12/02/2013	421.88	.00	25-6020 CAPITAL IMPROVEMENTS	0	12/13		
Total RENTAL CONNECTION:							516.88	.00				
SIMPLOT PARTNERS												
491	SIMPLOT PARTNERS	216010713	1225	2 PALLETS ICE MELT, CITY HALL, DEC '13 - B. WITHROW	12/11/2013	205.80	.00	01-6140 MAINT. & REPAIR BUILDING	0	12/13		
491	SIMPLOT PARTNERS	216010713	1225	2 PALLETS ICE MELT, SR CTR, DEC '13 - B. WITHROW	12/11/2013	137.20	.00	01-6140 MAINT. & REPAIR BUILDING	1001	12/13		
491	SIMPLOT PARTNERS	216010714	1225	2 PALLETS ICE MELT, PARKS, DEC '13 - B. WITHROW	12/11/2013	85.75	.00	01-6140 MAINT. & REPAIR BUILDING	1004	12/13		
491	SIMPLOT PARTNERS	216010714	1225	2 PALLETS ICE MELT, WATER, DEC '13 - B. WITHROW	12/11/2013	115.76	.00	20-6140 MAINT. & REPAIR BUILDING	0	12/13		
491	SIMPLOT PARTNERS	216010714	1225	2 PALLETS ICE MELT, SEWER, DEC '13 - B. WITHROW	12/11/2013	115.76	.00	21-6140 MAINT. & REPAIR BUILDING	0	12/13		
491	SIMPLOT PARTNERS	216010714	1225	2 PALLETS ICE MELT, P.I., DEC '13 - B. WITHROW	12/11/2013	25.73	.00	25-6140 MAINT. & REPAIR BUILDING	0	12/13		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total SIMPLOT PARTNERS:												
						686.00	.00					
STAPLES ADVANTAGE												
1292	STAPLES ADVANTAGE	8028151573	1230	1-INK REFILL, 1-PKG. GREEN BORDER CERTIFICATES, 1- PENCIL HOLDER	12/21/2013	8.99	.00	01-6165_OFFICE SUPPLIES	1003	12/13		
1292	STAPLES ADVANTAGE	8028151573	1249	OFFICE SUPPLIES, HVY DUTY STAPLER & STAPLES, GORDON LAW, (K.RICE)	12/21/2013	63.55	.00	20-6165_OFFICE SUPPLIES	3001	12/13		
1292	STAPLES ADVANTAGE	8028264548	1278	2 EA. BOXES OF PAPER CLIPS, 1 EA. BOX OF AA BATTERIES, 1 EA. PKG. 3X3 POST ITS, 4 EA. STACKING LETTER TRAYS, ADMIN. - K.RICE	01/04/2014	17.60	.00	01-6165_OFFICE SUPPLIES	0	1/14		
1292	STAPLES ADVANTAGE	8028264548	1278	1 EA. PKG. OF DUST DESTROYER/DUSTER, P&Z, K.RICE	01/04/2014	21.64	.00	01-6165_OFFICE SUPPLIES	1003	1/14		
1292	STAPLES ADVANTAGE	8028264548	1278	2 BOXES PAPER CLIPS, 1 BOX AA BATTERIES, 1 PKG. 3X3 POST ITS, 4 EA. STACKING LETTER TRAYS, 2 PKG. LABEL DIVIDERS, 2 BOXES GREEN HANING FOLDERS, 2 DESK PADS, TOM SHAFFER, GORDON, K.RICE	01/04/2014	157.17	.00	21-6165_OFFICE SUPPLIES	0	1/14		
1292	STAPLES ADVANTAGE	8028264548	1278	2 BOXES PAPER CLIPS, 1 BOX AA BATTERIES, 1 PKG. 3X3 POST ITS, 4 EA. STACKING LETTER TRAYS, 1 DZ. PENS, 2 BOXES FILE FOLDERS, 2 BOXES HANGING FOLDERS, 1 TAPE DISPENSER, GORDON, K.RICE	01/04/2014	23.43	.00	20-6165_OFFICE SUPPLIES	0	1/14		
1292	STAPLES ADVANTAGE	8028264548	1278	2 EA. BOXES OF PAPER CLIPS, 1 EA. BOX OF AA BATTERIES, 1 EA. PKG. 3X3 POST ITS, 4 EA. STACKING LETTER TRAYS, P.I. - K.RICE	01/04/2014	5.91	.00	25-6165_OFFICE SUPPLIES	0	1/14		
Total STAPLES ADVANTAGE:												
						298.29	.00					

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
STEVEN TINGEY DBA ACTION GLASS &												
1649	STEVEN TINGEY DBA ACTION GLASS &	135	1194	3 WINDOWS SHOT OUT, TRK#: REPLACED REAR FRONT & PASSENGER WINDOWS, SEWER, DEC '13 - BOB BACHMAN	12/04/2013	641.56	.00	21-6305 VEHICLE MAINTENANCE & REPAIRS	0	12/13		
Total STEVEN TINGEY DBA ACTION GLASS &:							641.56	.00				
SUBURBAN PROPANE												
118	SUBURBAN PROPANE	36795		PROPANE FOR HEATING @SHOP, DEC '13 - WATER	12/18/2013	762.88	.00	20-6290 UTILITIES EXPENSE	0	12/13		
118	SUBURBAN PROPANE	36796		PROPANE FOR HEATING, DEC '13 - PARKS	12/18/2013	447.30	.00	01-6290 UTILITIES	1004	12/13		
Total SUBURBAN PROPANE:							1,210.18	.00				
SUZANNE DAVIS dba												
1663	SUZANNE DAVIS dba	121513	1296	10 HATS FOR EMPLOYEES IN PARKS DEPT., JAN '14 - B. BACHMAN	12/15/2013	155.00	.00	01-6285 UNIFORMS	1004	1/14		
Total SUZANNE DAVIS dba:							155.00	.00				
THE JORDEL COMPANY DBA												
1523	THE JORDEL COMPANY DBA	4043	1261	SEND REGENCE PAYMENT OVERNIGHT W/SIGNATURE CONFIRMATION, DEC '13	12/27/2013	37.37	.00	01-6190 POSTAGE & BILLING	0	1/14		
Total THE JORDEL COMPANY DBA:							37.37	.00				
U. S. POST OFFICE												
67	U. S. POST OFFICE	01162014		2014 POST OFFICE BOX FEE, JAN '14 - ADMIN	01/16/2014	20.19	.00	01-6190 POSTAGE & BILLING	0	1/14		
67	U. S. POST OFFICE	01162014		2014 POST OFFICE BOX FEE, JAN '14 - P & Z	01/16/2014	6.73	.00	01-6190 POSTAGE & BILLING	1003	1/14		
67	U. S. POST OFFICE	01162014		2014 POST OFFICE BOX FEE, JAN '14 - WATER	01/16/2014	16.52	.00	20-6190 POSTAGE & BILLING	0	1/14		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
67	U. S. POST OFFICE	01162014		2014 POST OFFICE BOX FEE. JAN '14 - SEWER	01/16/2014	21.56	.00	21-6190 POSTAGE & BILLING	0	1/14		
67	U. S. POST OFFICE	01162014		2014 POST OFFICE BOX FEE. JAN '14 - P.I.	01/16/2014	7.00	.00	25-6190 POSTAGE & BILLING	0	1/14		
Total U. S. POST OFFICE:							72.00	.00				
U.S. BANK (VISA)												
1444	U.S. BANK (VISA)	1-17319		GRANT GIFTS FOR COLORING CONTEST DEC '13	12/02/2013	210.00	.00	03-6357 EXPENDITURE- UNION PACIFIC	0	12/13		
1444	U.S. BANK (VISA)	12022013		COMPUTER CABLE FROM ESRI, INC., DEC '13 - SEWER	12/02/2013	19.95	.00	21-6142 MAINT. & REPAIRS - EQUIPMENT	0	12/13		
1444	U.S. BANK (VISA)	12102013	1228	FAST GLASS - REPAIR OF CHIP IN WINDSHIELD OF FORD TAURUS USED FOR BUILDING INSPECTION (J. COULTER)	12/10/2013	10.00	.00	01-6305 VEHICLE MAINTENANCE & REPAIRS	1005	12/13		
1444	U.S. BANK (VISA)	12162013	1240	Z GIFT CARDS FOR UPRR SAFETY POSTER CAMPAIGN FROM WALMART, C. ENGELS	12/16/2013	220.00	.00	03-6357 EXPENDITURE- UNION PACIFIC	0	12/13		
1444	U.S. BANK (VISA)	12232013		COMPUTER PARTS, BEST BUY, DEC '13 - SEWER	12/23/2013	79.99	.00	21-6142 MAINT. & REPAIRS - EQUIPMENT	0	12/13		
1444	U.S. BANK (VISA)	20-2645332	1195	B. WITHROW ATTENDANCE AT BASIC SUPERVISION COURSE 12.13.13 IN BOISE (J. MARSH)	12/04/2013	119.00	.00	01-6285 TRAINING & SCHOOLING	1004	12/13		
1444	U.S. BANK (VISA)	27582		ID BUREAU OF LICENSE EXAMS FOR C. ARMSTRONG, R. FORD, DEC '13 - WATER	12/18/2013	97.60	.00	20-6285 TRAINING & SCHOOLING EXPENSE	0	12/13		
1444	U.S. BANK (VISA)	27582		ID BUREAU OF LICENSE EXAMS FOR C. ARMSTRONG, R. FORD, DEC '13 - P.I.	12/18/2013	24.40	.00	25-6285 TRAINING & SCHOOLING EXPENSE	0	12/13		
1444	U.S. BANK (VISA)	62628		SANDWICHES FOR JOINT SCHOOL BOARD MTG, DEC '13	12/02/2013	60.00	.00	01-6155 MEETINGS/COMMI TTEES	0	12/13		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1444	U.S. BANK (VISA)	7000755037	1247	2 EA CLASS 14 WATER OPERATOR CERTIFICATION STUDY MANUALS (C. DEYOUNG/G.LAW)	12/19/2013	129.50	.00	20-6265 TRAINING & SCHOOLING EXPENSE	0	12/13		
Total U.S. BANK (VISA):												
UTILITY TRAILER SALES OF IDAHO, INC. DBA												
1641	UTILITY TRAILER SALES OF IDAHO, INC. DBA	A146806	1275	CAUTION/FLASHER LIGHTS, WIRING, HARDWARE, 2 FLASHLIGHTS, RUNNING BOARD STEPS, FOR TRK #24 AND NEW TRUCK, PARKS, JAN '14 - B. BACHMAN	01/02/2014	378.67	.00	01-6305 VEHICLE MAINTENANCE & REPAIRS	1004	1/14		
1641	UTILITY TRAILER SALES OF IDAHO, INC. DBA	A146806	1275	CAUTION/FLASHER LIGHTS, WIRING, HARDWARE, 2 FLASHLIGHTS, RUNNING BOARD STEPS, FOR TRK #24 AND NEW WATER TRUCK, WATER, JAN '14 - B. BACHMAN	01/02/2014	184.72	.00	20-6305 VEHICLE MAINTENANCE & REPAIRS	0	1/14		
1641	UTILITY TRAILER SALES OF IDAHO, INC. DBA	A146806	1275	UTILITY LIGHT AND MONGO LIGHT FOR NEW TRK #24, JAN '14 - PARKS	01/02/2014	53.40	.00	01-6305 VEHICLE MAINTENANCE & REPAIRS	1004	1/14		
Total UTILITY TRAILER SALES OF IDAHO, INC. DBA:												
VERIZON WIRELESS												
1575	VERIZON WIRELESS	9717507874		MOBILE PHONES, DEC '13 - PARKS	12/28/2013	194.80	.00	01-6255 TELEPHONE	1004	12/13		
1575	VERIZON WIRELESS	9717507874		MOBILE PHONES, DEC '13 - BLDG INSP	12/28/2013	49.90	.00	01-6255 TELEPHONE	1005	12/13		
1575	VERIZON WIRELESS	9717507874		MOBILE PHONES, DEC '13 - WATER	12/28/2013	361.83	.00	20-6255 TELEPHONE EXPENSE	0	12/13		
1575	VERIZON WIRELESS	9717507874		MOBILE PHONES, DEC '13 - SEWER	12/28/2013	403.35	.00	21-6255 TELEPHONE EXPENSE	0	12/13		
1575	VERIZON WIRELESS	9717507874		MOBILE PHONES, DEC '13 - P.I.	12/28/2013	90.33	.00	25-6255 TELEPHONE EXPENSE	0	12/13		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total VERIZON WIRELESS:												
						1,100.21	.00					
WASHINGTON LEGAL JOURNAL DBA												
1602	WASHINGTON LEGAL JOURNAL DBA	61310		LEGAL NOTICE AD #143418.13-01-PUD_DEC '13 - P & Z	01/01/2014	65.28	.00	01-6125 LEGAL PUBLICATIONS	1003	12/13		
1602	WASHINGTON LEGAL JOURNAL DBA	61310		LEGAL NOTICE AD #143521.13-02-AN_DEC '13 - P & Z	01/01/2014	39.36	.00	01-6125 LEGAL PUBLICATIONS	1003	12/13		
1602	WASHINGTON LEGAL JOURNAL DBA	61310		LEGAL NOTICE SUMMARY OF ORD #2013-24 - CITY HALL	01/01/2014	75.84	.00	01-6125 LEGAL PUBLICATIONS	0	12/13		
1602	WASHINGTON LEGAL JOURNAL DBA	61310		LEGAL NOTICE SUMMARY OF ORD #2013-25 - CITY HALL	01/01/2014	48.00	.00	01-6125 LEGAL PUBLICATIONS	0	12/13		
Total WASHINGTON LEGAL JOURNAL DBA:												
						228.48	.00					
WATER DEPOSIT REFUNDS #6												
1627	WATER DEPOSIT REFUNDS #6	131230.02		D. TINER. #131230.02 - WATER DEP REF	12/24/2013	4.01	.00	20-2200 WATER DEPOSITS HELD	0	1/14		
1627	WATER DEPOSIT REFUNDS #6	221120.01		C. B. HOMES. #221120.01 - ACCT OVERPMT	01/09/2014	48.65	.00	99-1075 Utility Cash Clearing	0	1/14		
1627	WATER DEPOSIT REFUNDS #6	221125.01		C. B. HOMES. #221125.01 - ACCT OVERPMT	01/09/2014	43.55	.00	99-1075 Utility Cash Clearing	0	1/14		
1627	WATER DEPOSIT REFUNDS #6	221140.01		C. B. HOMES. #221140.01 - ACCT OVERPMT	01/09/2014	54.16	.00	99-1075 Utility Cash Clearing	0	1/14		
1627	WATER DEPOSIT REFUNDS #6	221625.01		C. B. HOMES. #221625.01 - ACCT OVERPMT	01/09/2014	43.55	.00	99-1075 Utility Cash Clearing	0	1/14		
1627	WATER DEPOSIT REFUNDS #6	221660.01		C. B. HOMES. #221660.01 - ACCT OVERPMT	01/09/2014	19.62	.00	99-1075 Utility Cash Clearing	0	1/14		
1627	WATER DEPOSIT REFUNDS #6	221710.01		C. B. HOMES. #221710.01 - ACCT OVERPMT	01/09/2014	43.55	.00	99-1075 Utility Cash Clearing	0	1/14		
1627	WATER DEPOSIT REFUNDS #6	221760.01		C. B. HOMES. #221760.01 - ACCT OVERPMT	01/09/2014	47.95	.00	99-1075 Utility Cash Clearing	0	1/14		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1627	WATER DEPOSIT REFUNDS #6	230560.01		C. B. HOMES. #230560.01 - ACCT OVERPMT	01/09/2014	36.51	.00	99-1075 Utility Cash Clearing	0	1/14		
1627	WATER DEPOSIT REFUNDS #6	230620.01		C. B. HOMES. #230620.01 - ACCT OVERPMT	01/09/2014	43.55	.00	99-1075 Utility Cash Clearing	0	1/14		
1627	WATER DEPOSIT REFUNDS #6	230640.01		C. B. HOMES. #230640.01 - ACCT OVERPMT	01/09/2014	15.58	.00	99-1075 Utility Cash Clearing	0	1/14		
1627	WATER DEPOSIT REFUNDS #6	230740.01		C. B. HOMES. #230740.01 - ACCT OVERPMT	01/09/2014	43.55	.00	99-1075 Utility Cash Clearing	0	1/14		
1627	WATER DEPOSIT REFUNDS #6	264600.01		C. B. HOMES. #264600.01 - ACCT OVERPMT	12/24/2013	43.46	.00	99-1075 Utility Cash Clearing	0	1/14		
1627	WATER DEPOSIT REFUNDS #6	264605.01		C. B. HOMES. #264605.01 - ACCT OVERPMT	12/23/2013	46.32	.00	99-1075 Utility Cash Clearing	0	1/14		
1627	WATER DEPOSIT REFUNDS #6	264770.01		C. B. HOMES. #864770.01 - ACCT OVERPMT	01/09/2014	43.55	.00	99-1075 Utility Cash Clearing	0	1/14		
1627	WATER DEPOSIT REFUNDS #6	280010.01		HUBBLE HOMES. #280010.01 - ACCT OVERPMT	01/09/2014	43.55	.00	99-1075 Utility Cash Clearing	0	1/14		
1627	WATER DEPOSIT REFUNDS #6	280115.01		HUBBLE HOMES. #280115.01 - ACCT OVERPMT	01/09/2014	43.55	.00	99-1075 Utility Cash Clearing	0	1/14		
1627	WATER DEPOSIT REFUNDS #6	280135.01		HUBBLE HOMES. #280135.01 - ACCT OVERPMT	01/09/2014	19.07	.00	99-1075 Utility Cash Clearing	0	1/14		
1627	WATER DEPOSIT REFUNDS #6	280720.01		C. B. HOMES. #280720.01 - ACCT OVERPMT	01/02/2014	63.39	.00	99-1075 Utility Cash Clearing	0	1/14		
1627	WATER DEPOSIT REFUNDS #6	280755.01		C. B. HOMES. #280755.01 - ACCT OVERPMT	01/09/2014	10.34	.00	99-1075 Utility Cash Clearing	0	1/14		
1627	WATER DEPOSIT REFUNDS #6	280760.01		C. B. HOMES. #280760.01 - ACCT OVERPMT	01/09/2014	54.84	.00	99-1075 Utility Cash Clearing	0	1/14		
1627	WATER DEPOSIT REFUNDS #6	280865.01		C. B. HOMES. #280865.01 - ACCT OVERPMT	01/09/2014	31.62	.00	99-1075 Utility Cash Clearing	0	1/14		
1627	WATER DEPOSIT REFUNDS #6	280870.01		C. B. HOMES. #280870.01 - ACCT OVERPMT	01/09/2014	43.55	.00	99-1075 Utility Cash Clearing	0	1/14		
1627	WATER DEPOSIT REFUNDS #6	280875.01		C. B. HOMES. #280875.01 - ACCT OVERPMT	01/09/2014	8.48	.00	99-1075 Utility Cash Clearing	0	1/14		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided	
1627	WATER DEPOSIT REFUNDS #6	280915.01		C. B. HOMES. #280915.01 - ACCT OVERPMT	01/09/2014	43.55	.00	99-1075 Utility Cash Clearing	0	1/14			
1627	WATER DEPOSIT REFUNDS #6	280940.01		C. B. HOMES. #280940.01 - ACCT OVERPMT	12/23/2013	47.72	.00	99-1075 Utility Cash Clearing	0	1/14			
Total WATER DEPOSIT REFUNDS #6:							987.22	.00					
WESTERN BUILDING MAINTENANCE, INC.													
1499	WESTERN BUILDING MAINTENANCE, INC.	0077672-IN		JANITORIAL_DEC '13 - SR.CTR	12/24/2013	330.33	.00	01-6025 JANITORIAL	1001	12/13			
1499	WESTERN BUILDING MAINTENANCE, INC.	0077673-IN		JANITORIAL_DEC '13 - CITY HALL	12/24/2013	212.34	.00	01-6025 JANITORIAL	0	12/13			
1499	WESTERN BUILDING MAINTENANCE, INC.	0077674-IN		JANITORIAL_DEC '13 - N. WWTP	12/24/2013	75.00	.00	21-6025 JANITORIAL	0	12/13			
Total WESTERN BUILDING MAINTENANCE, INC.:							617.67	.00					
WEX BANK													
1234	WEX BANK	35350119		FUEL_DECEMBER 2013 - PARKS	12/31/2013	116.50	.00	01-6300 FUEL	1004	12/13			
1234	WEX BANK	35350119		FUEL_DECEMBER 2013 - BLDG INSP	12/31/2013	127.89	.00	01-6300 FUEL	1005	12/13			
1234	WEX BANK	35350119		FUEL_DECEMBER 2013 - STAFF CAR	12/31/2013	43.89	.00	01-6300 FUEL	0	12/13			
1234	WEX BANK	35350119		FUEL_DECEMBER 2013 - WATER	12/31/2013	92.44	.00	20-6300 FUEL	0	12/13			
1234	WEX BANK	35350119		FUEL_DECEMBER 2013 - SEWER	12/31/2013	425.77	.00	21-6300 FUEL	0	12/13			
1234	WEX BANK	35350119		LESS EXCISE TAX, DECEMBER 2013 - PARKS	12/31/2013	-7.26	.00	01-6300 FUEL	1004	12/13			
1234	WEX BANK	35350119		LESS EXCISE TAX, DECEMBER 2013 - BLDG INSP	12/31/2013	-7.74	.00	01-6300 FUEL	1005	12/13			
1234	WEX BANK	35350119		LESS EXCISE TAX, DECEMBER 2013 - STAFF CAR	12/31/2013	-2.42	.00	01-6300 FUEL	0	12/13			

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1234	WEX BANK	35350119		LESS EXCISE TAX, DECEMBER 2013 - WATER	12/31/2013	-5.32	.00	20-6300 FUEL	0	12/13		
1234	WEX BANK	35350119		LESS EXCISE TAX, DECEMBER 2013 - SEWER	12/31/2013	-25.65	.00	21-6300 FUEL	0	12/13		
Total WEX BANK:							758.10	.00				
Grand Totals:							387,638.30	.00				

Dated: _____

Mayor: _____

City Council: _____

City Treasurer: _____

Report Criteria:
Detail report.
Invoices with totals above \$0.00 included.
Only unpaid invoices included.



City of Kuna

P.O. Box 13
Kuna, ID 83634

Phone: (208) 922-5274
Fax: (208) 922-5989
Web: www.cityofkuna.com

Findings of Fact, and Conclusions of Law

To: Kuna City Council

File Numbers: 13-02-AN (Annexation) and 13-01-DA (Development Agreement)
Sharron L. Fisher Annexation

Location: 450 E. Deer Flat Road

Planner: Travis Jeffers, Planning Technician

Hearing date: **January 7, 2014**

Finding of Fact: **January 21, 2014**

Applicant: Sharron L. Fisher
1432 W. Heartland Drive
Kuna, ID 83634

Representative: Shawn L. Nickel
1589 N. Estancia Place
Eagle, ID 83616
(208) 794.3013
shawn@slnplanning.com

Table of Contents:

- A. Course Proceedings
- B. Applicants Request
- C. Vicinity & Aerial maps
- D. History
- E. General Project Facts
- F. Staff Analysis
- G. Applicable Standards
- H. Comprehensive Plan Analysis
- I. Findings of Fact
- J. Conclusions of Law
- K. Conditions of Approval from City Council

A. Course of Proceedings:

- A rezone and a development agreement are designated in Kuna City Code 1-14-3 (KCC), as a public hearing, with the City Council as the decision making body. This land use was given proper public notice and followed the requirements set forth in Idaho Code, Chapter 65, Local Planning Act. The applicant is relying on the category A annexation process as noted in Idaho Statute §50-222. The category "A" annexation is available for annexations where all private landowners, subject to annexation, raise no objection to the annexation process.

a. Notifications

- i. Agencies September 23, 2013
- ii. 300' Property Owners December 12, 2013

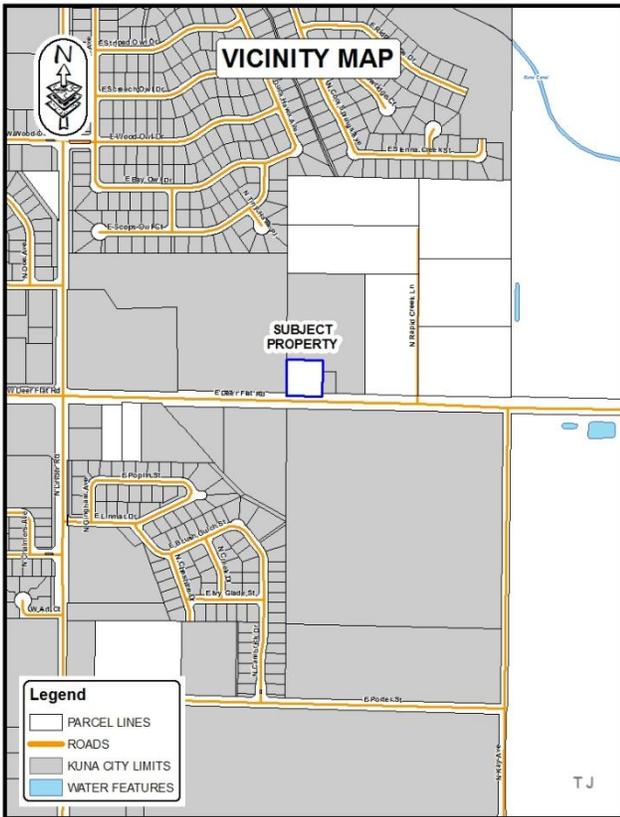
- iii. Kuna, Melba Newspaper
- iv. Site Posted

December 19, 2013
December 27, 2013

B. Applicants Request:

- The applicant is requesting that their 1.14 acre lot be annexed into the City of Kuna with a C-1 (Neighbor Business District) designation from its current Ada County zoning of RUT (Rural Urban Transitional).
- Requesting a development agreement to guide future development.

C. Vicinity and Aerial Maps:





D. History: The property is contiguous to City limits on all sides of the property; and noting that the lands need to be contiguous (touching) in order to be annexed. The applicant is subject to a development agreement which is included with this application and contains the initial conditions of approval. The applicant currently has an existing residence on the property, which is being used as a rental.

E. General Projects Facts:

1. **Legal Description:** A legal description was included with the submitted request.
2. **Comprehensive Plan Designation:** The site is identified as Commercial on Kuna’s FLU map. The site is within the City’s proposed Area of City Impact boundary. Staff views this zone request to be in accordance with the adopted Comprehensive Plan Map.

3. **Surrounding Land Uses:**

North	R-2	Low Density Residential – City of Kuna
South	Public	Public – City of Kuna
East	R-2	Low Density Residential – City of Kuna
West	R-6	Medium-Low Density Residential – City of Kuna

4. **Parcel Size, Parcel Number and Zone:**

1. Acres: 1.14
2. Parcel Number: APN: S1313347025
3. Zone: RUT (Rural Urban Transitional)

5. **Services:**

- Fire Protection – Kuna Fire District
- Police Protection – Kuna City Police (Ada County Sheriff’s office)
- Sanitary Sewer– City of Kuna
- Potable Water – City of Kuna
- Irrigation District – Boise-Kuna Irrigation District
- Pressurized Irrigation – City of Kuna (KMID)
- Sanitation Services – K&M Sanitation

6. **Existing Structures, Vegetation and Natural Features:** The site contains an existing residential dwelling, which is being used as rental. The property also has several accessory storage buildings. The applicant would like to continue using the property as a rental until the property is sold at a future date uncertain.
7. **Transportation / Connectivity:** The site has frontage along Deer Flat Road on the south side of the parcel.
8. **Environmental Issues:** Staff is not aware of any environmental issues, health or safety conflicts. The site's topography is generally flat.
9. **Agency Responses:** The following agencies returned comments: City Engineer (Gordon Law, P.E.), Boise Project Board of Control, Central District Health Department, Boise-Kuna Irrigation District, Kuna City Police and Ada County Highway District.

The following agencies did not return comments: Ada County Development Services, Ada County Assessor, Department of Environmental Quality (DEQ), Idaho Power, Intermountain Gas, J&M Sanitation, Kuna Rural Fire & Ambulance, Kuna School District, U.S. Post Office, City Forester Natalie Reeder and City Attorney Richard Roats.

- F. Staff Analysis:** The applicant intends to rezone the property with a C-1, Commercial designation to allow for future development opportunities. Until future development occurs, the Applicant wishes to continue its current usage as a residential rental property. Staff does not view this use as a health or safety issue and/or an impact to the surrounding properties. At any point in the future, should the property, and/or the uses expand or enlarge the building or use – any nonconforming uses shall cease and the property will be subject to the necessary land use processes to bring the property into conforming status according to Kuna City code. Staff would recommend that site access is limited to its historic access points, until the site further develops.

Staff has determined this application complies with Title 5 of the Kuna City Code; Idaho Statute §50-222; and the Kuna Comprehensive Plan; and forwards a recommendation of approval for Cases #13-02-AN and 13-01-DA, subject to the recommended conditions of approval.

G. Applicable Standards:

1. City of Kuna Zoning Ordinance, Title 5 Zoning Regulations
2. City of Kuna Subdivision Ordinance, Title 6 Subdivision Regulations
3. City of Kuna Development Agreement Ordinance, Title 5 Zoning Regulations, Chapter 14 Development Agreements
4. City of Kuna Comprehensive Plan
5. Idaho Code, Title 50, Chapter 222, Annexation by Cities
6. Idaho Code, Title 67, Chapter 6511(A), Development Agreement
7. Idaho Code, Title 67, Chapter 65, Local Land Use Planning Act

- H. Comprehensive Plan Analysis:** The Kuna City Council accepts the Comprehensive Plan components as described below.

1. The proposed rezone for the site is consistent with the following Comprehensive Plan components:

GOALS AND POLICIES – Property Rights

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

Policy 1: 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.

GOALS AND POLICIES – Economic Development

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

Policy 1.3: The City will develop a policy to provide incentives and/or assistance in order to competitively attract firms.

GOALS AND POLICIES – Land Use

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

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 2.3: 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.

I. Findings of Fact:

- The Kuna City Council accepts the facts outlined in the staff report, public testimony and the supporting evidence.
- These conditions apply to the property owner to the extent the land is being developed. Several of the conditions will not apply initially to the property, rather only when it is developed in the future. A more specific list of development conditions is found in the accompanying development agreement.

J. Conclusions of Law:

- Based on the evidence contained in **Case No. 13-02-AN** and **13-01-DA**, Kuna City Council finds **Case No. 13-02-AN** and **13-01-DA**, complies with Kuna City Code.
- Based on the evidence contained in **Case No. 13-02-AN** and **13-01-DA**, Kuna City Council finds **Case No. 13-02-AN** and **13-01-DA**, are consistent with Kuna Comprehensive Plan.
- The public notice requirements have been met and the neighborhood meeting was conducted within the guidelines of applicable Idaho Code and City Ordinances.

K. Conditions of Approval:

On January 7, 2014, the Kuna City Council voted 4-0, recommending **approval** for Case No. **13-02-AN** and **13-01-DA**. Based on the Findings of Fact and Conclusions of Law, the City Council of Kuna, Idaho, hereby recommends approval for **Case No. 13-02-AN** and **13-01-DA**, an annexation request by Sharon L. Fisher subject to the following conditions of approval:

1. The applicant and/or owner shall obtain written approval on letterhead or may be written/stamped on the approved plans of the construction plans from the agencies noted below. All submittals are required to include the lighting, landscaping, drainage, and development plans. All site improvements are prohibited prior to approval of the following agencies:
 - a. The City Engineer shall approve the sewer hook-ups.
 - b. The City Engineer shall approve the drainage and grading plans. Central District Health Department recommends the plan be designed and constructed in conformance with standards contained in, "Catalog for Best Management Practices for Idaho Cities and

- Counties". No construction, grading, filling, clearing or excavation of any kind shall be initiated until the applicant has received approval of the drainage plan.
- c. The Kuna Fire District shall approve fire flow requirements and/or building plans. Installation of fire protection facilities as required by Kuna Fire District is required.
 - d. The Boise-Kuna Irrigation District shall approval any modifications to the existing irrigation system.
 - e. Approval from Ada County Highway District shall be obtained and Impact Fees must be paid prior to issuance of a building permit.
2. All public rights-of-way shall be dedicated to ACHD and constructed to the standards of the City of Kuna and Ada County Highway District. No public street construction may be commenced without the approval and a permit from Ada County Highway District.
 3. Installation of service facilities shall comply with the requirements of the public utility or irrigation district providing the services. All utilities shall be installed underground.
 4. Compliance with Idaho Code, Section §31-3805 pertaining to irrigation waters is required.
 5. Irrigation/drainage waters shall not be impeded by any construction on site. Compliance with the requirements of Boise Project Board of Control is required.
 6. Lighting within the site shall comply with Kuna City Code.
 7. Parking within the site shall comply with Kuna City Code. (Except as specifically approved otherwise).
 8. The applicant shall apply for a fence permit prior to fence construction.
 9. The applicant shall obtain a sign permit prior to construction.
 10. All required landscaping shall be permanently maintained in a healthy growing condition. The property owner shall remove and replace unhealthy or dead plant material within 3 days or as the planting season permits as required to meet the standards of these requirements. Maintenance and planting within public rights-of-way shall be with approval from the public entities owning the property.
 11. At time of development, the applicant shall comply with the designated Comprehensive Plan, use or submit for a Comprehensive Plan Map amendment.
 12. Water rights are still currently owned by the property owner. Prior to hooking into City Pressurized Irrigation services, all water rights shall be transferred to Kuna City through the adoption of a water rights annexation ordinance.
 13. The land owner/applicant/developer, and any future assigned owner as well as any other person acquiring an interest in or acting as developer of the property shall fully comply with all conditions of development as approved by the City Council.
 14. The time of future development, the applicant may amend the development agreement as necessary.
 15. Applicant shall follow staff and City engineers recommended requirements.
 16. The land owner/applicant/developer and any future assigned owner at the time of development shall comply with all current Kuna City Codes.

DATED this ____ day of _____, 2014

W. Greg Nelson, Kuna Mayor

ATTEST

Brenda Bingham
Kuna City Clerk



City of Kuna

Findings of Fact & Conclusions of Law

P.O. Box 13
 Phone: (208) 922-5274
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Kunacity.id.gov

To: City Council

File Numbers: 13-01-PUD (Planned Unit Development)
 13-03-ZC (Rezone)
 13-03-DA (Development Agreement)
 13-05-S (Preliminary Plat) - Sorrel Residential Subdivision

Location: 700 South Luker Road, Kuna, Idaho

Planner: Troy Behunin, Senior Planner

Hearing date: January 7, 2014
Findings date: **January 21, 2014**

Applicant: **Randy VanderWerff**
 36101 Bob Hope Dr., E5-125
 Rancho Mirage, CA 92270
 760.333.0980
Randyqc777@gmail.com

Representative: **ULC Management**
 Bob Unger
 6104 N. Gary Lane
 Boise, ID 83714
 208.861.5220
bunger@ulcmanagement.com

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- A. Course Proceedings
- B. Applicants Request
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- E. General Project Facts
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- H. Comprehensive Plan Analysis
- I. Findings of Fact
- J. Conclusions of Law
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- L. Decision by the Council

A. Course of Proceedings:

1. A rezone and a development agreement is designated in Kuna City Code 1-14-3 (KCC), as a public hearing, with the City Council as the decision making body. This land use was given proper public notice and followed the requirements set forth in Idaho Code, Chapter 65, Local Planning Act.

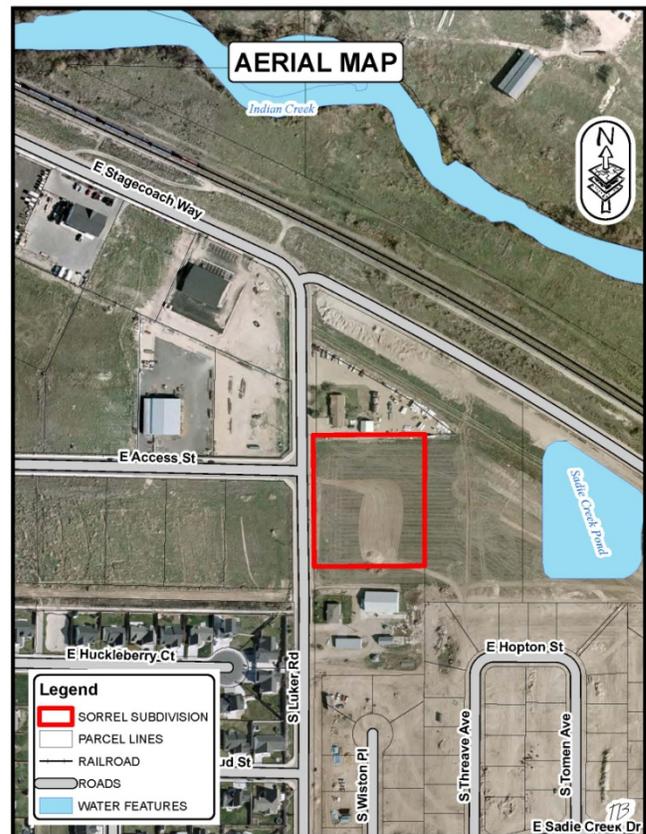
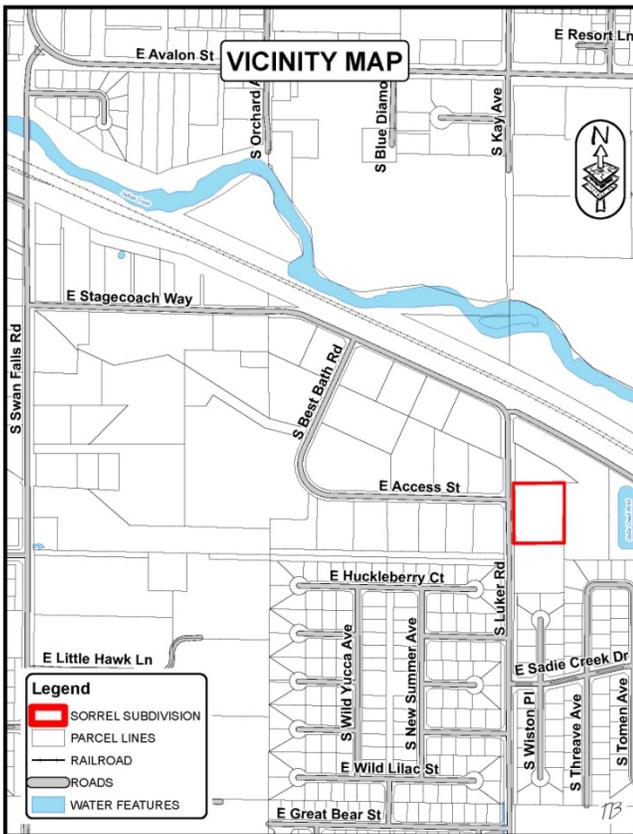
a. Notifications

- | | |
|---------------------------|--|
| i. Neighborhood Meeting | September 12, 2013 (One person attended) |
| ii. Agencies | September 24, 2013 |
| iii. 300' Property Owners | December 9, 2013 |
| iv. Kuna, Melba Newspaper | December 11, 2013 |
| v. Site Posted | December 19, 2013 |

B. Applicants Request:

1. Request:
 1. PUD approval for a previously platted lot totaling 2.07 total acres,
 2. Approval to change the current zoning from M-1 to R-8,
 3. Approval of a development agreement to guide development,
 4. Preliminary plat approval for 16 connected-townhome (groups of two),
 5. Approval for minimum lot size to be 3,000 SF.,
 6. Approval for minimum lot frontage to be 29.30 feet,
 7. Design review approval for the Townhomes and Landscaping (Approved November 12, 2013)

C. Vicinity and Aerial Maps:



D. History: The property is legally known as Lot 3, Block 1 of Sadie Creek Subdivision; a recorded plat. The property is in the City and is currently zoned M-1 (Light Industrial) and is vacant, bare ground.

E. General Projects Facts:

1. **Legal Description:** Lot 3, Block 1 of the Sadie Creek Subdivision (Bk 100, Pg 12931). Inst. #. 108006027 - 2008.

2. **Comprehensive Plan Designation:** The Future Land Use Map (FLU) identifies this site as Medium Density Residential. Staff views this land use request to be consistent with the approved FLU map.

3. **Surrounding Land Uses:**

North	RUT, M-1	Rural Urban Transition – Ada County, Light Industrial – Kuna City
South	M-1, R-6	Light Industrial and Medium Residential - Kuna City
East	M-1	Light Industrial – Kuna City
West	M-1	Light Industrial – Kuna City

4. **Parcel Sizes, Current Zoning, Parcel Numbers:**

2.07 Acres; Light Industrial; R7686320030

5. **Services:**

- Sanitary Sewer– City of Kuna
- Potable Water – City of Kuna
- Irrigation District – Boise-Kuna Irrigation District
- Pressurized Irrigation – City of Kuna (KMID)
- Fire Protection – Kuna Fire District
- Police Protection – Kuna City Police (Ada County Sheriff’s office)
- Sanitation Services – K&M Sanitation

6. **Existing Structures, Vegetation and Natural Features:** The site has no existing buildings or structures.

7. **Transportation / Connectivity:** The site has frontage along South Luker Road and is on the east side of Luker road.

8. **Environmental Issues:** Staff is not aware of any environmental issues, health or safety conflicts. This site’s topography is generally flat.

9. **Agency Responses:** The following agencies returned comments: City Engineer (Gordon Law, P.E.), Boise Project Board of Control, Central District Health Department, the Idaho Transportation Department (ITD), Ada County Highway District (ACHD) and the Kuna Police Department. The responding agency comments are included as exhibits with this case file. The following agencies reported they had no comments, Kuna School District, Ada County Planning and Zoning, Idaho Power, J&M Sanitation, and the Post Office.

F. Staff Analysis:

This site is a lot within the Sadie Creek Subdivision No 1, a residential subdivision. The applicant proposes to change the current zoning from M-1 to R-8, which is consistent with the FLU Map and with the existing development in the vicinity.

Kuna City Code (KCC), Title 5, Chapter 7, Section 5, of the Planned Unit Development (PUD) Section states that a PUD must be at least two (2) acres in size in order to qualify for PUD status/approval. Staff views this request to be valid as this site exceeds that requirement - it is 2.07 acres.

The applicant is utilizing the PUD process to request the minimum lot sizes and lot frontages to be reduced. The application proposes to reduce the minimum lot size to 3,000 SF, and the minimum lot frontage to be 29.30 feet. The flexibility of the PUD process allows the Commission to reduce these design standards based on the planning director’s recommendation. The opportunity to modify these standards is offered to developers in exchange for additional amenities in Kuna neighborhoods. This project proposes up to 9,100 SF of open space, which reflects approximately 10% of the overall project.

Staff has determined this application complies with Title 5 of the Kuna City Code; Idaho Statute §50-222; and the Kuna Comprehensive Plan; and forwards a recommendation of approval for Case #'s 13-01-PUD, 13-03-ZC, 13-01-DA and 13-05-S, subject to the recommended conditions of approval.

G. Applicable Standards; Kuna City Code (KCC):

1. City of Kuna Zoning Ordinance No. 230,
2. City of Kuna Subdivision Ordinance No. 2010-15, Title 6 Subdivision Regulations,
3. City of Kuna Development Agreement Ordinance No. 525,
4. City of Kuna Planned Unit Development ordinance, Title 5, Chapter 7,
5. City of Kuna Comprehensive Plan,
6. Idaho Code, Title 67, Chapter 6511(A), Development Agreement,
7. Idaho Code, Title 67, Chapter 65, Local Land Use Planning Act.

H. Comprehensive Plan Analysis:

The Kuna Council accepts the Comprehensive Plan components as described below.

1. The proposed PUD and zone change and preliminary plat for the site is consistent with the following Comprehensive Plan components:

GOALS AND POLICIES – Property Rights

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

Policy 1: 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.

GOALS AND POLICIES – Economic Development

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

Policy 1.3: The City will develop a policy to provide incentives and/or assistance in order to competitively attract firms.

GOALS AND POLICIES – Land Use

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

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 2.3: 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.

I. Findings of Fact:

1. This Planned Unit Development (PUD) and the preliminary plat uses are consistent with Kuna City Code.
2. The PUD and preliminary plat uses appear to meet the general objectives of Kuna’s Comprehensive Plan.

3. The site is physically suitable for PUD and preliminary plat uses.
4. The PUD and preliminary plat uses are not likely to cause substantial environmental damage or avoidable injury to wildlife or their habitat.
5. The PUD and preliminary plat are not likely to cause adverse public health problems.
6. The PUD and preliminary plat appear to be in compliance with all ordinances and laws of the City.
7. The preliminary plat appears to avoid detriment to the present and potential surrounding uses; to the health, safety, and general welfare of the public taking into account the physical features of the site, public facilities and existing adjacent uses.
8. The existing and proposed street and utility services in proximity to the site are suitable and adequate for residential purposes.
9. The Kuna City Council accepts the facts as outlined in the staff report, any public testimony and the supporting evidence list as presented.
10. Based on evidence contained in Case No. 13-01-PUD, 13-03-ZC, 13-01-DA and 13-05-S, this proposal appears to comply with KCC Titles 5 and 6.
11. Based on the evidence contained in Case No. 13-01-PUD, 13-03-ZC, 13-01-DA and 13-05-S, this proposal appears to comply with Section 6.0 of the Comprehensive Plan and the Kuna Comprehensive Future Land Use Map.
12. The City Council has the authority to approve or deny this planned unit development (PUD) and preliminary plat application.
13. The public notice requirements were met and the public hearing was conducted within the guidelines of applicable Idaho Code and City Ordinances.

J. Conclusions of Law:

1. Based on the evidence contained in Case No. 13-01-PUD, 13-03-ZC, 13-01-DA and 13-05-S, the Kuna City Council finds Case No. 13-01-PUD, 13-03-ZC, 13-01-DA and 13-05-S, comply with Kuna City Code.
2. Based on the evidence contained in Case No. 13-01-PUD, 13-03-ZC, 13-01-DA and 13-05-S, the Kuna City Council finds Case No. 13-01-PUD, 13-03-ZC, 13-01-DA and 13-05-S, are consistent with Kuna's Comprehensive Plan.
3. The public notice requirements have been met and the neighborhood meeting was conducted within the guidelines of applicable Idaho Code and City Ordinances.

K. Recommendation of the Planning and Zoning Commission:

On November 12, 2013 the Planning and Zoning Commission voted 4-0, recommending **approval** for **Case No.s 13-01-PUD, 13-03-ZC, 13-01-DA and 13-05-S** – a PUD. Based on the facts outlined in staff's report and the public testimony as presented at the public hearing, the Planning and Zoning Commission of Kuna, Idaho, hereby recommends **approval** for **Case No.s 13-01-PUD, 13-03-ZC, 13-01-DA and 13-05-S** – a PUD, a rezone, development agreement and preliminary plat request from Randy VanderWerff, with the following conditions of approval:

- Follow all staff recommendations listed in the staff report and the City forester.

L. Order of the Council:

Note: This proposed motion is for approval or denial of this request. However, if the Council wishes to approve or deny specific parts of the request as detailed in this report, they must be specified.

On January 7, 2014, the City Council voted 4-0, to approve case no.s 13-01-PUD, 13-03-ZC, 13-01-DA and 13-05-S based on the facts outlined in staff's report and the public testimony at the public hearing, the City Council of Kuna, Idaho, hereby **approves** Case No.s 13-01-PUD, 13-03-ZC, 13-01-DA and 13-05-S – a PUD, a rezone, development agreement and preliminary plat request from Randy VanderWerff, with the following conditions of approval:

Conditions of Approval:

- Follow all staff recommendations listed in the staff report

- 1. The applicant and/or owner shall obtain written approval on letterhead or may be written/stamped on the approved plans of the construction plans from the agencies noted below. All submittals are required to include the lighting, landscaping, drainage, and development plans. All site improvements are prohibited prior to approval of the following agencies:
 - a. The City Engineer shall approve the sewer hook-ups.
 - b. The City Engineer shall approve the drainage and grading plans. Central District Health Department recommends the plan be designed and constructed in conformance with standards contained in, "Catalog for Best Management Practices for Idaho Cities and Counties". No construction, grading, filling, clearing or excavation of any kind shall be initiated until the applicant has received approval of the drainage plan.
 - c. The Kuna Fire District shall approve fire flow requirements and/or building plans. Installation of fire protection facilities as required by Kuna Fire District is required.
 - d. The Boise-Kuna Irrigation District shall approval any modifications to the existing irrigation system.
 - e. Approval from Ada County Highway District shall be obtained and Impact Fees must be paid prior to issuance of a building permit.

- 2. All public rights-of-way shall be dedicated and constructed to standards of the City, Ada County Highway District and Idaho Transportation Department. No public street construction may be commenced without the approval and permit from Ada County Highway District and/or Idaho Transportation Department.
 - 2.1- Dedicate right-of-way in sufficient amounts to follow City and ACHD standards and widths.
 - 2.2- The following streets need rights-of-way to be dedicated at 51'; East Access St, East South Wiston Pl.

- 3. Installation of service facilities shall comply with the requirements of the public utility or irrigation district providing the services. All utilities shall be installed underground, see **KCC 6-4-2-W**.

- 4. Compliance with Idaho Code, Section §31-3805 pertaining to irrigation waters is required. Irrigation/drainage waters shall not be impeded by any construction on site. Compliance with the requirements of the Boise Project Board of Control is required.

- 5. Lighting within the site shall comply with Kuna City Code.

- 6. Parking within the site shall comply with Kuna City Code. (Unless specifically approved otherwise).

- 7. Fencing within and around the site shall comply with Kuna City Code (Unless specifically approved otherwise).

- 8. Signage within the site shall comply with Kuna City Code (A sign permit is required prior to sign construction).

- 9. All required landscaping shall be permanently maintained in a healthy growing condition. The property owner shall remove and replace unhealthy or dead plant material within 3 days or as the planting season permits as required to meet the standards of these requirements. Maintenance and planting within public rights-of-way shall be with approval from the public entities owning the property.

- 10. Submit a petition before final platting to the City consenting to the pooling of irrigation surface water rights for delivery purposes and requesting to annex the irrigation surface water rights appurtenant to the property to the Kuna Municipal Pressure Irrigation system of the City (KMID).

- 11. The land owner/applicant/developer, and any future assigns having an interest in the subject property, shall fully comply with all conditions of development as approved by the City Council, or seek amending them through public hearing processes.

- 12. The applicant's preliminary plat (date stamped 10.29.2013) and landscape and lighting plan, (date stamped 10.29.2013) shall be considered binding site plans, or as modified by Council.

- 13. This development is subject to landscaping and building design reviews, among other land use applications as applicable, at time of development.

- 14. Applicant shall follow staff, City engineers and other agency recommended requirements as applicable.

15. Developer shall comply with all local (or as amended through the PUD process), state and federal laws.

DATED: this 21st day of January, 2014.

W. Greg Nelson, Kuna Mayor

ATTEST:

Brenda Bingham
Kuna City Clerk



CITY OF KUNA
P.O. BOX 13
KUNA, ID 83634
www.cityofkuna.com

GORDON N. LAW
CITY ENGINEER

Telephone (208) 287-1727; Fax (208) 287-1731

Email: gordon@cityofkuna.com

MEMORANDUM

TO: Mayor Nelson and Members of City Council

FROM: Gordon N. Law
Kuna City Engineer

RE: Cost Recovery Resolutions
Late Comer Policies

DATE: January 16, 2014

REQUEST: Approve Resolutions for Amended Water, Sewer and PI CRA Policies

It was discussed during the December 3, 2013 Council Meeting, the desirability of adjusting connection fees downward to improve competitiveness with neighboring cities. Staff has identified two possible mechanisms to responsibly accomplish the adjustment. The first approach is to transfer a portion of the annual burden for capital costs to the monthly user fee instead of relying exclusively on connection fees. The second approach is to reduce the burden for late-comer agreements, which rely exclusively on connection fees for repayment. Staff concluded a combination of both approaches was the least disruptive to utility finances.

The first approach was addressed and adopted in the December 17, 2013 Council Meeting by the adoption of an annual indexing of user fees to account for inflation. Indexing user fees for inflation stabilizes the purchasing power of user fee revenues. This allows some of the burden for cost recovery reimbursements to be transferred to user fees without jeopardizing the ability of user fees to cover operational costs.

The second approach is addressed in this memorandum. If the objective is to keep the City's connection fees competitive with our neighbors, and if connection fees are relied on to fund late-comer or cost recovery agreements, it is self-evident that an overly generous policy for reimbursing developers for off-site and over-sized facilities will hurt the City's competitive position.

This memorandum proposes to amend our cost recovery policies for sewer, water and pressure irrigation in two critical ways:

1. Carefully define each project's reasonable share of the cost of over-sized facilities. The reasonable share is designated in the policies as "reasonable duty". Remove from the policies any City reimbursement for this "reasonable duty".
2. Balance the "reasonable duty" obligation for each development by combining the "reasonable duty" from all three systems and requiring that the combined "reasonable duty" be satisfied before reimbursing for any off-site extension or oversizing in any system.

Accordingly, the three attached resolutions incorporate the above two principles in the cost recovery policies. The policies are submitted in final form. I will also have available at Council Meeting copies in "edit tracking" format so that Members of Council can readily see the changes if that proves necessary. As a reminder, the pressure irrigation policy was amended in 2011 to include the "reasonable duty" concept – which now is proposed to be extended to the sewer and potable water policies. As an example, the "reasonable duty" obligations for potable water are defined on pages 2 and 3, items 1-6. The combined duty obligation is addressed on page 3, Item 7. The same concepts are addressed in a similar way in sewer and pressure irrigation policies.

It is recommended the resolutions are adopted subject to any amendments Council may suggest.

RESOLUTION NO. R08-2014**CITY OF KUNA
CITY POTABLE WATER FACILITIES REIMBURSEMENT POLICY - 2014****PURPOSE**

A resolution of the City of Kuna setting forth a reimbursement policy that provides real property owners, developers, and/or the City of Kuna, hereinafter referred to as Sponsoring Developers, a mechanism to seek reimbursement for eligible potable water facilities that exceed the Sponsoring Developer's sewer facilities requirements as provided below. When a Sponsoring Developer, at its own expense and in conformance with the City Water System Master Plan or at the direction of the City, constructs an extension or expansion of the existing potable water system determined by the City to be larger than needed to serve Sponsoring Developer's project, the Sponsoring Developer may be reimbursed to the extent allowed in this policy by entering into a reimbursement agreement with the City. Reimbursement will be for eligible costs of the potable water facilities as described below.

City Water Pipelines are classified as follows:

1. Master Plan Trunk Line (Street Frontage) – A 12-inch diameter, or larger, main line identified in the Master Plan to be part of the major distribution grid and located in or adjacent to the street right-of-way fronting Sponsoring Developer's property. In this policy, frontage lines are treated as on-site lines.
2. Master Plan Trunk Line (On-site) – A 12-inch diameter, or larger, main line identified in the Master Plan to be part of the major distribution grid and located within the Sponsoring Developer's property but not in or adjacent to the street right-of-way fronting Sponsoring Developer's property.
3. Master Plan Trunk Line (Off-site) – An 12-inch diameter, or larger, main line identified in the Master Plan to be part of the major distribution grid and not located on-site or in the street frontage or adjacent to the street right-of-way fronting Sponsoring Developer's property.
4. Non-Master Plan Line (Off-site) – A main line not identified in the Master Plan to be part of the major distribution grid and not located on-site or in the street frontage or adjacent to the street right-of-way fronting Sponsoring Developer's property.
5. Distribution Line (On-site) - A main line not identified in the Master Plan to be part of the major distribution grid, located on-site of the Sponsoring Developer's property, and whose principal purpose is to deliver water to the various points of service within the Sponsoring Developer's property.

6. Stub Line (On-site) - A main line located on-site of the Sponsoring Developer's property, connected to any of the main lines on-site and extending to the property boundary, beyond the last point of delivery for the Sponsoring Developer's property, and whose principal purpose is to deliver water to neighboring properties. A stub line is generally constructed at the direction of the City, is generally 8 inches in diameter or smaller and is not a frontage line or Master Plan line.

A Sponsoring Developer's project may be eligible or ineligible for reimbursement according to criteria outlined herein. For instance, a line constructed larger than needed at Sponsoring Developer's discretion and not at the direction of the City is not eligible for reimbursement.

Each project or development is presumed to benefit from the work of earlier Sponsoring Developers and to have, as a condition for receiving benefit from the existing city potable water system, a "reasonable duty" to add to, enhance, oversize or extend the existing system within certain limits. This "reasonable duty" is not reimbursable. The construction of on-site or off-site facilities beyond this "reasonable duty" is presumed to be eligible for reimbursement to the extent allowed in this policy and as approved by the City.

"Reasonable duty" includes expenses incurred by the Sponsoring Developer from examples that follow:

1. Payment of Connection Fees: Connection fees are remitted at the time of building permit issuance, or in other circumstances, at the time of connection to the system as defined in city resolutions.
2. Master Plan Trunk Line (On-Site): Construct the diameter specified in the Master Plan, or the nominal diameter needed in reference to Sponsoring Developer's peak demand, whichever is larger. The Sponsoring Developer's "reasonable duty" for trunk line construction is the length of trunk line needed per development acre, as defined herein.
3. Master Plan Trunk Line (Off-site): Construct the diameter specified in the Master Plan, or the nominal diameter needed in reference to Sponsoring Developer's peak demand, whichever is larger. The Sponsoring Developer's "reasonable duty" for off-site trunk line construction is the trunk line needed per development acre less the length of trunk line on-site, but not less than zero.
4. Non-Master Plan Line (Off-site): Construct the line with a diameter of 8 inches, or the nominal diameter needed in reference to Sponsoring Developer's peak demand, whichever is larger, and which is Sponsoring Developer's "reasonable duty". If the City directs that an off-site non-master plan main line be replaced with a trunk line, it will be treated as an off-site Master Plan Trunk Line for reimbursement purposes.

5. Distribution Line (On-site): Construct the line with a diameter of 6 or 8 inches as directed by the City, or the nominal diameter needed in reference to Sponsoring Developer's peak demand, whichever is larger, and which is Sponsoring Developer's "reasonable duty".
6. Stub Line (On-site): Construct the line with a diameter up to 8 inches as directed by the City, and which is Sponsoring Developer's "reasonable duty".

DEFINITIONS

1. Line Capacity: The water carrying capacity of a pipeline for purposes of this policy is based on pressure drop of 0.0037 psi per foot of line.
2. Nominal Diameter Needed: In terms relevant to this policy, the standard pipe diameter (6", 8", 10", 12" and larger) with sufficient transmission capacity to carry the designated peak demand.
3. Peak Demand: In terms relevant to this policy, the Peak Demand is assumed to be the Peak Hour Demand, inclusive of fire flow demands.
4. Property: For purposes of determining whether over-sized lines are on-site, off-site or lie in the frontage and for computing the nominal diameter needed, "Property" of Sponsoring Developer shall include the present project, future phases of the project, and other properties in the vicinity of the over-sized line in which the Sponsoring Developer or his partners, has a property interest. However, once the "trunk line needed" component of the "reasonable duty" has been satisfied for a parcel, it is not imposed again for subsequent cost recovery agreements.
5. Property in the Vicinity: Property adjacent or in the same quarter section as the over-sized pipe line, or in the case of over-sized pipe lines fronting section or quarter-section lines, property in the quarter sections on each side, is considered "in the vicinity". In most instances the City will require that trunk lines are located along section and quarter-section lines as contemplated in the City Master Plan.
6. Trunk Line Needed: Based on characteristics of development in Kuna; relying on the ½ mile trunk line grid in the Master Plan; adding for undeveloped land, waste land and other unconnected properties; adding for parks, common areas and other public properties and deducting for connection fees paid in equivalent feet; it requires an average of 33 lineal feet of trunk line to serve each acre of the remaining connected property.
7. Trunk Line Needed-Amended: For projects also connecting to pressure irrigation and/or sewer, but which do not construct sufficient trunk line in the other facilities

to satisfy the “trunk line needed” obligation in those other facilities, shall have the un-satisfied obligation in the other facilities, factored for relative cost, added to the “trunk line needed” obligation for the potable water system.

CONSTRUCTED POTABLE WATER FACILITIES ELIGIBLE FOR REIMBURSEMENT

For potable water facilities to be considered eligible for any reimbursement from the City, the potable water facilities must meet at least one of the following conditions:

1. **Off-Site Lines:** A potable water main extension that lies off-site the Sponsoring Developer’s property and is beyond the “reasonable duty” of Sponsoring Developer’s project; or
2. **On-Site Lines:** A potable water main extension that lies within the Sponsoring Developer’s property (on-site), is beyond the “reasonable duty” of Sponsoring Developer’s project; or
3. **Off-Site Easements:** Off-site easements required for construction of the above described eligible off-site potable water facilities; or
4. **Off-Site Engineering:** Engineering services for off-site eligible potable water facilities up to a maximum of 7 percent (7%) of the construction cost of said potable water facilities; or
5. **Supply Facilities:** Any new potable water supply facilities, as distinguished from transmission facilities, whether completely new facilities or facility upgrades. The facility’s costs may include wells, pumps and controls, standby power, storage tanks, booster station, SCADA controls and any other potable water supply facilities approved by the City. Potable water supply facilities will be reimbursed from the potable water Supply portion of Connection Fees using similar distribution methodology described herein; or
6. **City Construction:** When the City constructs extensions or replacements of potable water lines of any diameter using City funds, the City constructed potable water facilities will be eligible for reimbursement to the City as a Sponsoring Developer and in the manner noted herein.

REIMBURSEMENT CONDITIONS

To be eligible for reimbursement, the Sponsoring Developer must, unless otherwise approved by the City, do the following:

1. Sponsoring Developer’s project must be annexed into the City; and
2. Design the potable water facilities in accordance with the City’s potable water master plan; and

3. Receive at least three bids for the potable water construction and select the lowest responsive bid, unless otherwise approved by the City; and
4. Receive preliminary plat, special use permit or building permit approval from or complete a municipal service agreement with the City for the development being served by the potable water facilities; and
5. Construct the potable water facilities in accordance with the City approved plans and specifications including all lines and diameters directed by the City; and
6. Lawfully dedicate the potable water system facilities and any necessary easements to the City.

AMOUNT OF REIMBURSEMENT

1. *Off-Site Potable Water Facilities:* The amount of Eligible Reimbursement available to the Sponsoring Developer for eligible off-site potable water extensions beyond the “reasonable duty” shall be based upon a proportional amount of the costs to design and construct the facility computed from the ratio of the capacity of the nominal diameter needed by the Sponsoring Developer’s project to 75% of the capacity of the diameter provided.
2. *On-Site Potable Water Facilities:* The amount of Eligible Reimbursement available to the Sponsoring Developer for eligible on-site potable water pipelines beyond the size of the “reasonable duty”, shall be based upon an amount computed as the difference between the cost to design and construct the pipe size of the “reasonable duty” and the cost to design and construct the pipe size provided.
3. *Interest Adjustment:* The Sponsoring Developer’s eligible reimbursement amount, as determined by the items 1 through 2 above, may be increased by the amount of interest that would be accrued using 4% interest on a linear declining balance over a 10 year period.

FINANCING POTABLE WATER FACILITIES

The City will generate revenue for financing water facilities reimbursement agreements by assessing each equivalent dwelling unit (EDU) a Water Main Line Fee (WMLF) at or before issuance of a building permit. The amount of this WMLF will be established by City Council resolution. The City will review the WMLF amount each year and may make adjustments annually as deemed necessary to cover water main line reimbursement costs

REIMBURSEMENT AGREEMENTS AND METHODS OF REIMBURSEMENT

1. A reimbursement agreement entered into between the City and the sponsoring Developer is a requirement for receiving reimbursement and shall provide the Sponsoring Developers the opportunity to receive a maximum of ten (10) consecutive annual reimbursement payments. The Reimbursement Agreement shall be entered into within one hundred eighty (180) days after completion of the project.
2. City sponsored extensions and expansions are presumed to exclusively benefit existing and future users and the public in general. As a Sponsoring Developer, the City is not required to enter into an agreement with itself, is not limited in number of annual payments and the costs of its projects are fully reimbursable and not subject to reductions in reimbursement by proportional usage or the “reasonable duty” defined herein. The City is subject, in its annual reimbursements, to the annual distribution percentages defined herein.
3. No reimbursement agreement shall reimburse Sponsoring Developers for construction costs that exceed the eligible reimbursement amount.
4. The City will retain 10% of the collected WMLF for administration and developer support. This 10% fee will not reduce the Sponsoring Developer’s eligible reimbursement dollar amount, only the amount of funds available each year for reimbursement to the Sponsoring Developer(s).
5. The Reimbursement Agreement will terminate when the sooner of either occurs: the Sponsoring Developer has been fully reimbursed the agreed upon reimbursement amount at or prior to the end of the term of the agreement or the City has tendered the tenth (10th) annual payment whether or not the eligible reimbursement amount is paid in full. In no event shall the Reimbursement Agreement be extended beyond the initial term.
6. The City will collect WMLF from all entities that connect to and utilize the City’s water facilities in conformance with adopted city policies. The portion of the WMLF dedicated for reimbursement to Sponsoring Developers shall be reimbursed annually less the retained ten percent (10%) administration cost. Reimbursement payments, therefore, will be made on an annual basis only up to the amount of the WMLF collected for water reimbursement and, in the proportions as defined below, to each Sponsoring Developer.
7. The portion of the WMLF dedicated for reimbursement that is collected annually will be reimbursed and distributed to Sponsoring Developers annually, based on the percent of each Sponsoring Developer’s initial Total Eligible Reimbursement amount compared to the combined initial Total Eligible Reimbursement amounts of all Developer Sponsored Eligible Facilities for that reimbursement year. The Sponsoring Developer’s initial Total Eligible Reimbursement will not vary from year-to-year until retired but the Sponsoring Developer’s percentage will vary as

the combined initial Total Eligible Reimbursement amounts change from year-to-year.

Reimbursements will only be distributed for ten (10) annual payments after final acceptance of the Eligible Facility. Depending on the WMLF collected within the ten-year period, the Total Eligible Cost may or may not be reimbursed. Also, reimbursement to each Sponsoring Developer will not exceed his/her Total Eligible Reimbursement amount. Eligible Facilities completed on or before August 31st will first become eligible for the first payment of reimbursement funds on September 1st the following year.

8. If in any year a Sponsoring Developer's claim is satisfied with a partial payment, the dedicated portion of the WMLF for that year shall be reduced by the partial payment and the remainder shall be distributed to the remaining Sponsoring Developers without further consideration of the satisfied claim.

Adopted by the City of Kuna this 21st day of January, 2014.

W. Greg Nelson, Mayor

ATTEST:

Brenda S. Bingham, City Clerk

RESOLUTION NO. R09-2014

CITY OF KUNA CITY SEWER FACILITIES REIMBURSEMENT POLICY - 2014

PURPOSE

A resolution of the City of Kuna setting forth a reimbursement policy that provides real property owners, developers, and/or the City of Kuna, hereinafter referred to as Sponsoring Developers, a mechanism to seek reimbursement for eligible sewer facilities that exceed the Sponsoring Developer's sewer facilities requirements as provided below. When a Sponsoring Developer, at its own expense and in conformance with the City Sewer System Master Plan or at the direction of the City, constructs an extension of the existing sewer system or constructs oversized sewer facilities determined by the City to be larger than needed to serve the Sponsoring Developer's project, the Sponsoring Developer may be reimbursed to the extent allowed in this policy by entering into a reimbursement agreement with the City. Reimbursement will be for eligible costs of the sewer facilities as described below.

City Sewer Collection Pipelines are classified as follows:

1. Master Plan Interceptor Line (Street Frontage) – A sewer collection main larger than 8 inches, identified in the Master Plan to be part of the major sewer collection network and located in or adjacent to the street right-of-way fronting Sponsoring Developer's property. In this policy, frontage lines are treated as on-site lines.
2. Master Plan Interceptor Line (On-site) – A sewer collection main larger than 8 inches, identified in the Master Plan to be part of the major sewer collection network and located within the Sponsoring Developer's property including lines in or adjacent to the street right-of-way fronting Sponsoring Developer's property.
3. Master Plan Interceptor Line (Off-site) – A sewer collection main larger than 8 inches, identified in the Master Plan to be part of the major sewer collection network and not located on-site or in the street frontage or adjacent to the street right-of-way fronting Sponsoring Developer's property.
4. Non-Master Plan Collection Line (On-site) - A sewer collection main not identified in the Master Plan to be part of the major sewer collection network, located on-site of the Sponsoring Developer's property, and whose principal purpose is to collect waste water from the various points of service within the Sponsoring Developer's property.
5. Non-Master Plan Collection Line (Off-site) – A sewer collection main not identified in the Master Plan to be part of the major sewer collection network and

not located on-site or in the street frontage or adjacent to the street right-of-way fronting Sponsoring Developer's property.

6. **Stub Line (On-site)** - A sewer collection main located on-site of the Sponsoring Developer's property, connected to any of the sewer collection mains on-site and extending to the property boundary, beyond the last point of collection for the Sponsoring Developer's property, and whose principal purpose is to collect waste water from neighboring properties. A stub line is generally constructed at the direction of the City, is generally 8 or 10 inches in diameter and is not a frontage line or Master Plan Interceptor line.

A Sponsoring Developer's project may be eligible or ineligible for reimbursement according to criteria outlined herein. For instance, a line constructed larger than needed at Sponsoring Developer's discretion and not at the direction of the City is not eligible for reimbursement.

Each project or development is presumed to benefit from the work of earlier Sponsoring Developers and to have, as a condition for receiving benefit from the existing city sewer system, a "reasonable duty" to add to, enhance, oversize or extend the existing system within certain limits. This "reasonable duty" is not reimbursable. The construction of on-site or off-site facilities beyond this "reasonable duty" is presumed to be eligible for reimbursement to the extent allowed in this policy and as approved by the City.

"Reasonable duty" includes expenses incurred by the Sponsoring Developer from examples that follow:

1. **Payment of Connection Fees:** Connection fees are remitted at the time of building permit issuance, or in other circumstances, at the time of connection to the system as defined in city resolutions.
2. **Master Plan Interceptor Line (On-Site):** Construct the diameter specified in the Master Plan, or the nominal diameter needed in reference to Sponsoring Developer's peak discharge, whichever is larger, at the depth and slope implied in the Master Plan. The Sponsoring Developer's "reasonable duty" for interceptor line construction is the length of interceptor line needed per development acre, as defined herein.
3. **Master Plan Interceptor Line (Off-site):** Construct the diameter specified in the Master Plan, or the nominal diameter needed in reference to Sponsoring Developer's peak discharge, whichever is larger, at the depth and slope implied in the Master Plan. The Sponsoring Developer's "reasonable duty" for off-site interceptor line construction is the interceptor line needed per development acre less the length of interceptor line on-site, but not less than zero.
4. **Non-Master Plan Collection Line (On-site):** Construct the line with a diameter of 8 inches as directed by the City, or the nominal diameter needed in reference to

- Sponsoring Developer's peak discharge, whichever is larger, and which is Sponsoring Developer's "reasonable duty". If the City directs that an on-site non-master plan main line be replaced with a line larger than the "reasonable duty", it will be treated as an On-Site Gravity Sewer Facility for reimbursement purposes.
5. Non-Master Plan Collection Line (Off-site): Construct the line with a diameter of 8 inches, or the nominal diameter needed in reference to Sponsoring Developer's peak discharge, whichever is larger, and which is Sponsoring Developer's "reasonable duty". If the City directs that an off-site non-master plan main line be replaced with a line larger than the "reasonable duty", it will be treated as an Off-Site Gravity Sewer Facility for reimbursement purposes.
 6. Stub Line (On-site): Construct the line with a diameter of 8 or 10 inches and at the depth and slope as directed by the City, and which is Sponsoring Developer's "reasonable duty".

DEFINITIONS

1. Interceptor Line Needed: Based on characteristics of development in Kuna; relying on the major sewer collection network defined in the Master Plan; adding for undeveloped land, waste land and other unconnected properties; adding for parks, common areas, right-of-way and other public properties and deducting for connection fees paid in equivalent feet; it requires a net 20 lineal feet of interceptor line per acre to serve the gross acreage of Sponsoring Developer's project.
2. Interceptor Line Needed-Amended: For projects also connecting to pressure irrigation and/or potable water, but which do not construct sufficient trunk line in the other facilities to satisfy the "trunk line needed" obligation in those other facilities, shall have the un-satisfied obligation in the other facilities, factored for relative cost, added to the "interceptor line needed" obligation for the sewer collection system.
3. Line Capacity: The water carrying capacity of a pipeline for purposes of this policy is assumed to be 75% of the discharge computed by Manning's Equation at the minimum slope allowed per the "Ten States Standards". The City Engineer shall maintain a standard chart of pipe capacities.
4. Nominal Diameter Needed: In terms relevant to this policy, the minimum standard pipe diameter (8", 10", 12", 15" and larger) with sufficient transmission capacity to carry the Sponsoring Developer's designated peak discharge.
5. Peak Discharge: In terms relevant to this policy, the Peak Discharge is assumed to be the Average Discharge multiplied by the peaking factor of the City Engineer's standard chart.

6. **Property:** For purposes of determining whether over-sized lines are on-site, off-site or lie in the frontage and for computing the nominal diameter needed, “Property” of Sponsoring Developer shall include the present project, future phases of the project, and other properties in the vicinity of the over-sized line in which the Sponsoring Developer or his partners, has a property interest. However, once the “interceptor line needed” component of the “reasonable duty” has been satisfied for a parcel, it is not imposed again for subsequent cost recovery agreements.
7. **Property in the Vicinity:** Property in the same quarter section as the over-sized pipe line, or in the case of over-sized pipe lines fronting section or quarter-section lines, property in the quarter sections on each side, is considered “in the vicinity”. In most instances the City will require that interceptor lines are located as contemplated in the City Master Plan.
8. **Very Large Interceptor Lines:** Interceptor lines larger than a diameter of 15-inches and larger than the nominal diameter needed. In calculating relative cost factor, the ratio of cost per foot for water or pressure irrigation trunk lines to the cost per foot for the minimum diameter of very large interceptor lines shall be used.

CONSTRUCTED SEWER FACILITIES ELIGIBLE FOR REIMBURSEMENT

For sewer facilities to be considered eligible for any reimbursement from the City, the sewer facilities must meet at least one of the following conditions:

1. **Off-Site Lines:** A sewer collection main extension that lies off-site of the Sponsoring Developer’s property and is beyond the “reasonable duty” of Sponsoring Developer’s project; or
2. **On-Site Lines:** A sewer collection main extension that lies within the Sponsoring Developer’s property and is beyond the “reasonable duty” of Sponsoring Developer’s project; or
3. **Deep On-Site Lines:** A sewer collection main extension located within the Sponsoring Developer’s property, not larger than the minimum nominal diameter needed to serve Sponsoring Developer’s project, but required by the City to be deeper than 10-feet and deeper than the depth required to serve Sponsoring Developer’s property. The eligible cost for this item may include trench excavation, backfill and rock excavation for the portion of excavation deeper than 10-feet and deeper than the depth required to serve the Sponsoring Developer’s property. Depth of the sewer pipe will be determined from pre-developed ground elevation to the invert elevation of the sewer pipe; or
4. **Large On-Site Lines:** A sewer main 18 inches in diameter or larger, and larger than needed to serve the Sponsoring Developer’s property, may be considered for

- additional eligible excavation and backfill costs (primarily based on added width of excavation and backfill) not covered under items 2 and 3 above; or
5. Lift Stations: Permanent sewage lift stations required by the City, together with required force mains, and sized to serve areas in addition to Sponsoring Developer's property. Temporary lift stations and/or force mains are not eligible for reimbursement from the City; or
 6. Off-Site Easements: Off-site easements required for construction of the above described sewer facilities may also be eligible for reimbursement; or
 7. Off-Site Engineering: Engineering services for off-site eligible sewer facilities up to a maximum of 7 percent (7%) of the construction cost of said sewer facilities; or
 8. City Construction: When the City constructs sewer collection mains, sewer lift stations and/or force mains using City funds, the City constructed sewer facilities will be eligible for reimbursement to the City as a Sponsoring Developer and in the manner noted herein.

REIMBURSEMENT CONDITIONS

To be eligible for reimbursement, the Sponsoring Developer must, unless otherwise approved by the City, do the following:

1. Sponsoring Developer's project must be annexed into the City; and
2. Design the sewer facilities in accordance with the City's sewer master plan; and
3. Receive at least three bids for the sewer construction and select the lowest responsive bid, unless otherwise approved by the City; and
4. Receive preliminary plat, special use permit or building permit approval from or complete a municipal service agreement with the City for the development being served by the sewer facilities; and
5. Construct the sewer facilities in accordance with the City approved plans and specifications including all lines, diameters and depths directed by the City; and
6. Lawfully dedicate the sewer system facilities and any necessary easements to the City.

AMOUNT OF REIMBURSEMENT

1. *Off-Site Gravity Sewer Facilities:* The amount of Eligible Reimbursement available to the Sponsoring Developer for eligible off-site sewer collection main

extensions beyond the “reasonable duty” shall be based upon a proportional amount of the costs to design and construct the facility computed from the ratio of the capacity of the nominal diameter needed by the Sponsoring Developer’s project to 75% of the capacity of the diameter provided.

2. *On-Site Gravity Sewer Facilities:* The amount of Eligible Reimbursement available to the Sponsoring Developer for eligible on-site sewer collection main extensions beyond the size and/or depth of the “reasonable duty”, shall be based upon an amount computed as the difference between the cost to design and construct the pipe size of the “reasonable duty” and the cost to design and construct the pipe size provided.
3. *Permanent Lift Stations and Force Mains:* The amount of Eligible Reimbursement available to the Sponsoring Developer for eligible lift stations and force mains beyond the “reasonable duty” shall be based upon a proportional amount of the costs to design and construct the facility computed from the ratio of the capacity of the “reasonable duty” of the Sponsoring Developer’s project to 75% of the capacity of the facility provided.
4. *Interest Adjustment:* The Sponsoring Developer’s eligible reimbursement amount, as determined by items 1 through 3 above, may be increased by the amount of interest that would be accrued using 4% interest on a linear declining balance over a 10 year period.

FINANCING SEWER FACILITIES

The City will generate revenue for financing sewer facilities reimbursement agreements by assessing each equivalent dwelling unit (EDU) a Sewer Interceptor Fee (SIF) at or before issuance of a building permit. The amount of this SIF per EDU will be established by City Council resolution. The City will review the SIF amount each year and may make adjustments annually as deemed necessary to cover sewer facility reimbursement costs.

REIMBURSEMENT AGREEMENTS AND METHODS OF REIMBURSEMENT

1. A Reimbursement Agreement entered into between the City and the Sponsoring Developer is a requirement for receiving reimbursement and shall provide Sponsoring Developers the opportunity to receive up to a maximum of ten (10) consecutive annual reimbursement payments. The Reimbursement Agreement shall be entered into within one hundred eighty (180) days after completion of the project.
2. City sponsored extensions and expansions are presumed to exclusively benefit existing and future users and the public in general. As a Sponsoring Developer, the City is not required to enter into an agreement with itself, is not limited in number of annual payments and the costs of its projects are fully reimbursable

- and not subject to reductions in reimbursement by proportional usage or the “reasonable duty” defined herein. The City is subject, in its annual reimbursements, to the annual distribution percentages defined herein.
3. No Reimbursement Agreement shall reimburse Sponsoring Developers for construction costs that exceed the eligible reimbursement amount.
 4. The City will retain 10% of the collected SIF for administration and developer support. This 10% fee will not reduce the Sponsoring Developers eligible reimbursement dollar amount only the amount of funds each year available for reimbursement to the Sponsoring Developer(s).
 5. The Reimbursement Agreement will terminate when the sooner of either occurs: the Sponsoring Developer has been fully reimbursed the agreed upon reimbursement amount at or prior to the end of the term of the agreement, or the City has tendered the tenth (10th) annual payment whether or not the eligible reimbursement amount is paid in full. In no event shall the Reimbursement Agreement be extended beyond the initial term.
 6. The City will collect SIF from all entities that connect to and utilize the City’s sewer facilities in conformance with adopted City policies. The portion of the SIF dedicated for reimbursement to Sponsoring Developers shall be reimbursed annually less the retained ten percent (10%) administration cost. Reimbursement payments, therefore, will be made on an annual basis only up to the amount of the SIF collected for sewer reimbursement and, in the proportions as defined below to each Sponsoring Developer.
 7. The portion of the SIF dedicated for reimbursement that is collected annually will be reimbursed and distributed to Sponsoring Developers annually, based on the percent of each Sponsoring Developer’s initial Total Eligible Reimbursement amount is to the combined initial Total Eligible Reimbursement amount of all Developer Sponsored Eligible Facilities for that reimbursement year. The Sponsoring Developer’s initial Total Eligible Reimbursement will not vary from year-to-year until retired but the Sponsoring Developer’s percentage will vary as the combined initial Total Eligible Reimbursement amounts change from year-to-year.

Reimbursements will only be distributed for ten (10) annual payments after final acceptance of the Eligible Facility. Depending on the SIF collected within the ten-year period, the Total Eligible Cost may or may not be reimbursed. Also reimbursement to each Sponsoring Developer will not exceed his/her Total Eligible Reimbursement amount. Eligible Facilities completed on or before August 31st will first become eligible for reimbursement funds on or after September 1st the following year.

8. If in any year a Sponsoring Developer's claim is satisfied with a partial payment, the dedicated portion of the SIF for that year shall be reduced by the partial payment and the remainder shall be distributed to the remaining Sponsoring Developers without further consideration of the satisfied claim.

Adopted by the City of Kuna this 21st day of January, 2014.

W. Greg Nelson, Mayor

ATTEST:

Brenda S. Bingham, City Clerk

RESOLUTION NO.10-2014

CITY OF KUNA PRESSURE IRRIGATION FACILITIES REIMBURSEMENT POLICY

PURPOSE

A resolution of the City of Kuna setting forth a reimbursement policy that provides real property owners, developers, and/or the City of Kuna, hereinafter referred to as Sponsoring Developers, a mechanism to seek reimbursement for eligible pressure irrigation facilities that exceed the Sponsoring Developer's pressure irrigation facilities requirements as provided below. When a Sponsoring Developer, at its own expense and in conformance with the City Pressure Irrigation System Master Plan or at the direction of the City, constructs an extension of the existing Pressure Irrigation system or constructs oversized pressure irrigation facilities determined by the City to be larger than needed to serve Sponsoring Developer's project, the Sponsoring Developer may be reimbursed to the extent allowed in this policy by entering into a reimbursement agreement with the City. Reimbursement will be for eligible costs of the pressure irrigation facilities as described below.

City Pressure Irrigation Pipelines are classified as follows:

1. Master Plan Trunk Line (Street Frontage) – A pressure irrigation main, 8 inches or larger, identified in the Master Plan to be part of the major distribution grid and located in or adjacent to the street right-of-way fronting Sponsoring Developer's property. In this policy, frontage lines are treated as on-site lines.
2. Master Plan Trunk Line (On-site) – A pressure irrigation main, 8 inches or larger, identified in the Master Plan to be part of the major distribution grid and located within the Sponsoring Developer's property including lines in or adjacent to the street right-of-way fronting Sponsoring Developer's property.
3. Master Plan Trunk Line (Off-site) – A pressure irrigation main, 8 inches or larger, identified in the Master Plan to be part of the major distribution grid and not located on-site or in the street frontage or adjacent to the street right-of-way fronting Sponsoring Developer's property.
4. Looping Line (On-site) – A pressure irrigation main line required in City Standards, and with the diameter specified in said standards, whose purpose is to preserve circulation capability to serve Sponsoring Developer's property and adjacent properties, and located on-site but not in or adjacent to the street right-of-way fronting Sponsoring Developer's property.
5. Non-Master Plan Line (Off-site) – A pressure irrigation main line not identified in the Master Plan to be part of the major distribution grid and not located on-site or in the

street frontage or adjacent to the street right-of-way fronting Sponsoring Developer's property.

6. **Distribution Line (On-site)** - A pressure irrigation main line not identified in the Master Plan to be part of the major distribution grid and not a looping line, located on-site of the Sponsoring Developer's property, and whose principal purpose is to deliver water to the various points of service within the Sponsoring Developer's property.
7. **Stub Line (On-site)** - A pressure irrigation main line located on-site of the Sponsoring Developer's property, connected to any of the main lines on-site and extending to the property boundary, beyond the last point of delivery for the Sponsoring Developer's property, and whose principal purpose is to deliver water to neighboring properties. A stub line is generally constructed at the direction of the City, is generally 8 inches in diameter or smaller and is not a frontage line, looping line or Master Plan line.

A Sponsoring Developer's project may be eligible or ineligible for reimbursement according to criteria outlined herein. For instance, a line constructed larger than needed at Sponsoring Developer's discretion and not at the direction of the City is not eligible for reimbursement.

Each project or development is presumed to benefit from the work of earlier Sponsoring Developers and to have, as a condition for receiving benefit from the existing city sewer system, a "reasonable duty" to add to, enhance, oversize or extend the existing system within certain limits. This "reasonable duty" is not reimbursable. The construction of on-site or off-site facilities beyond this "reasonable duty" is presumed to be eligible for reimbursement to the extent allowed in this policy and as approved by the City.

"Reasonable duty" includes expenses incurred by the Sponsoring Developer from examples that follow:

1. **Payment of Connection Fees:** Connection fees are remitted at the time of building permit issuance, or in other circumstances, at the time of connection to the system as defined in city resolutions.
2. **Master Plan Trunk Line (On-Site):** Construct the diameter specified in the Master Plan, or the nominal diameter needed in reference to Sponsoring Developer's peak demand, whichever is larger. The Sponsoring Developer's "reasonable duty" for trunk line construction is the length of trunk line needed per development acre, as defined herein.
3. **Master Plan Trunk Line (Off-site):** Construct the diameter specified in the Master Plan, or the nominal diameter needed in reference to Sponsoring Developer's peak demand, whichever is larger. The Sponsoring Developer's "reasonable duty" for off-site trunk line construction is the trunk line needed per development acre less the length of trunk line on-site but not less than zero.
4. **Looping Line (On-site):** Construct the diameter specified in the City Standards, or the nominal diameter needed in reference to twice the Sponsoring Developer's peak demand,

whichever is larger, and which is Sponsoring Developer's "reasonable duty". If the City directs that a looping line be replaced with a trunk line, it will be treated as an on-site Master Plan Trunk Line for reimbursement purposes.

5. Non-Master Plan Line (Off-site): Construct the line with a diameter of 4 inches, or the nominal diameter needed in reference to Sponsoring Developer's peak demand, whichever is larger, and which is Sponsoring Developer's "reasonable duty". If the City directs that an off-site non-master plan main line be replaced with a trunk line, it will be treated as an off-site Master Plan Trunk Line for reimbursement purposes.
6. Distribution Line (On-site): Construct the line with a diameter of 3 inches, or the nominal diameter needed in reference to Sponsoring Developer's peak demand, whichever is larger, and which is Sponsoring Developer's "reasonable duty".
7. Stub Line (On-site): Construct the line with a diameter up to 8 inches as directed by the City, and which is Sponsoring Developer's "reasonable duty".

DEFINITIONS

1. Line Capacity: The water carrying capacity of a pipeline based on pressure drop of 0.0037 psi per foot of line length.
2. Nominal Diameter Needed: In terms relevant to this policy, the minimum standard pipe diameter (3", 4", 6", 8", 10" and 12") with sufficient transmission capacity to carry the Sponsoring Developer's designated peak demand.
3. Peak Demand: In terms relevant to this policy, the Peak Demand is assumed to be the Peak Hour Demand referred to in City Standards. The Peak Hour Demand per typical lot is 15 gpm for a 3-inch main but decreases to 7.5 gpm/typical lot for a 12-inch main. In no case may a main line diameter be less than 3 inches, regardless of computed demand. A typical residential lot is 10,000 SF of total area or less. A typical commercial lot is 7,000 SF of landscaped area or less.
4. Property: For purposes of determining whether over-sized lines are on-site, off-site or lie in the frontage and for computing the nominal diameter needed, "Property" of Sponsoring Developer shall include the present project, future phases of the project, and other properties in the vicinity of the over-sized line in which the Sponsoring Developer or his partners has a property interest. However, once the "trunk line needed" component of the "reasonable duty" has been satisfied for a parcel, it is not imposed again for subsequent cost recovery agreements.
5. Property in the Vicinity: Property adjacent or in the same quarter section as the over-sized pipe line, or in the case of over-sized pipe lines fronting section or quarter-section lines, property in the quarter sections on each side, is considered "in the vicinity". In most instances the City will require that trunk lines are located along section and quarter-section lines as contemplated in the City Master Plan.

6. **Trunk Line Needed:** Based on characteristics of development in Kuna; relying on the ½ mile trunk line grid in the Master Plan; adding for undeveloped land, waste land and other unconnected properties; adding for parks, common areas and other public properties; and deducting for connection fees paid in equivalent feet; it requires an average of 33 lineal feet of trunk line to serve the gross acreage of Sponsoring Developer's project.
7. **Trunk Line Needed-Amended:** For projects also connecting to potable water and/or sewer, but which do not construct sufficient trunk line in the other facilities to satisfy the "trunk line needed" obligation in those other facilities, shall have the un-satisfied obligation in the other facilities, factored for relative cost, added to the "trunk line needed" obligation for the pressure irrigation system.

CONSTRUCTED PRESSURE IRRIGATION FACILITIES ELIGIBLE FOR REIMBURSEMENT

For pressure irrigation facilities to be considered eligible for any reimbursement from the City, the pressure irrigation facilities must meet at least one of the following conditions:

1. **Off-Site Lines:** A pressure irrigation main extension that lies off-site the Sponsoring Developer's property and is beyond the "reasonable duty" of Sponsoring Developer's project; or
2. **On-Site Lines:** A pressure irrigation main extension that lies within the Sponsoring Developer's property and is beyond the "reasonable duty" of Sponsoring Developer's project; or
3. **Off-Site Easements:** Off-site easements required for construction of the above described eligible off-site pressure irrigation facilities may also be eligible for reimbursement; or
4. **Off-Site Engineering:** Engineering services for off-site eligible pressure irrigation facilities up to a maximum of 7 percent (7%) of the construction cost of said pressure irrigation facilities; or
5. **Supply Facilities:** Any new irrigation supply facilities, as distinguished from transmission facilities, whether completely new facilities or facility upgrades. The facility's costs may include wells, pumps and controls, standby power, storage ponds, booster station, SCADA controls and any other irrigation supply facilities approved by the City. Irrigation supply facilities will be reimbursed from the Irrigation Supply portion of Connection Fees using similar distribution methodology described herein; or
6. **City Construction:** When the City constructs extensions or replacements of pressure irrigation lines of any diameter using City funds, the City constructed pressure irrigation facilities will be eligible for reimbursement to the City as a Sponsoring Developer and in the manner noted herein.

REIMBURSEMENT CONDITIONS

To be eligible for reimbursement, the Sponsoring Developer must, unless otherwise approved by the City, do the following:

1. Sponsoring Developer's project must be annexed into the City; and
2. Design the pressure irrigation facilities in accordance with the City's pressure irrigation master plan; and
3. Receive at least three bids for the pressure irrigation system construction and select the lowest responsive bid, unless otherwise approved by the City; and
4. Receive preliminary plat, special use permit or building permit approval from or complete a municipal service agreement with the City for the development being served by the pressure irrigation facilities; and
5. Construct the pressure irrigation facilities in accordance with the City approved plans and specifications including all lines and diameters directed by the City; and
6. Lawfully dedicate the pressure irrigation system facilities and any necessary easements to the City.

AMOUNT OF REIMBURSEMENT

1. Off-Site Pressure Irrigation Facilities: The amount of Eligible Reimbursement available to the Sponsoring Developer for eligible off-site pressure irrigation extensions beyond the "reasonable duty" shall be based upon a proportional amount of the costs to design and construct the facility computed from the ratio of the capacity of the nominal diameter needed by the Sponsoring Developer's project to 75% of the capacity of the diameter provided.
2. On-Site Pressure Irrigation Facilities: The amount of Eligible Reimbursement available to the Sponsoring Developer for eligible on-site pressure irrigation pipelines beyond the size of the "reasonable duty", shall be based upon an amount computed as the difference between the cost to design and construct the pipe size of the "reasonable duty" and the cost to design and construct the pipe size provided.
3. Interest Adjustment: The Sponsoring Developer's Eligible Reimbursement amount, as determined by items 1 through 2 above, may be increased by the amount of interest that would be accrued using 4% interest on a linear declining balance over a 10 year period.

FINANCING PRESSURE IRRIGATION FACILITIES

The City will generate revenue for financing Pressure Irrigation main pipeline facilities reimbursement agreements by assessing each equivalent dwelling unit (EDU) a Pressure Irrigation Main Line Fee (PIMLF), also known as Trunk Line Connection Fee, at time of connection or upon issuance of a building permit. The amount of this PIMLF will be established by City Council resolution. The City will review the PIMLF amount each year and may make adjustments annually as deemed necessary to cover pressure irrigation main line reimbursement costs.

REIMBURSEMENT AGREEMENTS AND METHODS OF REIMBURSEMENT

1. A Reimbursement Agreement entered into between the City and the Sponsoring Developer is a requirement for receiving reimbursement and shall provide the Sponsoring Developers the opportunity to receive a maximum of ten (10) consecutive annual reimbursement payments. The Reimbursement Agreement shall be entered into within one hundred eighty (180) days after completion of the project.
2. City sponsored extensions and expansions are presumed to exclusively benefit existing and future users and the public in general. As a Sponsoring Developer, the City is not required to enter into an agreement with itself, is not limited in number of annual payments and the costs of its projects are fully reimbursable and not subject to reductions in reimbursement by proportional usage or the “reasonable duty” defined herein. The City is subject, in its annual reimbursements, to the annual distribution percentages defined herein.
3. No reimbursement agreement shall reimburse Sponsoring Developers for construction costs that exceed the eligible reimbursement amount.
4. The City will retain 10% of the collected PIMLF for administration and developer support. This 10% fee will not reduce the Sponsoring Developers Eligible Reimbursement amount - only the amount of funds each year available for reimbursement to the Sponsoring Developer(s).
5. The Reimbursement Agreement will terminate when the sooner of either occurs: the Sponsoring Developer has been fully reimbursed the agreed upon reimbursement amount at or prior to the end of the term of the agreement, or the City has tendered the tenth (10th) annual payment whether or not the eligible reimbursement amount is paid in full. In no event shall the Reimbursement Agreement be extended beyond the initial term.
6. The City will collect the PIMLF from all entities that connect to and utilize the City’s Pressure Irrigation facilities in conformance with adopted City policies. The portion of the PIMLF dedicated for reimbursement to Sponsoring Developers shall be reimbursed annually less the retained ten percent (10%) administration cost. Reimbursement payments, therefore, will be made on an annual basis but limited to the amount of the PIMLF collected for pressure irrigation reimbursement and, in the proportions as defined below to each Sponsoring Developer.

7. The portion of the PIMLF dedicated for reimbursement that is collected annually from Pressure Irrigation connections will be reimbursed and distributed to Sponsoring Developers annually, based on the percent each Sponsoring Developer's initial Eligible Reimbursement amount is to the summed Total Eligible Reimbursement amount of all eligible Sponsoring Developers for that reimbursement year. The Sponsoring Developer's initial Total Eligible Reimbursement will not vary from year-to-year until retired but the Sponsoring Developer's percentage will vary as the combined initial Total Eligible Reimbursement amounts change from year-to-year.

Reimbursements will only be distributed for ten (10) annual payments after final acceptance of the Eligible Facility. Depending on the PIMLF collected within the ten-year Agreement period, and the number of claimants to those Fees, the Eligible Reimbursement amount may or may not be fully reimbursed. Also reimbursement to each Sponsoring Developer will not exceed his/her Total Eligible Reimbursement amount. Reimbursement Agreements or City sponsored projects completed on or before August 31st of one year will become eligible for the first payment of reimbursement funds on September 1st the following year.

8. If in any year a Sponsoring Developer's claim is satisfied with a partial payment, the dedicated portion of the PIMLF for that year shall be reduced by the partial payment and the remainder shall be distributed to the remaining Sponsoring Developers without further consideration of the satisfied claim.

Adopted by the City of Kuna this 21st day of January, 2014.

W. Greg Nelson, Mayor

ATTEST:

Brenda S. Bingham, City Clerk



John S. Franden, President
 Mitchell A. Jaurena, Vice President
 Rebecca W. Arnold, Commissioner
 Sara M. Baker, Commissioner
 Jim Hansen, Commissioner

January 14, 2014

Planning and Programming

TO: Mayor Nelson, Kuna City Council Members
 FROM: Jeff Lowe, AICP, Senior Transportation Planner
 SUBJECT: Kuna Crossing Feasibility and Implementation Plan
 City Council Meeting - January 21, 2014

Project Summary

The Kuna Crossing Feasibility and Implementation Plan (KCFIP) is the culmination of a process to identify the need, location, and feasibility of crossing the railroad tracks and Indian Creek located within the City of Kuna. This memo highlights key elements of the Plan including the purpose of an additional crossing, criteria used to analyze options, potential impacts and, a funding and implementation strategy. These elements are explained further in the Draft Plan document attached to this memo. The options to construct range in cost from \$11.5 million to \$23 million. A recommendation for Option #3 –Ten Mile Road Extension is included in this memo. ACHD Staff will make a presentation at the January 21, 2014, meeting and seek a recommendation from the Council.

Project Purpose

The City of Kuna has long contemplated an overpass; efforts were undertaken in 1995 and 2006. Eleven crossing options were identified in these previous efforts, but none of them acknowledged an adopted location, complete costs, or impacts. These studies did provide a foundation and reference for potential options to consider with this study. Further evaluation of crossing locations was recommended in the *Kuna Downtown Corridor Plan (KDCP)* and after its adoption by ACHD and the City of Kuna in October 2012, ACHD initiated this planning study. When adopted, the Plan will serve as a planning and policy document to aid in future decision-making for both ACHD and the City of Kuna.

Planning Process

The planning objective was to analyze connectivity for users across the UPRR tracks and Indian Creek, understand existing and future north-south traffic between Kuna and I-84, and to address perceived safety and congestion problems at the existing at-grade railroad crossings. In addition to a thorough technical analysis (building upon results from the *(KDCP)*, and public outreach (including a three-day Public Workshop and an Open House) has led to a recommendation to incorporate into the final Plan. The Project Management Team (composed of staff from ACHD and City, ITD, FHWA, and UPRR) helped to develop objectives and criteria used to define and analyze options and to make a recommendation.

Evaluation Criteria and Potential Impacts

Criteria were established by the Project Management Team (PMT), stakeholders, and the public, based on transportation-related goals identified in land use policies and studies. These six goals were used to define and analyze options and to make a recommendation:

- Mobility: Move people and provide connectivity.
- Safety: Minimize conflicts; improve access and response times for emergency vehicles.
- Sustainability: Minimize impacts to environmental, cultural, and social resources.
- Economic Development: Support local economic development opportunities and access to businesses.
- Feasibility: Ability to fund and create partnerships for implementation.
- Constructability: Consistency with current plans and ability to build.

The goals and objectives were later used to develop evaluation criteria for screening the crossing options.

Options

Six options (including No-build and two variations on the Swan Falls option) were presented to the public at an Open House on September 5th, 2013. The public comments indicated that options 7B: Swan Falls Road to Linder Road

(Shortline Street Underpass Realignment to Stagecoach Way) and 8: SH 69 (Meridian Road) Extension, were the most desirable. Based on the technical data alone, a crossing is not warranted, but it is understood that there are other values to be considered as evidenced by public comments received.

Recommendation

The Project Management Team (PMT) considered the options and recommended that **Option #3 – Ten Mile Road Extension** as the preferred option due to its strong ranking among the other options and its ability to provide the area with a regional connection on Ten Mile Road between Kuna and I-84. This option has the following advantages:

- provides a regional connection that benefits Kuna, Meridian, and Ada and Canyon Counties;
- captures a high percentage of traffic volumes traveling from the west on Avalon Street to SH 69;
- reduces vehicle/train exposure using the existing two at-grade crossings in the downtown;
- addresses the connectivity for emergency services between the north and south areas of the City;
- provides opportunity for expanded growth in and around the Ten Mile Road area; and
- results in the lowest estimated cost (\$11.5 to \$14 million) of the different options.

Similar to other options, this option has impacts - nine properties adjacent to the crossing, as well as the sewer-lift station located south of the UPRR tracks and Indian Creek on Ten Mile Road, and a decrease in traffic on Main Street. Please refer to pages 27 in the draft Plan and the attached chart for option evaluations.

Implementation and Funding

Adoption of the Plan will identify a location of a crossing (unless the No Build option is selected) which will set a framework for planning in Kuna as development occurs. The Plan provides a tool for the continued coordination between the City of Kuna and ACHD; providing a common message (right-of-way preservation) to developers/land owners as applications for development are requested or public projects proposed; and, will ensure that improvements are in line with the purpose of the crossing.

The proposed crossing is to be constructed as opportunities develop and funding becomes available. ACHD will assist the City in planning efforts and in supporting these opportunities to help make the crossing a reality. However, until traffic operations and safety data reflect the need for a crossing, ACHD's regional mission and need to prioritize in that framework, places the project as a low priority at this time for ACHD to fund the project. Kuna will need to lead efforts for finding a funding mechanism for the alignment. If federal funds are pursued, a full alternatives analysis would be required.

Finally, the responsibility for putting the Plan into effect rests with agencies, decision-makers, and property owners and developers in the area working together.

Requested Input from the City

The Plan includes a recommended option (Option #3 –Ten Mile Road Extension). The City Council is requested to make a recommendation to the ACHD Commission on the Plan, including which option below best fits the interests of the community:

1. No Build
2. Option #3 Ten Mile Road Extension
3. Option #6 Avalon Street to Avalon Street
4. Option #7A Swan Falls to Linder Road
5. Option #7B Swan Falls to Linder Road
6. Option #8 SH 69 (Meridian Road) Extension

Next Steps

A joint meeting between the Kuna City Council and ACHD Commission is scheduled for January 24, 2014, at which this item may be discussed. At its February 5, 2014, meeting, the ACHD Commission will consider the City's selection and the Plan in its entirety and consequently act on the adoption of the plan.

Attachments:

Draft Kuna Crossing Feasibility and Implementation Plan

Table of Most Promising Options Evaluation Results and Design and Operations Comparison

Table 5. Most Promising Options Evaluation Results and Design and Operations Comparison

Option No.	Description	Public Comment Ranking	PMT Ranking	Mobility	Safety	Sustainability	Economic Development	Feasibility	Constructability	Bridge Structure Length (Feet)	Potential Full Property Acquisitions*	Preliminary Cost Estimate (Millions)	Estimated Changes in Year 2035 Traffic Volumes
0	No-Build	6	6	○	○	○	○	○	○	N/A	0	\$0	<ul style="list-style-type: none"> ■ No Change
3	Ten Mile Road Extension	4	1	●	○	○	○	○	●	625	9	\$11.5 - \$14	<ul style="list-style-type: none"> ■ 58% Increase on Ten Mile Road (S of Hubbard) ■ 24% Decrease on Main Street and Shortline Street ■ 9% Decrease on Linder Road (S of Hubbard) ■ 1% Decrease on SH 69 (S of Hubbard)
6	Avalon Street to Avalon Street	5	5	●	○	○	○	○	○	1,100	3	\$19 - \$23 ¹ OR \$90 - \$110 ²	<ul style="list-style-type: none"> ■ No Change on Ten Mile Road (S of Hubbard) ■ 79% Decrease on Main Street and Shortline Street ■ No Change on Linder Road (S of Hubbard) ■ 4% Increase on SH 69 (S of Hubbard)
7A	Swan Falls Road to Linder Road (Short-line Street At-Grade Realignment with Stagecoach Way)	3	3	●	●	○	○	○	○	600	9	\$15.5 - \$18.5	<ul style="list-style-type: none"> ■ 2% Decrease on Ten Mile Road (S of Hubbard) ■ 15% Decrease on Main Street and Shortline Street ■ 5% Increase on Linder Road (S of Hubbard) ■ No Change on SH 69 (S of Hubbard)
7B	Swan Falls Road to Linder Road (Shortline Street Underpass Realignment to Stagecoach Way)	1	2	●	●	○	○	○	○	700	8	\$13.5 - \$16.5	<ul style="list-style-type: none"> ■ 2% Decrease on Ten Mile Road (S of Hubbard) ■ 15% Decrease on Main Street and Shortline Street ■ 5% Increase on Linder Road (S of Hubbard) ■ No Change on SH 69 (S of Hubbard)
8	Meridian Road Extension	2	4	○	○	○	○	○	○	400 (Creek Crossing) + 500 (Railroad Crossing)	1	\$13.5 - \$16.5	<ul style="list-style-type: none"> ■ No Change on Ten Mile Road (S of Hubbard) ■ 4% Decrease on Main Street and Shortline Street ■ 1% Decrease on Linder Road (S of Hubbard) ■ 2% Increase on SH 69 (S of Hubbard)

* Note: Any acquisitions would be further refined as part of the environmental and/or design stages.

¹ Assumes piers placed in UPRR ROW.

² Assumes a signature span bridge.



KUNA CROSSING FEASIBILITY AND IMPLEMENTATION PLAN DRAFT

Kuna, Idaho

January 2014





Kuna, Idaho

Prepared For:

Ada County Highway District
City of Kuna

Prepared By:

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101 S. Capitol Blvd., Suite 301
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In association with:

Parametrix

Project No. 13153

January 2, 2014



PREFACE

The Kuna Crossing Feasibility and Implementation Plan was developed under the guidance of the Project Management Team (PMT). PMT members are identified below, along with members of the consultant team. The PMT was responsible for reviewing all work products, providing direction for the project, facilitating the Public Workshop Series and Public Informational Meeting (PIM), and making recommendations to the Kuna City Council and Ada County Highway District (ACHD) Commission for consideration during plan adoption. The PMT included representatives from ACHD, the City of Kuna, the Idaho Division of the Federal Highway Administration (FHWA), the Idaho Transportation Department (ITD), and Union Pacific Railroad (UPRR). Thank you to the following PMT members for their instrumental involvement with the development of the Kuna Crossing Feasibility and Implementation Plan.

PROJECT MANAGEMENT TEAM

Andrew Cibor, Ada County Highway District
 Christy Foltz-Ahlich, Ada County Highway District
 Jeff Lowe, Ada County Highway District
 Amar Pillai, Ada County Highway District
 Wendy Howell, City of Kuna
 Gordon Law, City of Kuna
 Ed Miltner, Federal Highway Administration, Idaho Division
 Lori Porreca, Federal Highway Administration, Idaho Division
 Dave Szplett, Idaho Transportation Department
 Bill Ince, Union Pacific Railroad

CONSULTANT TEAM

Kittelson & Associates, Inc.

Marc Butorac, PE, PTOE – Project Principal
 Andy Daleiden, PE – Project Manager
 Yuri Mereszczak, PE – Project Engineer
 Alison Tanaka – Project Analyst

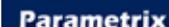
Parametrix

Cody Janson, PE – Environmental
 Kristen McCoy – Environmental
 Michael Pyszka, PE – Structural

Additional thanks to Mitchell Jaurena, Ada County Highway District Commission for his involvement with this project.

A special thanks to the Kuna City Council and Ada County Highway District Commission for attending the Public Workshop Series and the PIM, and providing input and guidance during the development of the Plan.

A final thank you to any person, individual, group, agency, or participating member of the public that provided information, comments, suggestions, or their valuable time during this planning process.



SUPPORTING DOCUMENTATION

Technical memoranda were developed to summarize analyses, evaluations, and concept designs throughout the project. The technical memoranda were prepared in coordination with the PMT, stakeholders, and general public through regular meetings, the Public Workshop Series, and Public Informational Meeting (PIM). Data and information from those documents are referenced throughout the Plan, and can be found in the Technical Appendix and digitally filed at ACHD. Documents and reports developed as part of this study include:

- Project Overview Memorandum
- Public Involvement Plan
- Technical Memorandum #1: Purpose, Goals, Objectives, and Evaluation Criteria
- Technical Memorandum #2: Existing and Future Conditions
- Technical Memorandum #3: Workshop Series Summary
- Refined Evaluation Table
- Environmental Scan
- Conceptual Structure Cost Estimates
- PIM Summary
- ACHD Staff Update to Kuna City Council (October 15th)
- ACHD Staff Update to ACHD Commission (October 21st)
- PMT Meeting Agendas

Technical Appendix is a separate document and can be accessed through ACHD.

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INTRODUCTION

The purpose of the Kuna Crossing Feasibility and Implementation Plan (herein referred to as the Plan) is to identify the need, location, and feasibility of crossing the Union Pacific Railroad (UPRR) tracks and Indian Creek in the City of Kuna, Idaho. Key elements identified in the Plan include the following:

- Purpose and Need of a crossing
- Potential cumulative impacts
- Logical sequence of improvements
- Funding outline
- Process for implementation

The Plan serves as a policy document to aid in future decision-making for both the Ada County Highway District (ACHD) and City of Kuna. The Plan summarizes the feasibility of the options under consideration, but is not an assessment to comply with National Environmental Policy Act (NEPA) requirements. In order to summarize project efforts and introduce final recommendations, the Plan is organized into the following sections:

- Introduction
- Interagency and Public Involvement Program
- Background
- Options Development and Evaluation
- Feasibility Plan
- Funding and Implementation Strategy

PROJECT STUDY AREA

The City of Kuna is a community located approximately 16 miles southwest of Boise, Idaho, in Ada County. Its primary connection to the Treasure Valley is State Highway (SH) 69 (also known as Kuna-Meridian Road), which is a north-south connection between the City and Interstate 84 (I-84). Figure 1 illustrates the focus area and study intersections.

PAST STUDIES AND PLANS

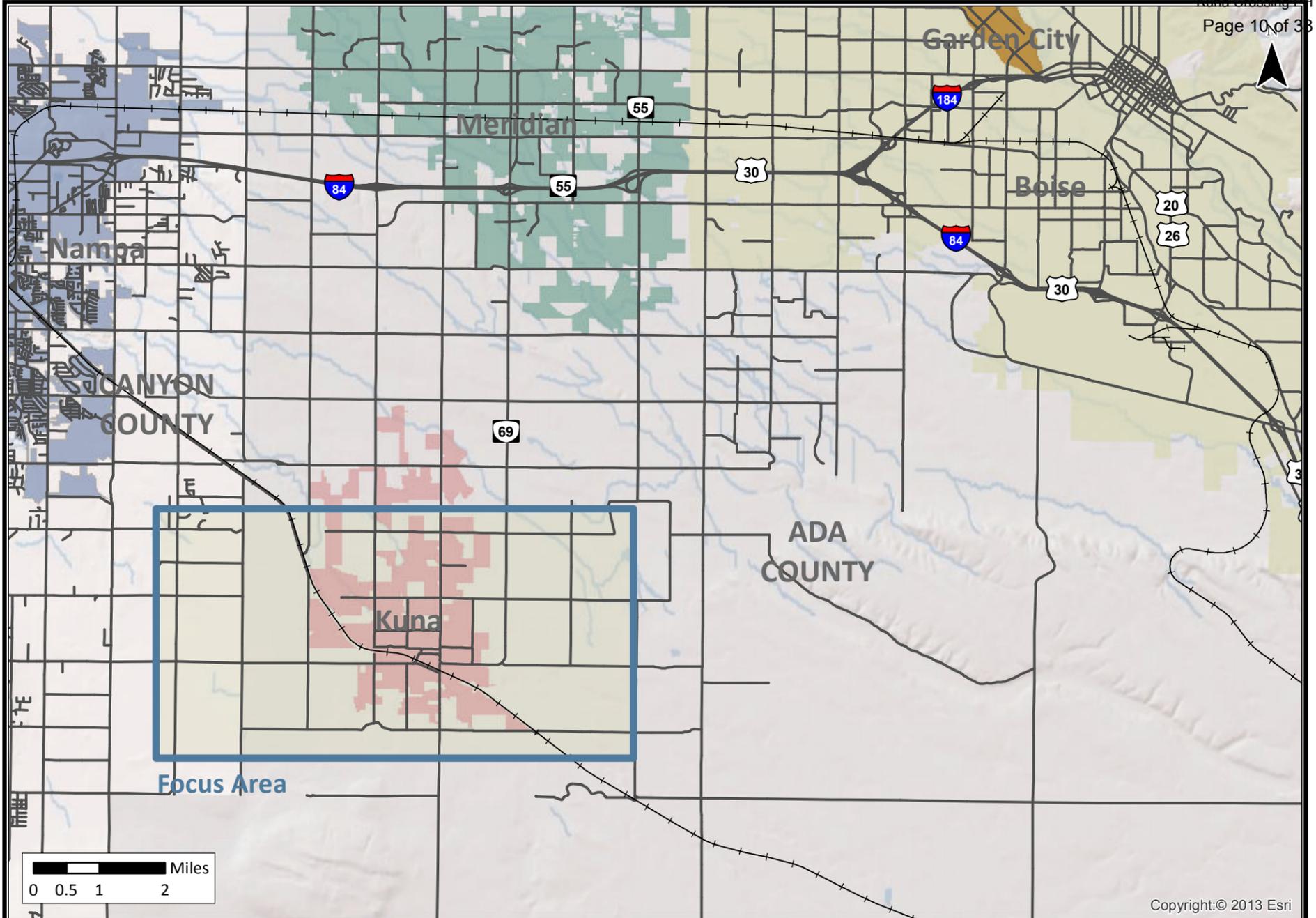
This study builds upon information, feedback, and results from the Kuna Downtown Corridor Plan (KDCP) completed and adopted by ACHD and the City of Kuna in October 2012. The City of Kuna has long contemplated an overpass of the UPRR tracks and Indian Creek; efforts were undertaken in 1995 (Kuna Railroad Crossing Study, conducted by ACHD) and in 2006 (Extension of Meridian Road Proposal, conducted by ACHD, ITD, Swan Falls Development, LLC, and City of Kuna). The findings of the 1995 and 2006 studies were not adopted and/or programmed for long-term implementation. A broader evaluation of grade-separated crossing locations was recommended in the KDCP.

Eleven crossing options were identified in these previous efforts, but none of them acknowledged an adopted location, complete costs, or impacts. These studies provided a foundation and reference for potential crossing options to include with this study.

PRELIMINARY PURPOSE AND NEED

The purpose and need statement sets the stage for consideration of alternatives. The “purpose” defines the transportation problem to be solved and outlines goals and objectives that should be included as part of a successful solution to the problem. The “need” provides the basis or reason to support the problem statement (purpose). The purpose and need statement is intended to clarify the expected outcome of public expenditure and to justify that expenditure – what are you trying to accomplish and why do you think it is necessary? As such, a preliminary purpose and need statement was developed from the technical data and analysis findings from this project effort. This preliminary purpose and need statement provides a starting point for future efforts associated with the Plan implementation phase.

The project purpose is to provide connectivity for all modes across the UPRR tracks and Indian Creek, serve existing and future north-south traffic between Kuna and I-84, and address safety and congestion problems at the existing at-grade railroad crossings in downtown Kuna.



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

Map Elements

- Study Intersections
- Focus Area

Site Vicinity Map & Project Study Area



Figure 1

H:\profile\13153 - Kuna (Indian Creek) Overpass Study\arcgis\figures\PLAN\13153_fig01_sitevicinity.mxd - atanaka - 3:04 PM 12/31/2013

The project purpose is demonstrated with the following statement of need:

- **Connectivity:** The major Principal Arterial routes between Kuna and I-84 are SH 69 to Avalon Road and Ten Mile Road to 4th Street to Avalon Road. The SH 69 route connects the north and south areas of Kuna via traveling through downtown Kuna and one at-grade railroad crossing on the south side of Indian Creek. The Ten Mile Road route does not cross Indian Creek or the UPRR railroad tracks, so transportation users must utilize 4th Street, Avenue D, Bridge Avenue, Avalon Street to cross Indian Creek and the UPRR tracks.
- **Accessibility:** The four railroad crossings in Kuna are at-grade crossings. The different transportation users (pedestrians, bicycles, autos, trucks, and emergency services) that travel through Kuna are impacted throughout the day when a train passes through town. Average delay is approximately 2.5 minutes for users at the two crossings when a train travels through downtown.
- **Travel Time Reliability:** An average of twenty trains travel through downtown Kuna daily. Given the randomness of the train arrivals and train travel through downtown, there is a variability of travel time associated with the trips (pedestrians, bicycles, autos, trucks, and emergency services) through downtown.
- **Safety:** All of the transportation modes using Avalon Road or Swan Falls Road to travel between the north and south areas of Kuna are exposed to potential conflicts with trains due to the two at-grade railroad crossings.

In addition to the above needs, economic development, land use, accommodation of future growth, and emergency services could be explored further to determine if a need statement is applicable.

GOALS, OBJECTIVES, AND EVALUATION CRITERIA

Goals and objectives were established by the Project Management Team (PMT), stakeholders, and the public, based on transportation-related goals in applicable transportation and land use policies and studies. The six goals associated with crossing the UPRR tracks and Indian Creek are:

- **Mobility:** Move people and provide connectivity.
- **Safety:** Minimize conflicts; improve access and response times for emergency vehicles.
- **Sustainability:** Minimize impacts to environmental, cultural, and social resources.
- **Economic Development:** Support local economic development opportunities and access to businesses.
- **Feasibility:** Ability to fund and create partnerships for implementation.
- **Constructability:** Consistency with current plans and ability to stage construction.

The goals and objectives were later used to develop evaluation criteria for screening the crossing options. The goals, objectives, and evaluation criteria used throughout the project are summarized in Table 1.

Table 1. Project Goals, Objectives, and Evaluation Criteria

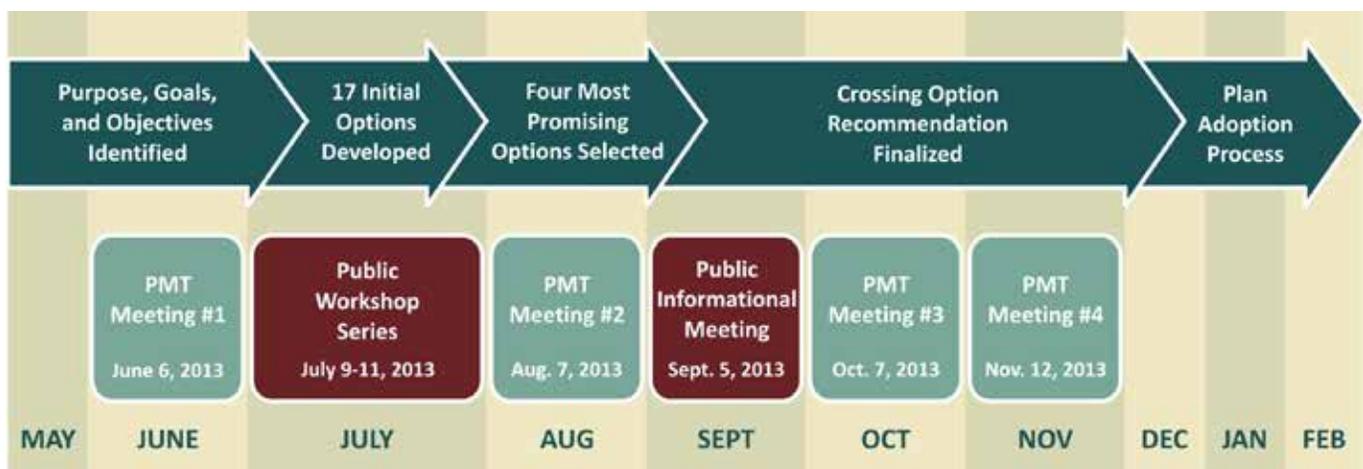
Goal	Objectives	Evaluation Criteria
Mobility	<ul style="list-style-type: none"> ■ Decrease travel time across the railroad tracks and Indian Creek through an improvement in local circulation options. ■ Improve level of service for all users. ■ Protect or improve the function and operation of the existing roadway facilities. ■ Accommodate freight movement. ■ Connect existing neighborhoods, businesses, and public facilities. 	<ul style="list-style-type: none"> ■ Does the project reduce expected travel time across the railroad tracks and Indian Creek? ■ Does the project improve multimodal conditions? ■ Does the project maintain existing intersection operations (level of service, delay, volume-to-capacity ratio) near the crossing? ■ Does the project accommodate and improve freight connectivity? ■ Does the project connect key destinations?
Safety	<ul style="list-style-type: none"> ■ Minimize conflicts at the railroad crossing for vehicles, pedestrians, and bicyclists. ■ Provide improved access and response times for emergency vehicles. 	<ul style="list-style-type: none"> ■ Does the project reduce conflict points for vehicles and non-motorized traffic at the railroad crossing? ■ Does the project improve accessibility and response time for emergency vehicles?

Goal	Objectives	Evaluation Criteria
Sustainability	<ul style="list-style-type: none"> ■ Avoid geographic constraints to the greatest extent possible. ■ Avoid impacts to sensitive environmental resources to the greatest extent possible. ■ Minimize cultural and social impacts to the greatest extent possible (such as impacts to community facilities and institutions, property takings, and displacement of existing businesses and residences). 	<ul style="list-style-type: none"> ■ Does the project impact the environment (e.g., streams, wetlands, floodplain, riparian areas, wildlife habitats, open spaces, farmlands) negatively? ■ Does the project impact existing developments (e.g., property acquisitions, socioeconomic impacts, historical buildings, noise/air impacts)?
Economic Development	<ul style="list-style-type: none"> ■ Support local economic development opportunities. ■ Provide appropriate access to businesses and land uses near the crossing. ■ Provide connectivity for projected growth areas. 	<ul style="list-style-type: none"> ■ Does the project support or impact future economic development opportunities? ■ Does the project provide reasonable access to businesses and land uses near the crossing? ■ Does the project provide access and connectivity to projected growth areas?
Feasibility	<ul style="list-style-type: none"> ■ Identify relative magnitude of design and construction costs and benefits. ■ Identify potential funding options for the proposed improvements. ■ Develop state, regional, and local partnerships to fund and implement the proposed improvements. ■ Gather support from local businesses, residents, members of the public, and affected stakeholders. 	<ul style="list-style-type: none"> ■ Is the overall cost of the project restrictive? ■ Are there potential funding sources for the project? ■ Are there potential partners for implementing the project? ■ Is there community support for the project? ■ Are there potential obstacles to the project (e.g., permitting, right-of-way acquisition, utility relocations)?
Constructability	<ul style="list-style-type: none"> ■ Coordinate with existing land use and transportation plans. ■ Consider staged and/or development-related construction. 	<ul style="list-style-type: none"> ■ Is the project consistent with adopted plans and policies? ■ Can the project be constructed in multiple phases (to preserve the function of the existing infrastructure)?

PLAN DEVELOPMENT PROCESS

The Plan effort was initiated in May 2013, and completed with consideration for plan adoption in February 2014. Figure 2 illustrates the Plan development process, which is described in more detail throughout this document.

Figure 2. Plan Development Process



During a preliminary review of previous plans and studies, the project team identified 11 crossing options, which were presented at the Public Workshop Series in July 2013. Based on input from the PMT, stakeholders, and general public, those 11 options were expanded to include six additional options, for a total of 17 initial options. Those 17 options were taken through two levels of screening during the project.

The first level of screening utilized a qualitative approach based on the goals identified in Table 1. The four most promising options were identified for further refinement and evaluation through this screening process. The four most promising options were then taken through a second level of screening that applied a more detailed quantitative and qualitative approach based on the evaluation criteria. This final screening facilitated the selection of a preferred option, which was advanced through the development of a feasibility plan and implementation strategy.

INTERAGENCY AND PUBLIC INVOLVEMENT PROGRAM

WHO'S INVOLVED?

Public involvement and agency coordination during the development of the Plan was critical for Plan acceptance and adoption by ACHD and the City of Kuna. The following groups were involved in the development process:

- Project Team: Including consultant staff from Kittelson & Associates, Inc. (KAI) and Parametrix, Inc. and key ACHD staff (Project Manager, Planning & Programming Department staff, and Communication Department staff).
- Project Management Team (PMT): Including the project team, additional ACHD staff, City of Kuna staff, Idaho Transportation Department (ITD) staff, UPRR representative, and Federal Highway Administration (FHWA) representatives.
- Stakeholders: Including the PMT, representatives from key community organizations and businesses, and property owners and tenants within the vicinity of potential crossing locations.
- Elected Officials: Including Kuna City Council and ACHD Commission members.
- General Public

PROJECT MANAGEMENT TEAM

The PMT advised the project team on the technical elements of the project, and made the final decisions regarding the overall project direction, based on input from the project team and general public. The PMT participated in four meetings occurring on June 6th, August 7th, October 7th, and November 12th, 2013, in addition to the Public Workshop Series in July 2013 and public informational meeting (PIM) in September 2013.

PUBLIC WORKSHOP SERIES

The Public Workshop Series held in July 2013 was the core of the public involvement process for the Plan. On Day 1, crossing options were developed by the PMT, stakeholders, and general public during alternatives development sessions. Days 2 and 3 involved project team work sessions (open for drop-in by stakeholders and the general public) to further develop and evaluate the initial options. At the end of Day 3, a final work session was held with the public and stakeholders to present the evaluation of initial options and collaboratively identify the four most promising options to carry forward for further refinement. The public comment period lasted for two weeks after the Public Workshop Series. Table 2 provides a complete schedule for the workshop series, including the activities that took place during each meeting. For the workshop series, approximately 52 people attended Day 1, 18 people attended Day 2, and 34 people attended Day 3. A total of 84 comments were received from the Public Workshop Series.



Photo 1. Public Workshop Series Initial Options Discussion



Photo 2. Public Workshop Series Presentation



Photo 3. Public Workshop Series Initial Options Development

Table 2. Workshop Series Schedule

	Meeting	Date & Time	Purpose/Activities
Day 1	Coordination Meeting (Project Management Team)	Tuesday, July 9, 2013 9:00 a.m. to 11:00 a.m. Kuna High School	<ul style="list-style-type: none"> Workshop Series Overview & Preparation Existing and Future Conditions Overview
	Initial Alternatives Development Session #1 (General Public)	Tuesday, July 9, 2013 12:00 p.m. to 2:00 p.m. Kuna High School	<ul style="list-style-type: none"> Project Overview and Background Existing and Future Conditions Overview Alternatives Development Workshop
	Initial Alternatives Development Session #2 (General Public)	Tuesday, July 9, 2013 5:30 p.m. to 7:30 p.m. Kuna High School	<ul style="list-style-type: none"> Same agenda and format as Initial Alternatives Development Session #1 Intended to provide alternative time for interested parties to participate
Day 2	Key Stakeholder Session #1	Wednesday, July 10, 2013 10:30 a.m. to 12:00 p.m. Kuna High School	<ul style="list-style-type: none"> Project Overview Discuss key issues with stakeholders Focused meeting with key stakeholders; public is welcome to attend
	Key Stakeholder Session #2	Wednesday, July 10, 2013 1:30 p.m. to 3:00 p.m. Kuna High School	<ul style="list-style-type: none"> Project Overview Discuss key issues with stakeholders Focused meeting with key stakeholders; public is welcome to attend
	Project Team Work Session (Public Drop-in)	Wednesday, July 10, 2013 9:00 a.m. to 6:00 p.m. Kuna High School	<ul style="list-style-type: none"> Project team work session on alternatives development; public is welcome to stop by and visit with the project team.
Day 3	Coffee Session (Project Management Team)	Thursday, July 11, 2013 9:00 a.m. to 10:30 a.m. Kuna High School	<ul style="list-style-type: none"> Overview of Day #1 and #2 Activities & Alternatives Development Sessions Review of Day #3 Agenda
	Project Team Work Session (Public Drop-in)	Thursday, July 11, 2013 9:00 a.m. to 4:00 p.m. Kuna High School	<ul style="list-style-type: none"> Project team work session on alternatives development; public is welcome to stop by and visit with the project team.
	Identification of Most Promising Alternatives (General Public)	Thursday, July 11, 2013 5:30 p.m. to 7:30 p.m. Kuna High School	<ul style="list-style-type: none"> Review Evaluation Matrix of Initial Alternatives Alternatives Refinement Workshop Identification of Most Promising Alternatives

PUBLIC INFORMATIONAL MEETING

The public informational meeting (PIM) was held on September 5, 2013; to offer the general public the opportunity to review and comment on the initial rankings of the four most promising options and elements to be included in the Plan. The public comment period lasted for two weeks following the PIM. The rankings and comments were used by the PMT to identify a single preferred option.



Photo 4. PIM Informational Boards



Photo 5. PIM Comment Sheets

NOTIFICATIONS

ACHD developed meeting mailers and newspaper advertisements for both the Public Workshop Series and PIM. The mailers and advertisements introduced the project, overall schedule, and identified the meeting dates and locations. The mailers were sent to all residents and businesses within the study area, while newspaper advertisements were placed in the Idaho Statesman and Kuna-Melba News. An email announcement was sent out to the PMT regarding the Public Workshop Series and PIM. Additionally, sandwich boards were posted at four locations in the City of Kuna announcing the Public Workshop Series and PIM.

PROJECT WEBSITE

ACHD maintained a project website throughout the project. The site is located on ACHD's projects page with an address of <http://www.achdidaho.org/Projects/>. Project announcements and materials from the Public Workshop Series and PIM were posted and available to the public.

UPDATES/PLAN ADOPTION

ACHD provided project updates to the City of Kuna Council and ACHD Commission in October 2013. The Technical Appendix includes the staff briefings used for the project updates. Plan adoption is scheduled for February 2014 with both agencies.

BACKGROUND

This section summarizes background information that was used during the initial options development process. This information was presented to the public during the Public Workshop Series, and was available for review at the PIM.

EXISTING CONDITIONS

The existing conditions assessment established baseline conditions for reference during the future conditions analysis and next steps of the project. It included a planning-level review of the following items: general transportation facilities, traffic operations at key intersections, field inventory of railroad operations, and an environmental scan.

Transportation Facilities

A review of the existing transportation facilities was conducted, in conjunction with field visits in June and July 2013.

Roadway Facilities

The roadway facilities in the project focus area are mostly arterials arranged in a grid network. Along the study roadways, there are currently four existing at-grade crossings of the UPRR tracks and three existing bridges over Indian Creek. Figure 3 illustrates the existing transportation facilities in the study area. The at-grade railroad crossings located along Swan Falls Road (two separate, closely-spaced crossings), Bridge Avenue, and Stroebel Road all have gates installed, but the crossing on Black Cat Road only has stop signs. The Indian Creek bridges are located along Bridge Avenue, Stroebel Road, and Swan Falls Road (as shown in the photos below).



Photo 6. Stroebe Road At-Grade Crossing



Photo 7. Bridge Avenue At-Grade Crossing



Photo 8. Swan Falls Road At-Grade Crossing



Photo 9. Ten Mile Road At-Grade Crossing

Railroad Facilities

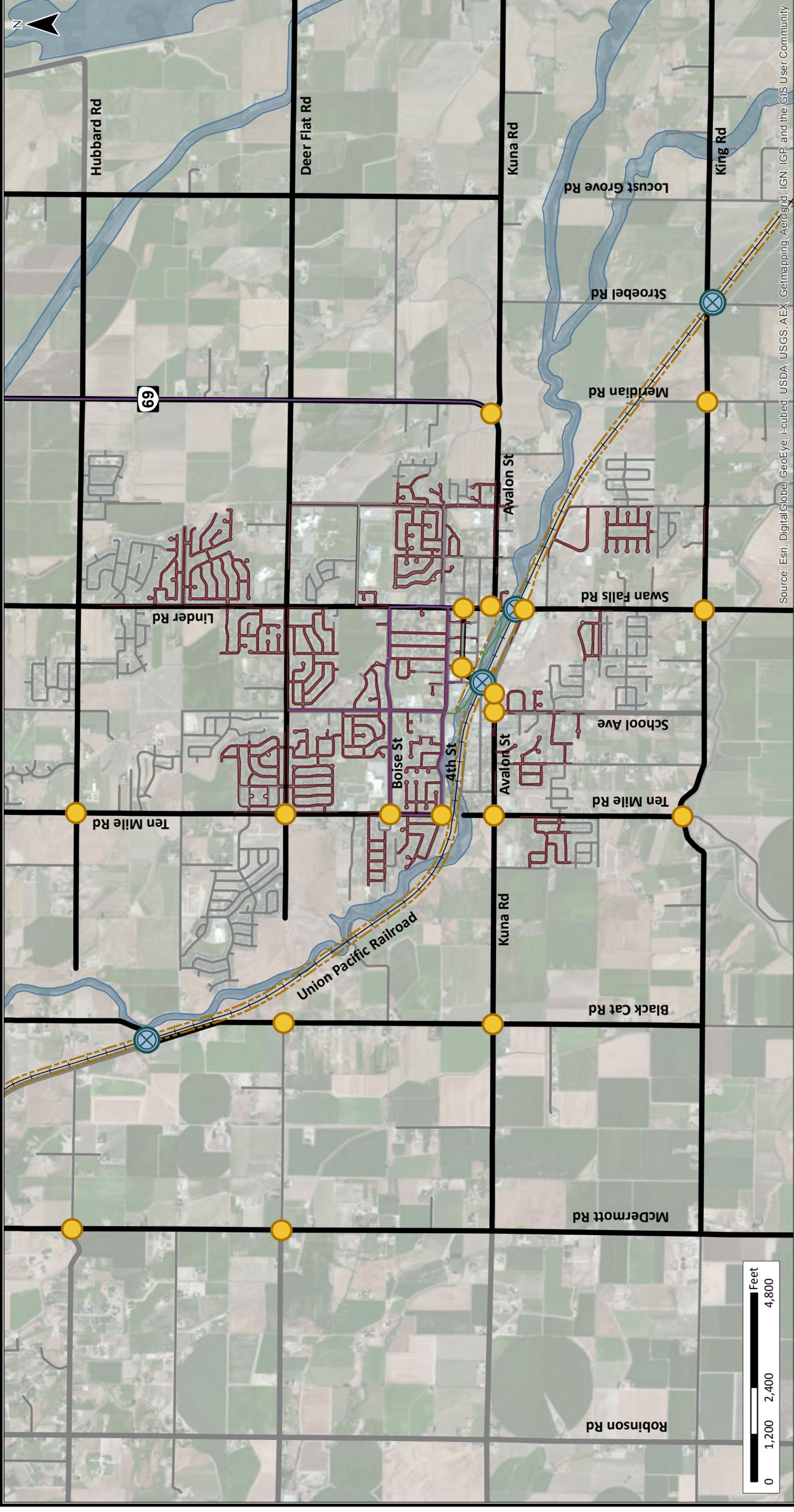
The UPRR segment that runs through the City of Kuna is part of the Northwest Corridor within the Nampa UPRR Subdivision (238.6 miles). The Northwest Corridor carries double-stack containers, many destined for West Coast ports and foreign markets or towards Chicago and domestic distribution, but none are loaded or unloaded on UPRR's system in Idaho. According to UPRR, the three lines on the Northwest Corridor see an average of seven intermodal trains per day out of approximately 20 daily trains, or 35% of all traffic; none of these seven intermodal trains stop in Idaho (Reference 1).

UPRR maintains an existing rail yard in downtown Kuna, located approximately 200 feet west of Bridge Avenue to approximately 700 feet east of Kuna-Meridian Road. The total length is approximately 10,000 feet (or just under two miles). The main area of the yard is between Bridge Avenue and Swan Falls Road, where it becomes three tracks. The yard is used to allow trains to pass and for trains to drop off and pick up railroad cars (Reference 2).

The UPRR right-of-way (ROW) extends approximately 100 feet on either side of the tracks for most of the segment near Kuna (as shown in Figure 3). However, the ROW does widen near downtown Kuna and spans across Indian Creek to include the Greenbelt area. The Technical Appendix includes more specific information about the UPRR ROW.

Land Use

Figure 4 shows existing land use zoning and points of interest within the study area. Emergency response services were of particular interest, considering the goals of the project. The Kuna Fire District Station and Kuna City Police Department are located north of the railroad tracks (as depicted in Figure 5). The Sheriff's Department has reported that "there is no significant difference in response times to calls for service north and south of the railroad tracks except for Code 2 calls. The Department cannot state that the railroad is the cause of the difference" (Reference 3). However, the longer distances to destinations south of the tracks could be a contributing factor to the longer response times. The Fire District noted that most calls occur north of the tracks.



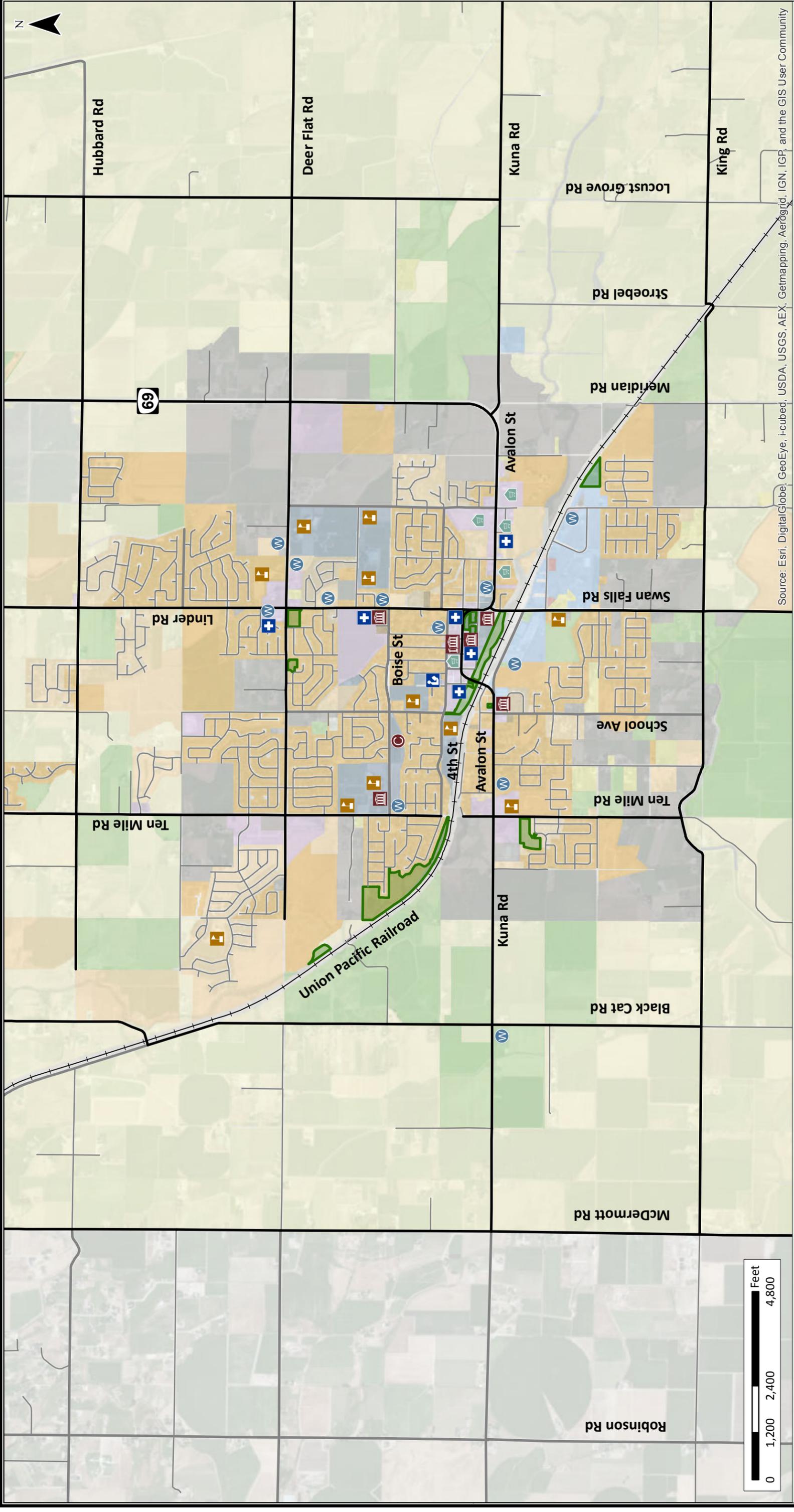
Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community



Figure 3

Existing Transportation Facilities

- Map Elements**
 - Study Intersections
 - Roadway Classifications
 - Arterial Streets
 - Collector Streets
 - Local Streets
- Community Features**
 - Railroad
 - Existing At-Grade Railroad Crossings
- Existing Bicycle Facilities**
 - Bike Lane
 - Bike Route
 - Multi-Use Path
- Existing Pedestrian Facilities**
 - Sidewalks
- Other Features**
 - Approximate Floodplain
 - Approximate UPRR Right-of-Way



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

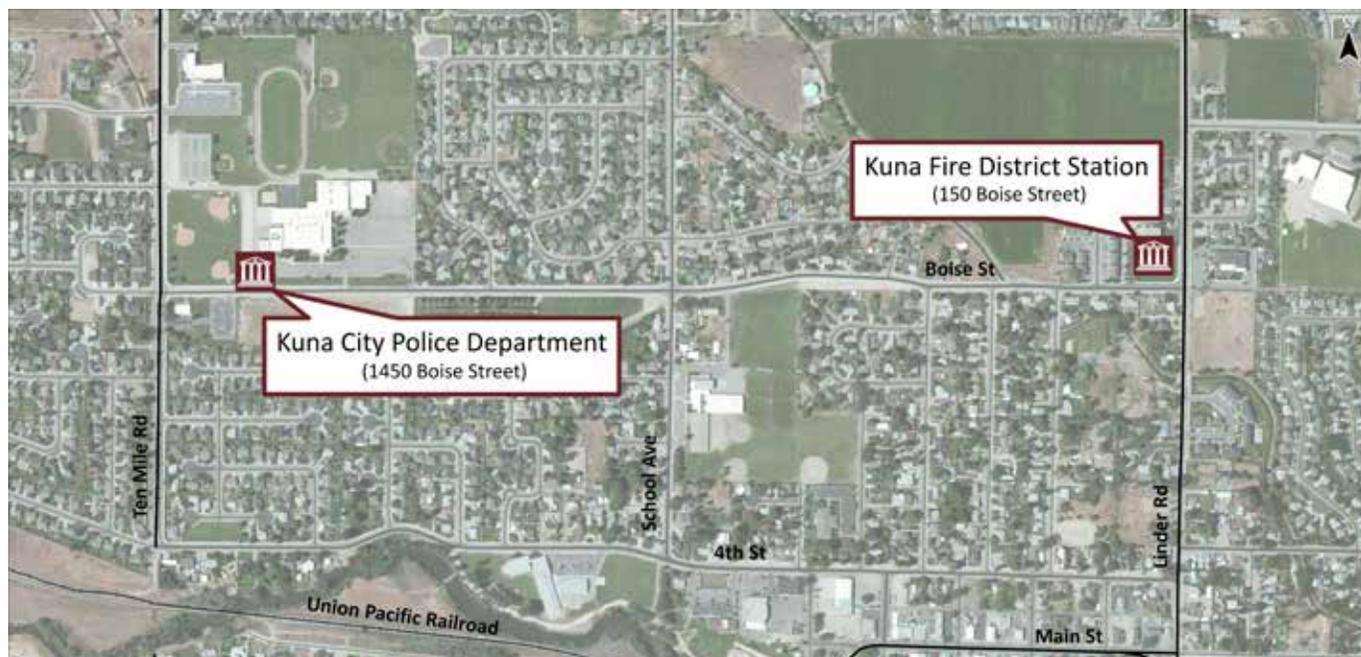
Roadway Classifications	Zoning Designations	Points of Interest
<ul style="list-style-type: none"> — Arterial Streets — Collector Streets — Local Streets 	<ul style="list-style-type: none"> ■ Parks ■ Agricultural ■ Commercial ■ Office ■ Manufacturing ■ Public 	<ul style="list-style-type: none"> ● Cemetery ● Civic Use ● Library ● Medical Use ● Place of Worship ● School
Community Features		
<ul style="list-style-type: none"> — Railroad 		
		<ul style="list-style-type: none"> ■ Shopping Center

Existing Land Use and Zoning



Figure 4

Figure 5. Existing Emergency Response Services



Environmental

An environmental scan was performed by members of the project team through an at-the-desk/office review of the environmental features in the study area. (No field work was performed with this scan.) The scan identified the following key environmental findings.

- There are eight public parks (Butler Park, Community Garden, Heritage Park, Colonel Bernard Fisher Veteran’s Memorial Park, City Park, Nicholson Park, Sadie Creek Park, and Winchester Park) within the study area. There are several other recreation facilities within the study area.
- The State Historic Preservation Office indicated that there are no listed historical places in the study area.
- Based on 2010 data from the U.S. Census Bureau, the socioeconomic characteristics of Kuna include a population of 15,210 people, 5,108 housing units, a median household income of \$53,387, a per capita income of \$17,889, and persons below poverty line at 11.9%. The majority of the population is white (93.4%) with a small percentage (1.1%) of American Indian and Alaska Native. Additionally, there are a few mobile home parks (including the Swan Falls Mobile Home Center near Avalon Street and School Street) located within the study area and near the UPRR tracks.
- All of the Environmental Protection Agency (EPA)-identified possible hazardous materials sites (five in total) are either in compliance or inactive/closed.
- The Idaho Department of Environmental Quality’s (IDEQ) database indicated that there are nine locations with Underground Storage Tanks (UST) and no locations with Leaking Underground Storage Tanks (LUST).
- Five threatened/endangered species were identified for Ada County. However, these species are unlikely to be found in the habitat within the study area.
- Over 50% of the study area is considered “Prime Farmland if Irrigated.”
- Based on a review of the National Wetland Inventory maps, no wetlands were identified in the study area, with the exception of those located along creeks and canals.
- A 100-year FEMA floodplain is located adjacent to Indian Creek. This is the only floodplain located within the study area (shown in Figure 3).
- The Kuna Cemetery is located at the southwest corner of School Avenue and Boise Street.
- Any future construction of a crossing is likely to require several permits, including the NPDES Construction General Stormwater Permit, Clean Water Act Section 404 Permit, Section 401 Water Quality Certification, and Irrigation License Agreement(s), as well as local permits for the crossing such as a right-of-way, grading, and/or building permits.

Future coordination (after development of the Plan) is recommended with the different resource agencies, especially if federal funds are used for design and construction of the project.

Existing Volumes and Operations

Traffic Conditions

Turning movement counts taken between September 2011 and May 2013 were used to analyze intersection week-day p.m. peak hour operations for existing conditions. As summarized in Figure 6, all of the study intersections meet ACHD level of service (LOS) standards, with the exception of the Swan Falls Road/Avalon Street intersection. The Swan Falls Road/Avalon Street intersection operates at a volume-to-capacity (v/c) of 0.70 and LOS F during the week-day p.m. peak hour due to the delay for vehicles turning left from Swan Falls Road onto Linder Avenue.

Figure 6 also shows average daily traffic (ADT) volumes recorded by ACHD along the study roadways. These volumes were adjusted to reflect year 2013 conditions based on a historical growth rate of 2.7 percent, which is consistent with projected growth identified in the regional travel demand model (TDM).

Railroad Conditions

Based on field work collected for the KDCP (Reference 4), recent field work collected in July 2013, discussions with UPRR representatives, and data provided by ITD, a summary of train activity and general operations at the two at-grade crossings (Bridge Avenue and Swan Falls Road) in downtown Kuna is presented below:

- Train activity ranges between 10 and 39 trains per day, with an average of 20 trains occurring per day (Data from ITD; Reference 1).
- The train speeds through these crossings range between 40 miles per hour (mph) and 70 mph.
- There was one reported minor vehicle/train crash at the Swan Falls crossing in 1975. No crashes have been reported since that time.
- There was one fatal vehicle/train crash (involving three people) at the Bridge Avenue crossing in 1988. No fatal crashes have been reported since that time.
- There have been four non-fatal, train-related crashes near the Bridge Avenue crossing in the last ten years (according to the Ada County Sheriff's Office IMPACT Crash Database).
 - Three rear-end collisions have occurred (two southbound and one northbound) at the crossing due to a train crossing or a school bus stopping at the tracks (without a train crossing).
 - A fourth collision occurred when a single vehicle "bottomed out" on the tracks causing under-carriage damage.
- Train length ranges between 9 and 150 cars (approximately one to two miles in length depending on train car lengths).
- From the ITD Draft Idaho Statewide Rail Plan (Reference 1), this segment of the Northwest Corridor currently operates at a Railroad LOS of C or better, which corresponds to a v/c ratio of 0.7 or less (i.e., low to moderate train flows).

In July 2013, field observations of train activity were conducted from 7:00 a.m. to 6:30 p.m. at the existing west (Bridge Avenue) and east (Swan Falls Road) at-grade railroad crossings in downtown Kuna. Table 3 summarizes the field observations.

As shown in Table 3 (on page 17), 12 trains were observed during this observation time period, with train lengths ranging between nine and 120 cars (but lengths can be up to 150 cars). On average, vehicles waited approximately 2.5 minutes at the two crossings when a train traveled through downtown. Additionally, average vehicle queues were observed to be approximately eight vehicles on both sides of the two crossings. There were several instances where vehicle queues were observed to be greater than 10 vehicles and spilled back to the adjacent cross streets.

Other observations included pedestrian, bicycle, and truck activity at the two crossings. Approximately 50 pedestrians/bicyclists and 40 trucks were observed crossing the railroad tracks during this 11-hour time period.



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community



Figure 6

Existing Traffic and Railroad Conditions

Roadway Classifications

- Arterial Streets
- Collector Streets
- Local Streets

Community Features

- Railroad

Intersection Level of Service (Weekday PM Peak Hour)

- Meets ACHD LOS Standard
- Available Capacity But Does Not Meet ACHD LOS Standard

Daily Volumes

- Average Daily Traffic Volume (24-hour average traffic volume in both directions)
- Average Daily Train Activity

Table 3. Existing Train Activity and Operations at Existing West (Bridge Avenue) and East (Swan Falls Road) Crossings

Time of Train Arrival	Number of Train Cars Observed	Train Travel Time (Minutes: Seconds)	Time of Gates Down (Minutes: Seconds)	Queue Length (Number of Vehicles)			
				West Crossing (Bridge Avenue)		East Crossing (Swan Falls Road)	
				Northbound	Southbound	Northbound	Southbound
9:12 AM	95	3:05	3:35	14	10	4-8*	4-8*
9:18 AM	80	2:35	3:00	11	4	4-8*	4-8*
10:00 AM	120	2:35	3:00	6	4	6	2
10:52 AM	120	2:40	3:15	4-6*	3-4*	26	11
11:54 AM	20	0:20	0:50	6	1	6-14*	6-12*
14:23 PM	9	0:10	0:30	2	1	6-14*	6-12*
15:35 PM	120	1:40	2:10	8	11	4-12*	4-12*
16:35 PM	120	1:35	2:10	5	7	4-12*	4-12*
17:15 PM	95	2:10	2:40	6	9	4-12*	4-12*
17:45 PM	65	1:00	1:35	9	11	4-12*	4-12*
17:53 PM	110	2:20	2:55	11	16	8	6
18:20 PM	20	0:55	1:05	5	3	4-12*	4-12*
Average	88	1:52	2:29	8	8	8	7
Range	9-120	0:20-3:05	0:50-3:35	2-14	1-16	4-26	2-12

*Observed from another crossing point, and therefore based on cars entering the crossing after the train cleared.

YEAR 2035 CONDITIONS

The future conditions analysis provided a basis for comparing the options that were developed as part of the project.

Future Volumes and Operations

Traffic Conditions

The year 2035 regional TDM was used to identify population and employment characteristics, as well as develop year 2035 forecast traffic volumes on the study roadways and at the study intersections. Figure 7 shows the results of the future year 2035 conditions operations analysis. There are four intersections that do not meet ACHD LOS standards and have v/c ratios above 1.0:

- Bridge Avenue /Avalon Street/Shortline Street
- Avenue D/Main Street
- Swan Falls Road/Avalon Street
- SH 69/Kuna Road

There are three intersections that do not meet ACHD LOS standards, but they have available capacity with v/c ratios less than 1.0:

- Ten Mile Road/Deer Flat Road (Based on conversations with ACHD staff, this intersection is anticipated to be converted to an all-way stop-controlled intersection by the year 2035. With an all-way stop-controlled intersection, this intersection is projected to operate with an acceptable LOS and v/c ratio.)
- School Avenue/Avalon Street
- Linder Avenue/1st Street/Main Street/3rd Street (This intersection is currently under design for a single lane roundabout by ACHD with construction planned for 2016.

Although the above intersections are projected to not meet ACHD LOS standards, the recently adopted KDCP identifies that the intersections within the downtown area will meet ACHD LOS standards with the recommended intersection improvements. With these improvements, only the SH 69/Kuna Road intersection (no improvements identified) is still projected to not meet ACHD LOS standards and have a v/c ratio above 1.0.

Railroad Conditions

From the ITD Draft Idaho Statewide Rail Plan (Reference 1), the segment of the UPRR Northwest Corridor that travels through the City of Kuna is projected to operate at a Railroad LOS of F in year 2040, which corresponds to a v/c over 1.0 (i.e., service break-down conditions). By year 2040, a demand of 52 trains per day is anticipated on the UPRR.

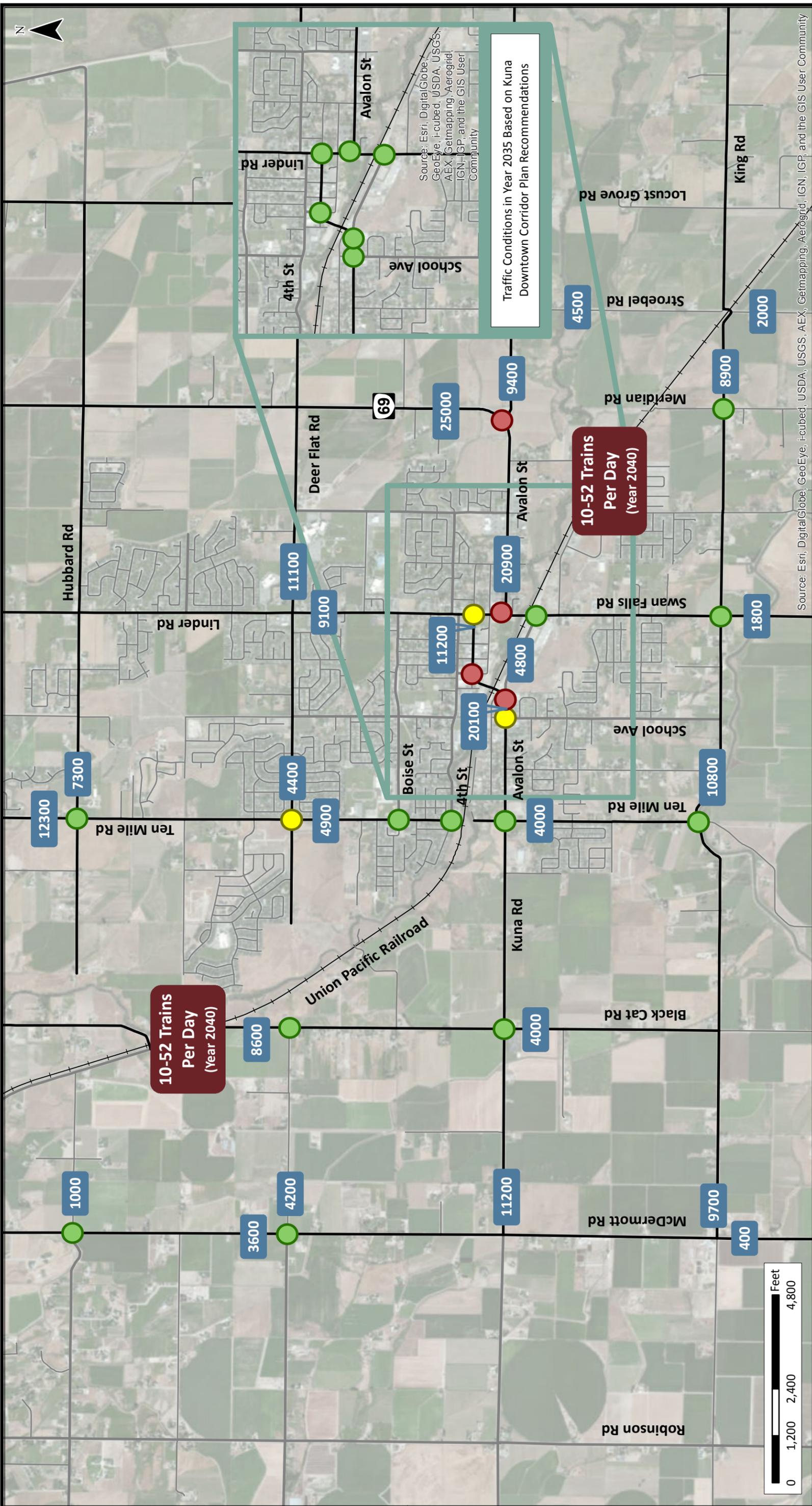


Figure 7



Year 2035 Traffic Conditions

Roadway Classifications	Intersection Level of Service (Weekday PM Peak Hour)
Arterial Streets	Meets ACHD LOS Standard
Collector Streets	Available Capacity But Does Not Meet ACHD LOS Standard
Local Streets	Does Not Meet ACHD LOS Standard
Community Features	
Railroad	

Daily Volumes	Average Daily Traffic Volume (24-hour average traffic volume in both directions)	Average Daily Train Activity
#	#	#

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Source: ACHD 2035 TDM; ACHD GIS Database; COMPASS 2015 Federal Functional Classification Map; Canyon County GIS Database

OPTIONS DEVELOPMENT AND EVALUATION

The options development process began at the Public Workshop Series in July 2013, and was refined throughout the PIM in September 2013 and several PMT meetings through November 2013.

EVALUATION CRITERIA

Evaluation criteria, associated with the six project goals, were used by the project team to compare the different options. (Detailed descriptions of the evaluation criteria are provided in Table 1.) The evaluation results were provided to the public for their decision-making and feedback, as well as used by the project team to assess whether an option should move forward in the evaluation process.

The public responses identified safety (30% of 139 responses), mobility (27% of 139 responses), and economic development (17% out of 139 responses) as the top three evaluation criteria. The other three criteria received 10% or less support.

EVALUATION PROCESS

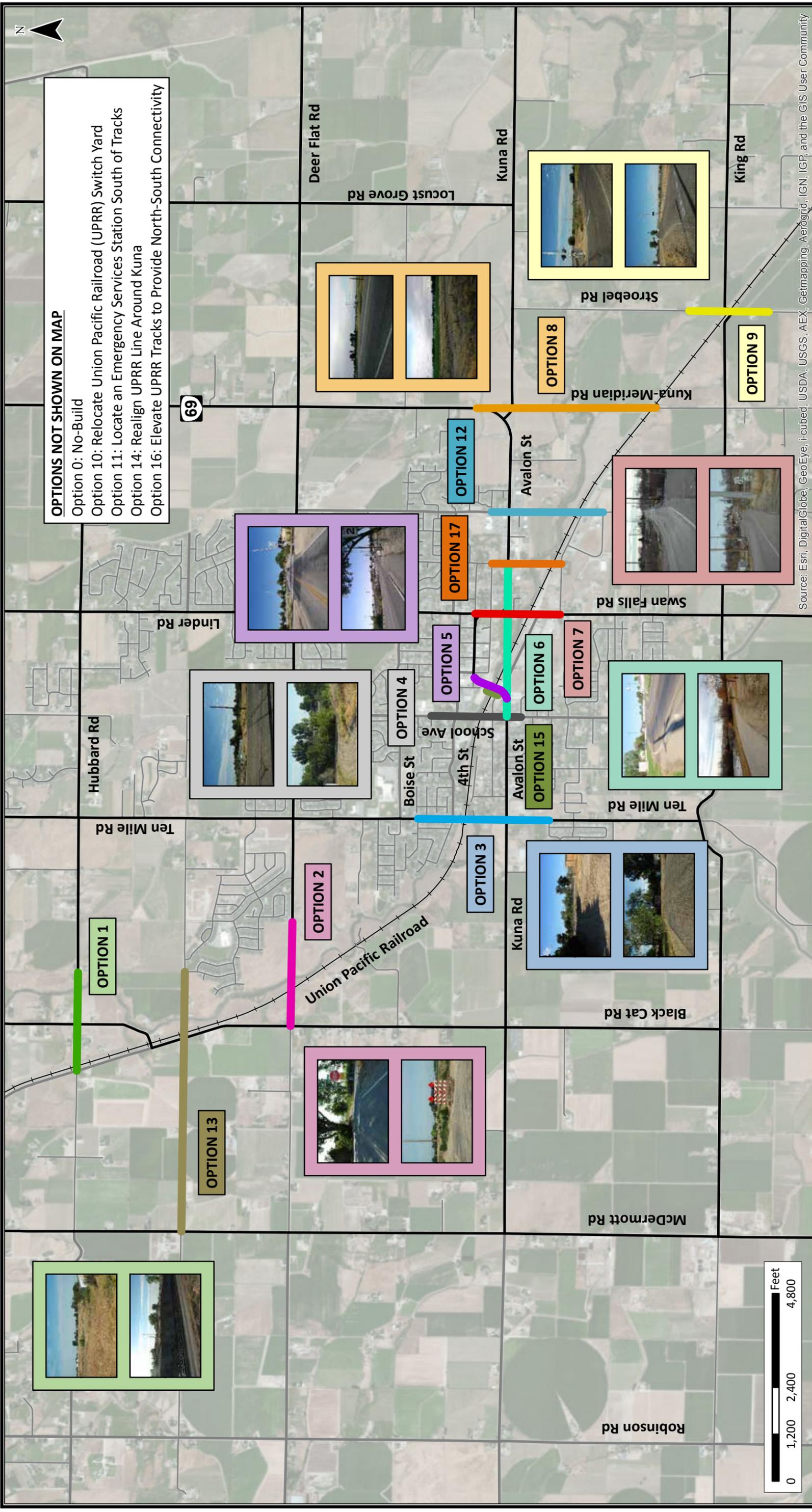
As shown in Figure 8, 17 initial options were identified and evaluated by the participants at the public workshop series. Participants were asked to decide whether they liked, maybe liked, or disliked each option. The 17 initial options are illustrated in Figure 9.

Figure 8. Options Development and Evaluation Process



Using the evaluation criteria, the project team ranked the 17 initial options as good, fair, or poor. Based on these rankings and feedback from the public, the project team made preliminary recommendations to advance, possibly advance, or not advance each option for further review. These recommendations were shared with the public on the final day of the Public Workshop Series. The public was given the opportunity to agree or disagree with the project team recommendations.

Based on feedback from the Public Workshop Series, the four most promising options were identified. These options were advanced and further evaluated, as described throughout the next sections. At the PIM in September 2013, participants were asked to rank the most promising options and provide additional comments. The feedback from the PIM was ultimately used by the PMT to choose a preferred option.



OPTIONS NOT SHOWN ON MAP
 Option 0: No-Build
 Option 10: Relocate Union Pacific Railroad (UPRR) Switch Yard
 Option 11: Locate an Emergency Services Station South of Tracks
 Option 14: Realign UPRR Line Around Kuna
 Option 16: Elevate UPRR Tracks to Provide North-South Connectivity

Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community



Figure 9

Initial Options

- | | |
|--------------------------------|--|
| Roadway Classifications | Initial Options from Past Studies |
| Arterial Streets | Option 1: Hubbard Road Extension |
| Collector Streets | Option 2: Deer Flat Road Extension |
| Local Streets | Option 3: Ten Mile Road Extension |
| Community Features | Option 4: School Avenue Extension |
| Railroad | Option 5: Bridge Avenue |
| | Option 6: Avalon Street to Avalon Street |
| | Option 7: Swan Falls Road |
| | Option 8: SH 69 Extension |
| | Option 9: Stroebel Road |
| | Option 12: Kay Avenue Extension |
| | Option 13: Ardeil Road Extension |
| | Option 15: Ped/Bike Only Bridge at Bridge Avenue |
| | Option 17: Orchard Avenue Extension |

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SCREENING #1 – INITIAL OPTIONS

The four most promising options (of the 17 initial options) identified during the Public Workshop Series included:

- Option 3: Ten Mile Road Extension
- Option 6: Avalon Street to Avalon Street
- Option 7: Swan Falls Road to Linder Road
- Option 8: Meridian Road Extension

Table 4 provides an overview of how the project team ranked the options during the first level of screening. While responders were supportive of moving *Option 11: Locate an Emergency Services Station South of Tracks* to a recommended option, it was not carried forward as part of the Plan. ACHD does not have jurisdiction over emergency services; the recommendation to the fire district and emergency services providers is to incorporate a service station in their facility planning efforts.

Table 4. Preliminary Evaluation Results of the Initial Options

Option Number	Description	Mobility	Safety	Sustainability	Economic Development	Feasibility	Constructability
0	No-Build	○	○	●	○	●	●
1	Hubbard Road Extension	○	○	◐	○	◐	●
2	Deer Flat Road Extension	○	○	◐	○	●	●
3	Ten Mile Road Extension	●	●	○	●	●	●
4	School Avenue Extension	◐	◐	○	◐	○	●
5	Bridge Avenue	●	◐	○	○	◐	◐
6	Avalon Street to Avalon Street	●	●	○	◐	◐	◐
7	Swan Falls Road to Linder Road	●	●	○	●	●	◐
8	Meridian Road Extension	◐	◐	◐	●	◐	●
9	Stroebele Road	○	○	◐	○	◐	●
10	Relocate Union Pacific Railroad Switch Yard	○	◐	◐	○	○	●
11	Locate an Emergency Services Station south of the railroad tracks	○	◐	●	○	●	●
12	Kay Street Extension	◐	◐	○	○	◐	●
13	Ardell Road Extension	○	○	●	○	○	●
14	Realign Union Pacific Railroad Line Around Kuna	●	●	○	●	○	○
15	Ped/Bike Only Bridge at Bridge Avenue	○	◐	◐	◐	●	●
16	Elevate Union Pacific Railroad Tracks to Provide North-South Connectivity	●	●	○	◐	○	○
17	Orchard Avenue Extension	◐	◐	○	○	○	●

Represents options to carry forward
 Represents options to not carry forward

Good
 Fair
 Poor

SCREENING #2 – MOST PROMISING OPTIONS

The four most promising options were further evaluated after the Public Workshop Series. Two alignment options were developed for Option 7: Swan Falls Road to Linder Road (Options 7A and 7B), and Option 0: No-Build was included in the evaluation of the most promising options. This resulted in a total of six options (depicted in Figures 10-15).

- Option 0: No-Build
- Option 3: Ten Mile Road Extension
- Option 6: Avalon Street to Avalon Street
- Option 7: Swan Falls Road to Linder Road
 - Option 7A – Shortline Street At-Grade Realignment with Stagecoach Way
 - Option 7B – Shortline Street Underpass Realignment to Stagecoach Way
- Option 8: Meridian Road Extension

Design concepts were developed for each of these options to allow for a more detailed comparison. The options were evaluated further based on the following parameters:

- Length of bridge structure (if required)
- Number of property acquisitions
- Preliminary cost estimate
- Change in traffic volumes on study roadways

Table 5 summarizes these items for the most promising options. This information was used to refine the evaluation results from the Public Workshop Series (also summarized in Table 5). The information in Table 5 was provided to the public during the September 2013 PIM for their decision-making and feedback.

In addition to the adjusted evaluation results for the most promising options, Table 5 summarizes the rankings the public and the PMT assigned to the crossing options. PIM results showed public support for Option 3: Ten Mile Road Extension, Option 7: Swan Falls Road to Linder Road, and Option 8: Meridian Road Extension. Option 0: No-Build and Option 6: Avalon Street to Avalon Street were least supported by the public. Project updates about these results were presented to the City Council and ACHD Commission in October 2013.

The PMT met in October and November 2013 to discuss the evaluation results of Options 3, 7, and 8. Each option was further reviewed based on local and regional connectivity, cost, funding, regional priorities, and public and community support. Option 8: Meridian Road Extension was discarded, as it was determined that it does not address the problem with the existing at-grade crossings or reduce the traffic volumes or vehicle/train exposure using the two at-grade crossings in the downtown area. The PMT selected Option 3: Ten Mile Road Extension as the preferred option due to its strong ranking among the other options and its ability to provide the area with a regional connection on Ten Mile Road between Kuna and I-84.

The PMT met in October and November 2013 to discuss the evaluation results of Options 3, 7, and 8. Each option was further reviewed based on local and regional connectivity, cost, funding, regional priorities, and public and community support. Option 8: Meridian Road Extension was discarded, as it was determined that it does not address the problem with the existing at-grade crossings or reduce the traffic volumes or vehicle/train exposure using the existing two at-grade crossings in the downtown area. This option could have a long-term benefit (outside the planning horizon) to the community, but does not address the immediate problem in the downtown area.

Option 7: Swan Falls Road to Linder Road provides a grade-separated crossing in downtown; removes an existing at-grade crossing of the UPRR tracks; connects emergency services between the north and south areas of the City; and maintains connectivity for the greenbelt (can go under the new bridge). Additionally, UPRR could potentially be a funding partner, since the grade-separated crossing removes an existing at-grade crossing. This option results in minimal changes to traffic patterns and does not provide a direct regional connection for the community. As identified in Table 5, this option has impacts to eight to nine properties and an estimated cost of \$13.5 to \$18.5 million. The lack of regional connectivity with this option among other factors resulted in the PMT selecting Option 3: Ten Mile Road Extension.

Table 5. Most Promising Options Evaluation Results and Design and Operations Comparison

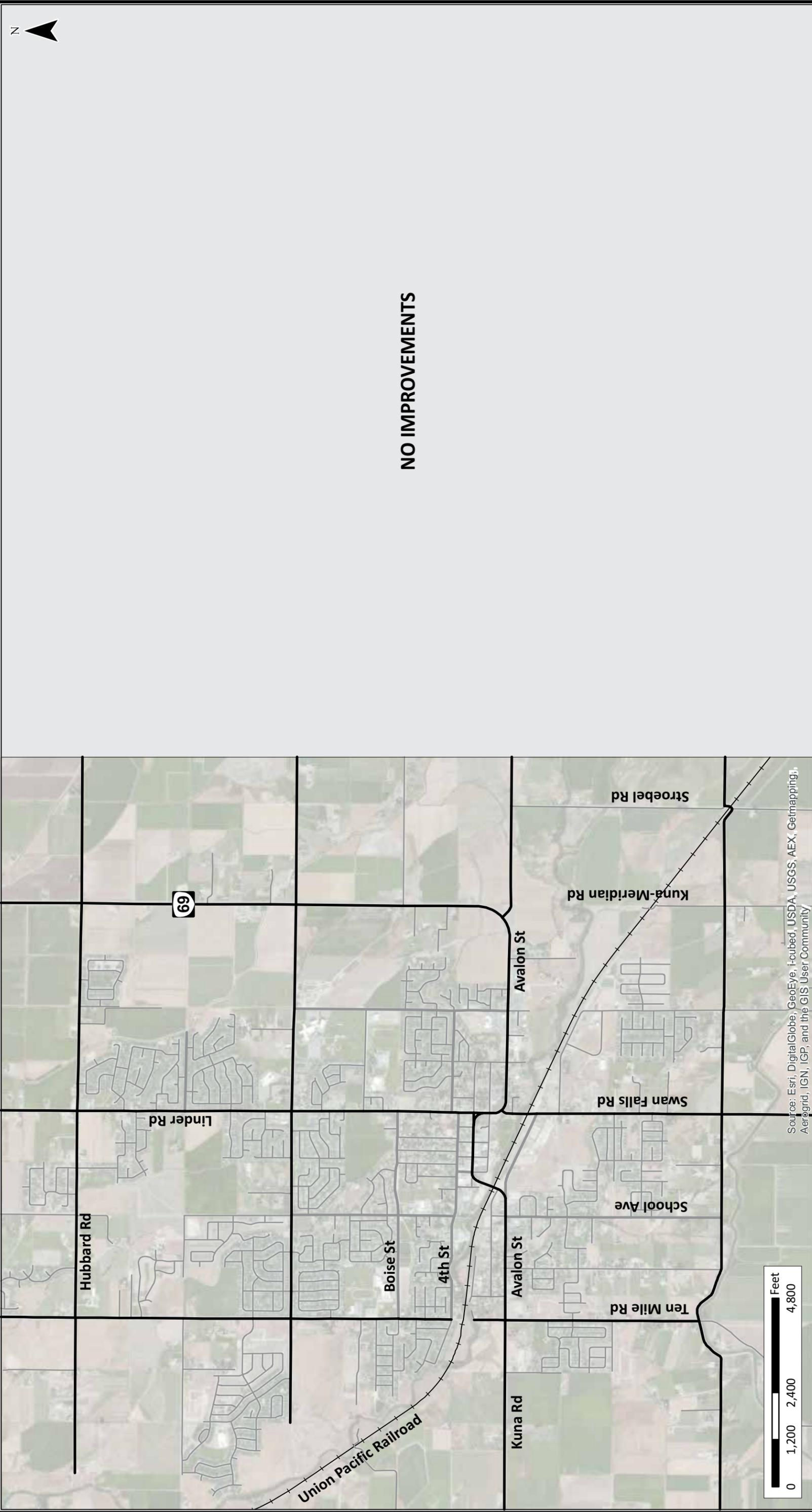
Option No.	Description	Public Comment Ranking	PMT Ranking	Mobility	Safety	Sustainability	Economic Development	Feasibility	Constructability	Bridge Structure Length (Feet)	Potential Full Property Acquisitions*	Preliminary Cost Estimate (Millions)	Estimated Changes in Year 2035 Traffic Volumes
0	No-Build	6	6	○	○	○	○	○	○	N/A	0	\$0	<ul style="list-style-type: none"> ■ No Change
3	Ten Mile Road Extension	4	1	●	○	○	○	○	●	625	9	\$11.5 - \$14	<ul style="list-style-type: none"> ■ 58% Increase on Ten Mile Road (S of Hubbard) ■ 24% Decrease on Main Street and Shortline Street ■ 9% Decrease on Linder Road (S of Hubbard) ■ 1% Decrease on SH 69 (S of Hubbard)
6	Avalon Street to Avalon Street	5	5	●	○	○	○	○	○	1,100	3	\$19 - \$23 ¹ OR \$90 - \$110 ²	<ul style="list-style-type: none"> ■ No Change on Ten Mile Road (S of Hubbard) ■ 79% Decrease on Main Street and Shortline Street ■ No Change on Linder Road (S of Hubbard) ■ 4% Increase on SH 69 (S of Hubbard)
7A	Swan Falls Road to Linder Road (Short-line Street At-Grade Realignment with Stagecoach Way)	3	3	●	●	○	○	○	○	600	9	\$15.5 - \$18.5	<ul style="list-style-type: none"> ■ 2% Decrease on Ten Mile Road (S of Hubbard) ■ 15% Decrease on Main Street and Shortline Street ■ 5% Increase on Linder Road (S of Hubbard) ■ No Change on SH 69 (S of Hubbard)
7B	Swan Falls Road to Linder Road (Shortline Street Underpass Realignment to Stagecoach Way)	1	2	●	●	○	○	○	○	700	8	\$13.5 - \$16.5	<ul style="list-style-type: none"> ■ 2% Decrease on Ten Mile Road (S of Hubbard) ■ 15% Decrease on Main Street and Shortline Street ■ 5% Increase on Linder Road (S of Hubbard) ■ No Change on SH 69 (S of Hubbard)
8	Meridian Road Extension	2	4	○	○	○	○	○	○	400 (Creek Crossing) + 500 (Railroad Crossing)	1	\$13.5 - \$16.5	<ul style="list-style-type: none"> ■ No Change on Ten Mile Road (S of Hubbard) ■ 4% Decrease on Main Street and Shortline Street ■ 1% Decrease on Linder Road (S of Hubbard) ■ 2% Increase on SH 69 (S of Hubbard)

* Note: Any acquisitions would be further refined as part of the environmental and/or design stages.

¹ Assumes piers placed in UPRR ROW.

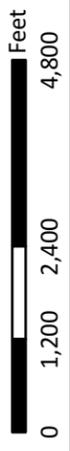
² Assumes a signature span bridge.





NO IMPROVEMENTS

- Roadway Classifications**
- Arterial Streets
 - Collector Streets
 - Local Streets
- Community Features**
- Railroad



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

Option 0: No-Build



Figure 10

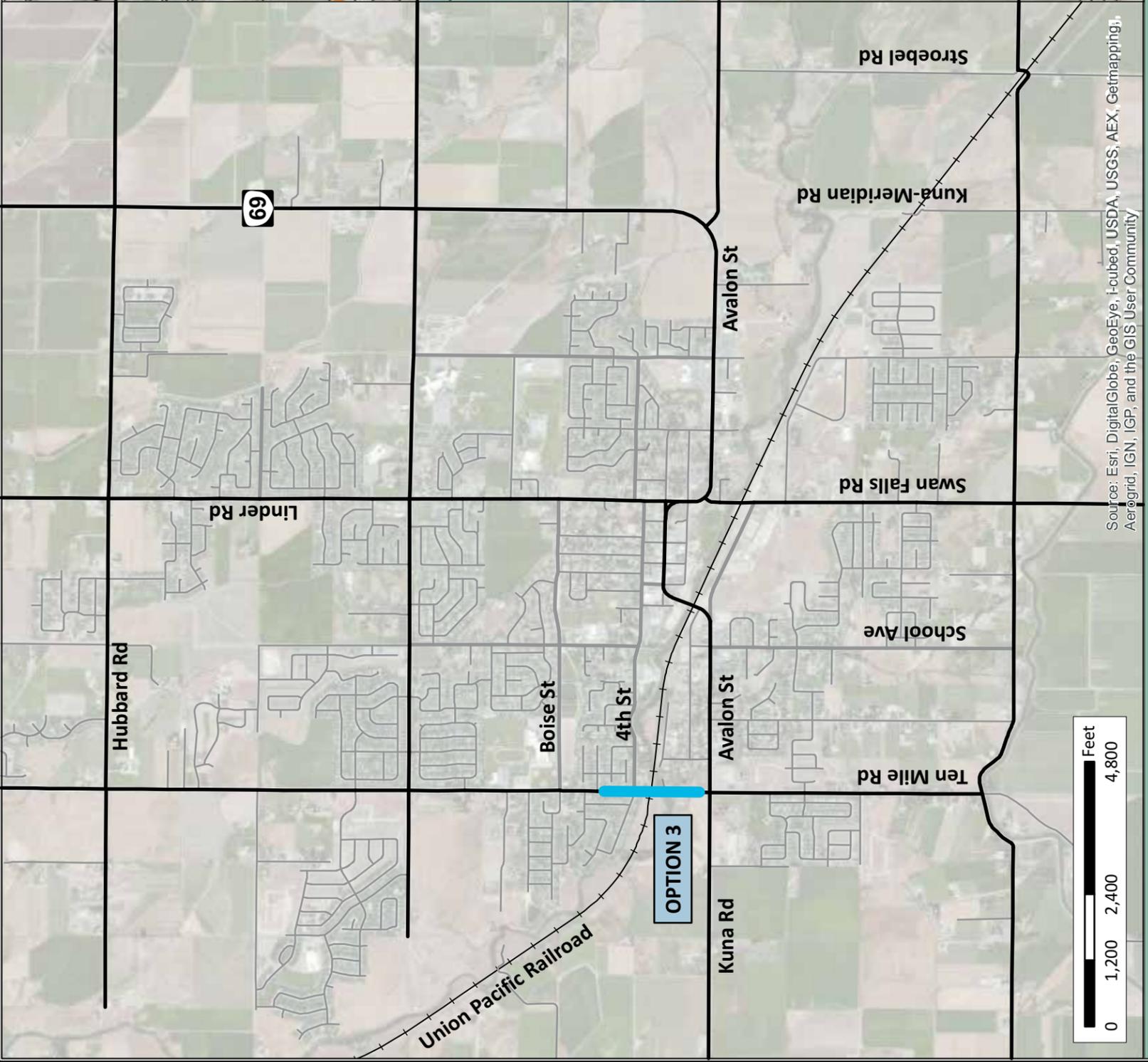
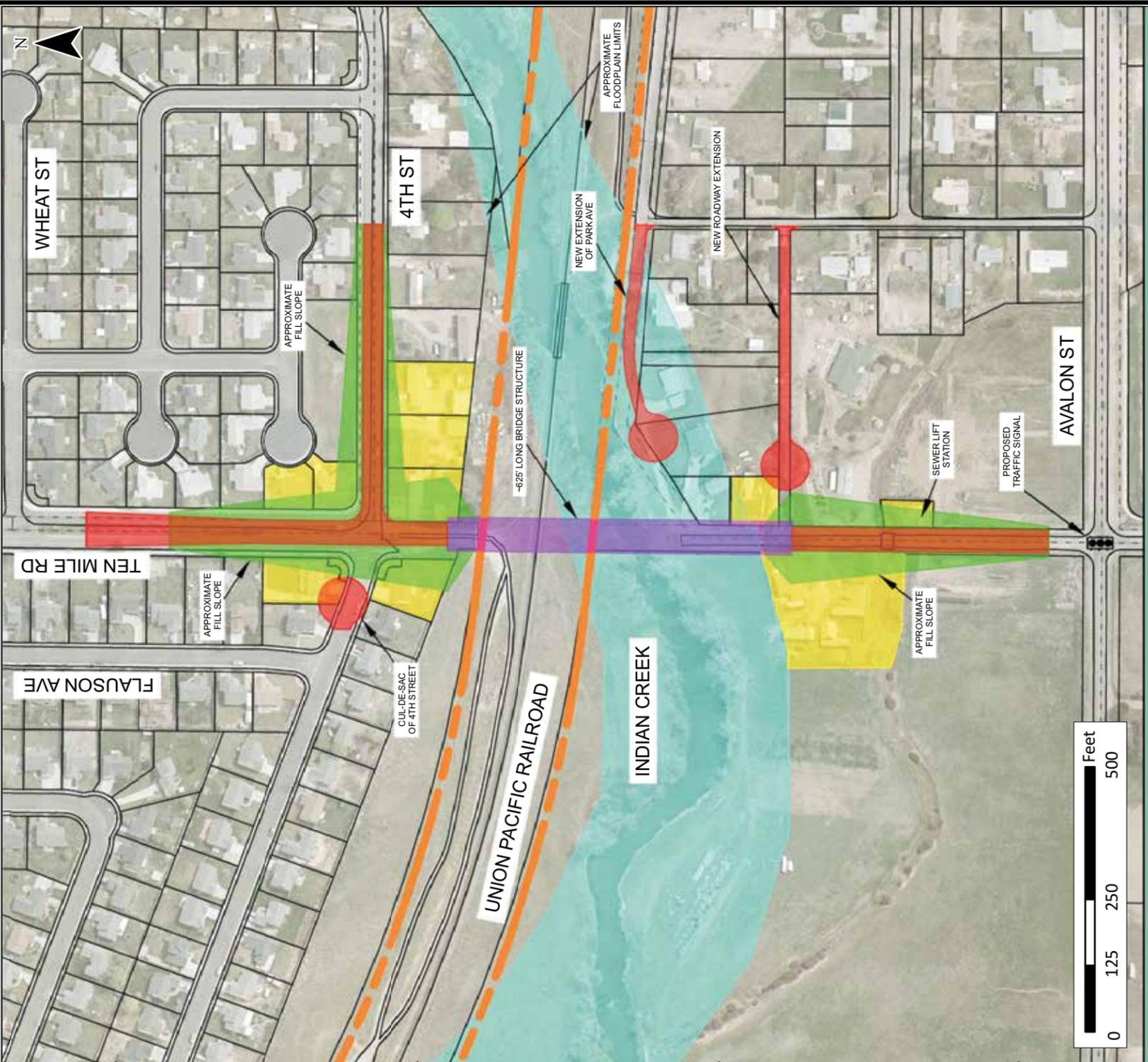


Figure 11



Option 3: Ten Mile Road Extension

Roadway Classifications	Initial Options from Past Studies	Design Features
Arterial Streets	Option 3: Ten Mile Road Extension	Bridge Structure
Collector Streets		Fill Area
Local Streets		Roadway Area
Community Features		Potential Full Property Acquisitions
Railroad		Approximate Floodplain
		Approximate UPRR Right-of-Way
		Approximate ACHD Right-of-Way

Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

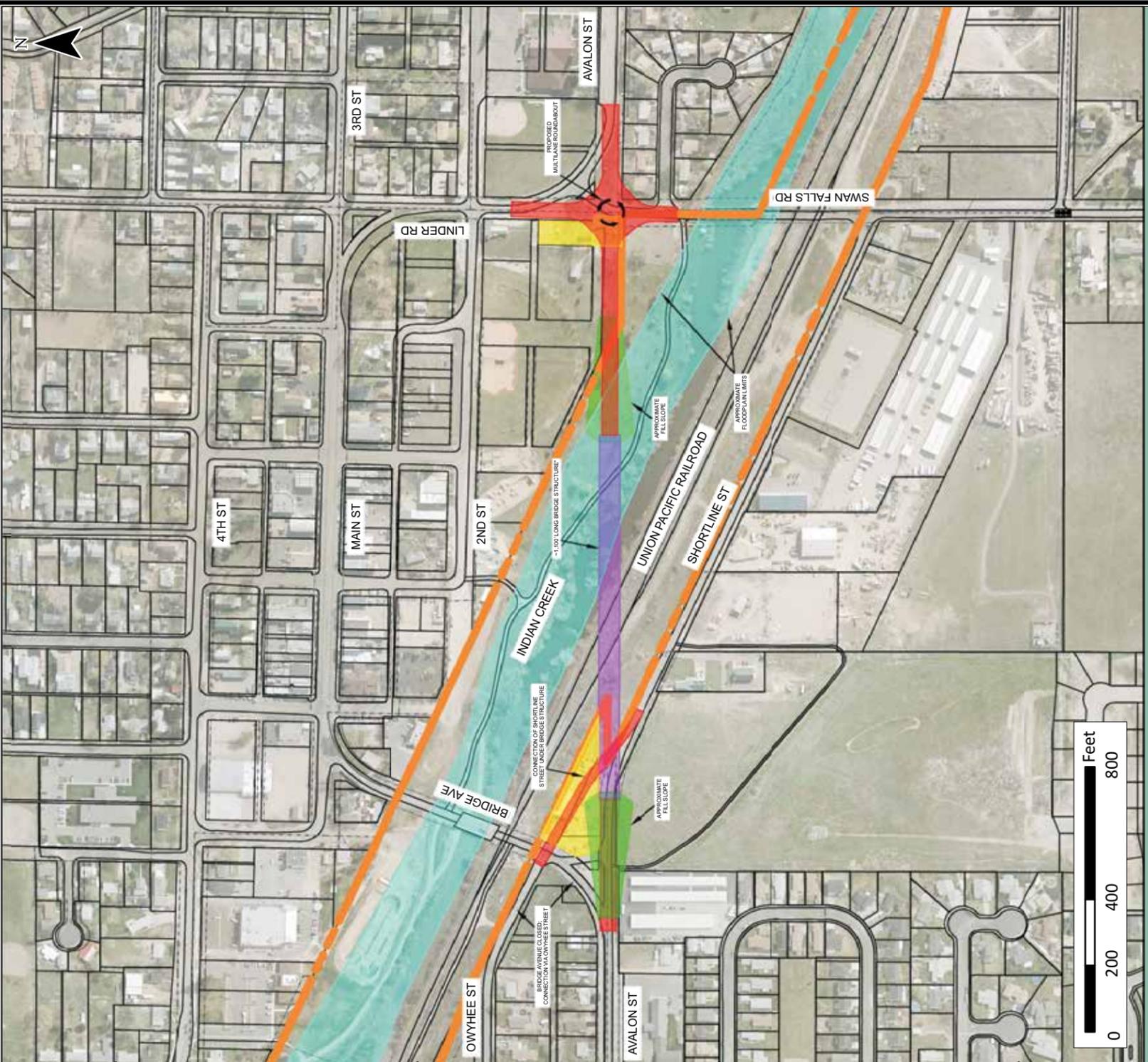
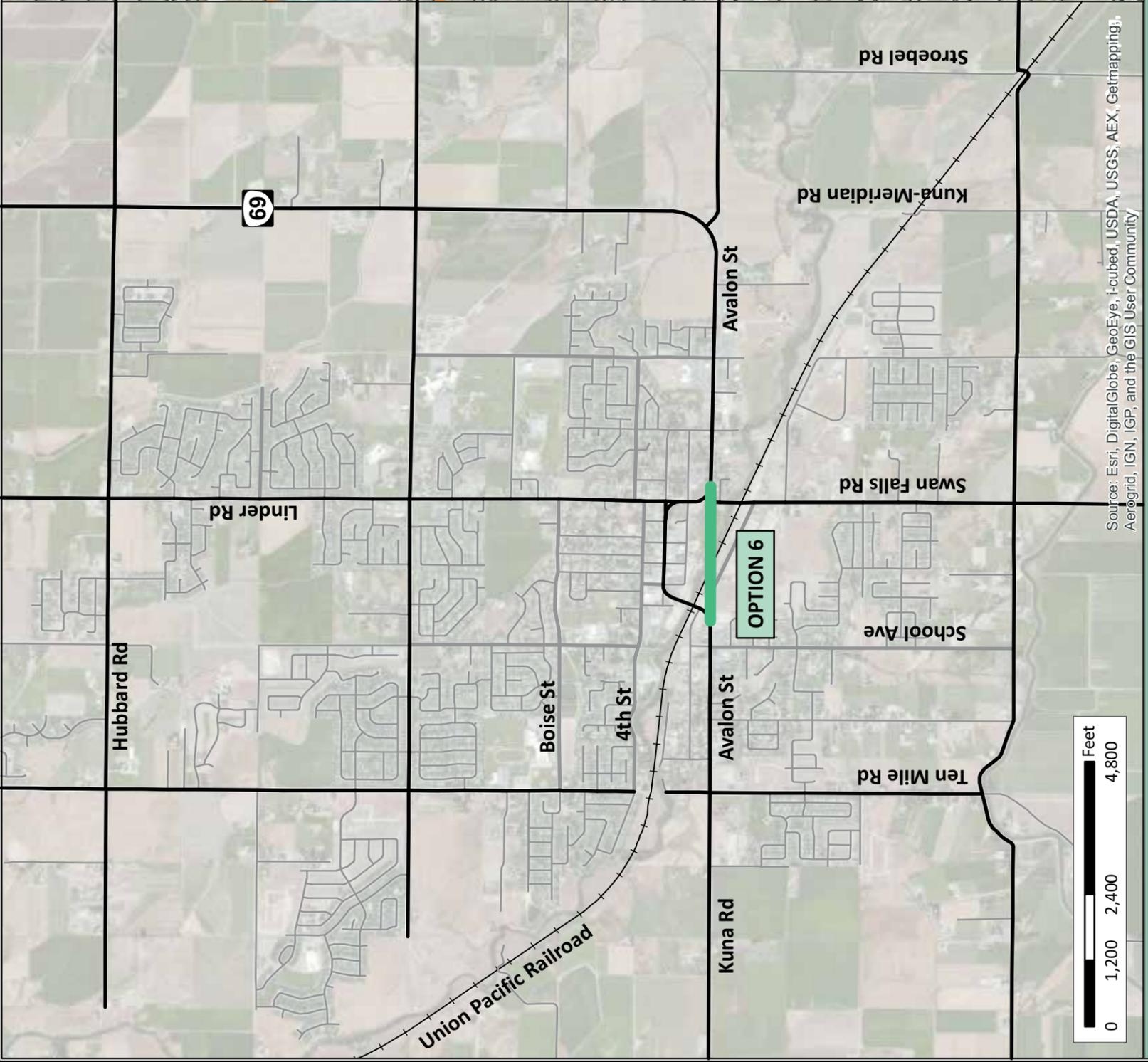


Figure 12



Option 6: Avalon Street to Avalon Street



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

Roadway Classifications	Initial Options from Past Studies	Design Features
Arterial Streets	Option 6: Avalon Street to Avalon Street	Bridge Structure
Collector Streets		Fill Area
Local Streets		Roadway Area
Community Features		Potential Full Property Acquisitions
Railroad		Approximate Floodplain
		Approximate UPRR Right-of-Way
		Approximate ACHD Right-of-Way

January 2014

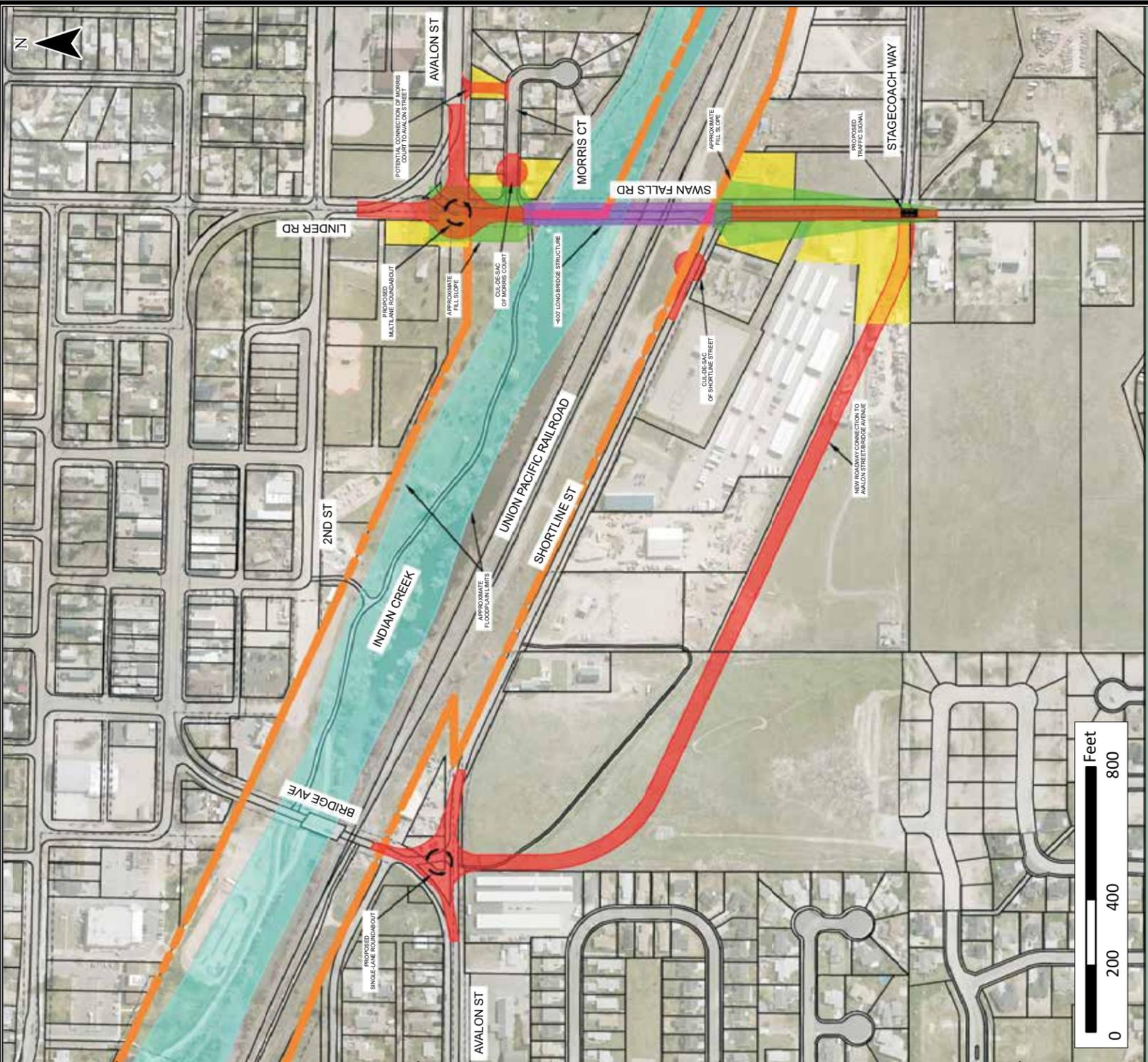
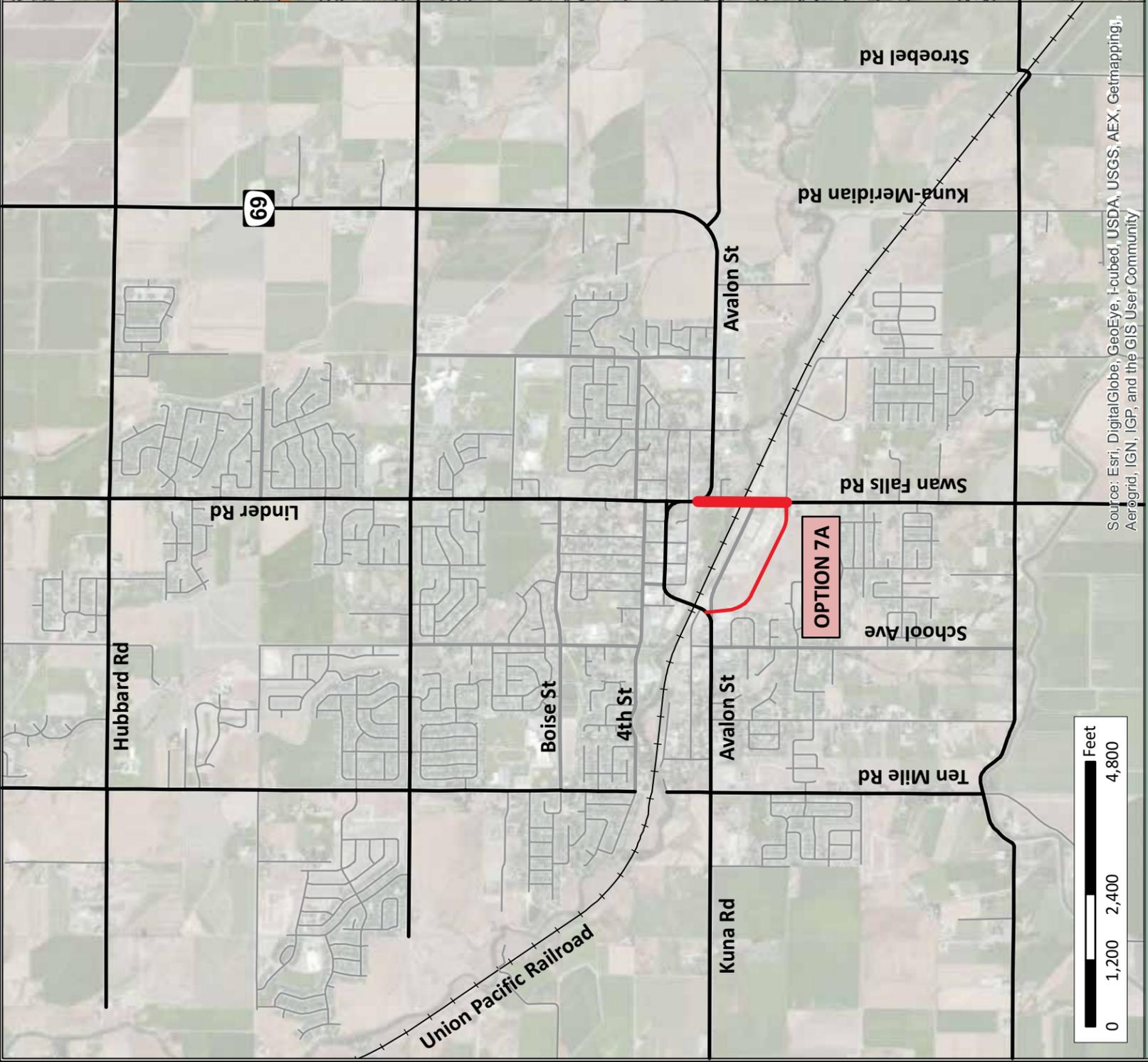


Figure 13



Option 7A: Shortline Street At-Grade Realignment with Stagecoach Way



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

Roadway Classifications	Initial Options from Past Studies	Design Features
Arterial Streets	Option 7A: Shortline Street At-Grade Realignment with Stagecoach Way	Bridge Structure
Collector Streets		Fill Area
Local Streets		Roadway Area
Community Features		Potential Full Property Acquisitions
Railroad		Approximate Floodplain
		Approximate UPRR Right-of-Way
		Approximate ACHD Right-of-Way

Kuna Crossing Feasibility and Implementation Plan

January 2014

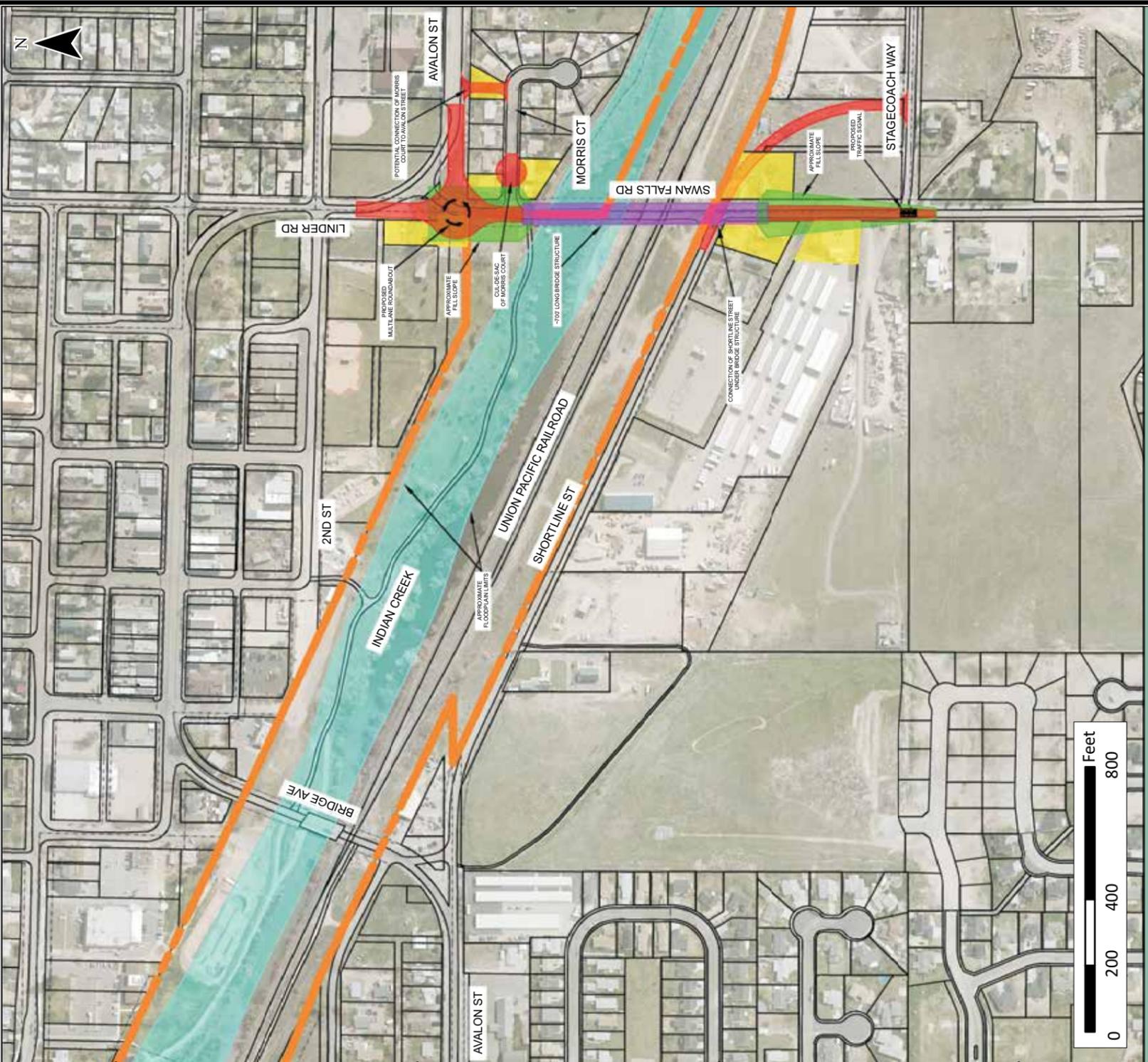
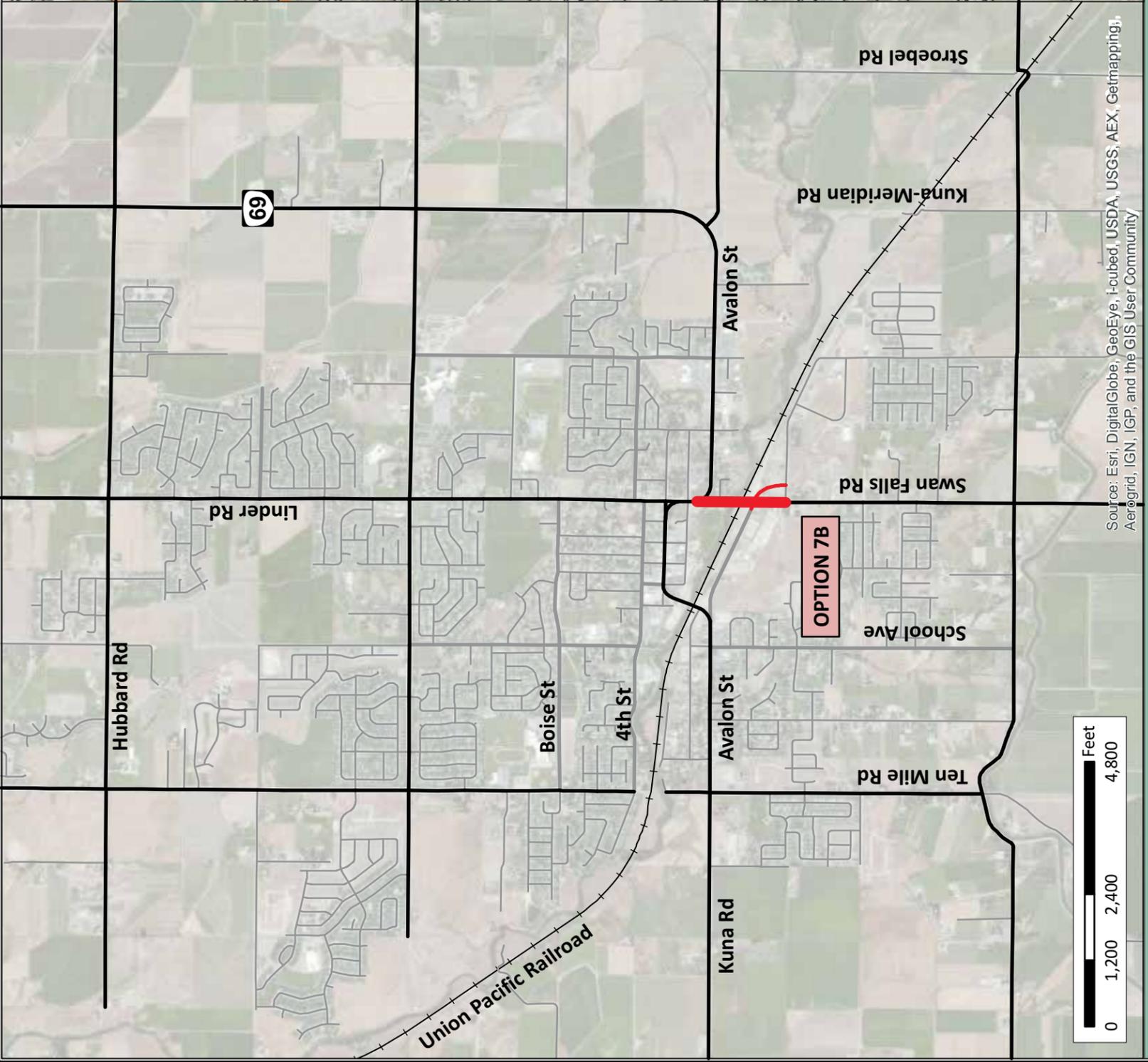


Figure 14



Option 7B: Shortline Street Underpass Realignment to Stagecoach Way



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

- Roadway Classifications**
 - Arterial Streets
 - Collector Streets
 - Local Streets
- Community Features**
 - Railroad
- Initial Options from Past Studies**
 - Option 7B: Shortline Street Underpass Realignment to Stagecoach Way
- Design Features**
 - Bridge Structure
 - Fill Area
 - Roadway Area
 - Potential Full Property Acquisitions
 - Approximate Floodplain
 - Approximate UPRR Right-of-Way
 - Approximate ACHD Right-of-Way

Kuna Crossing Feasibility and Implementation Plan

January 2014

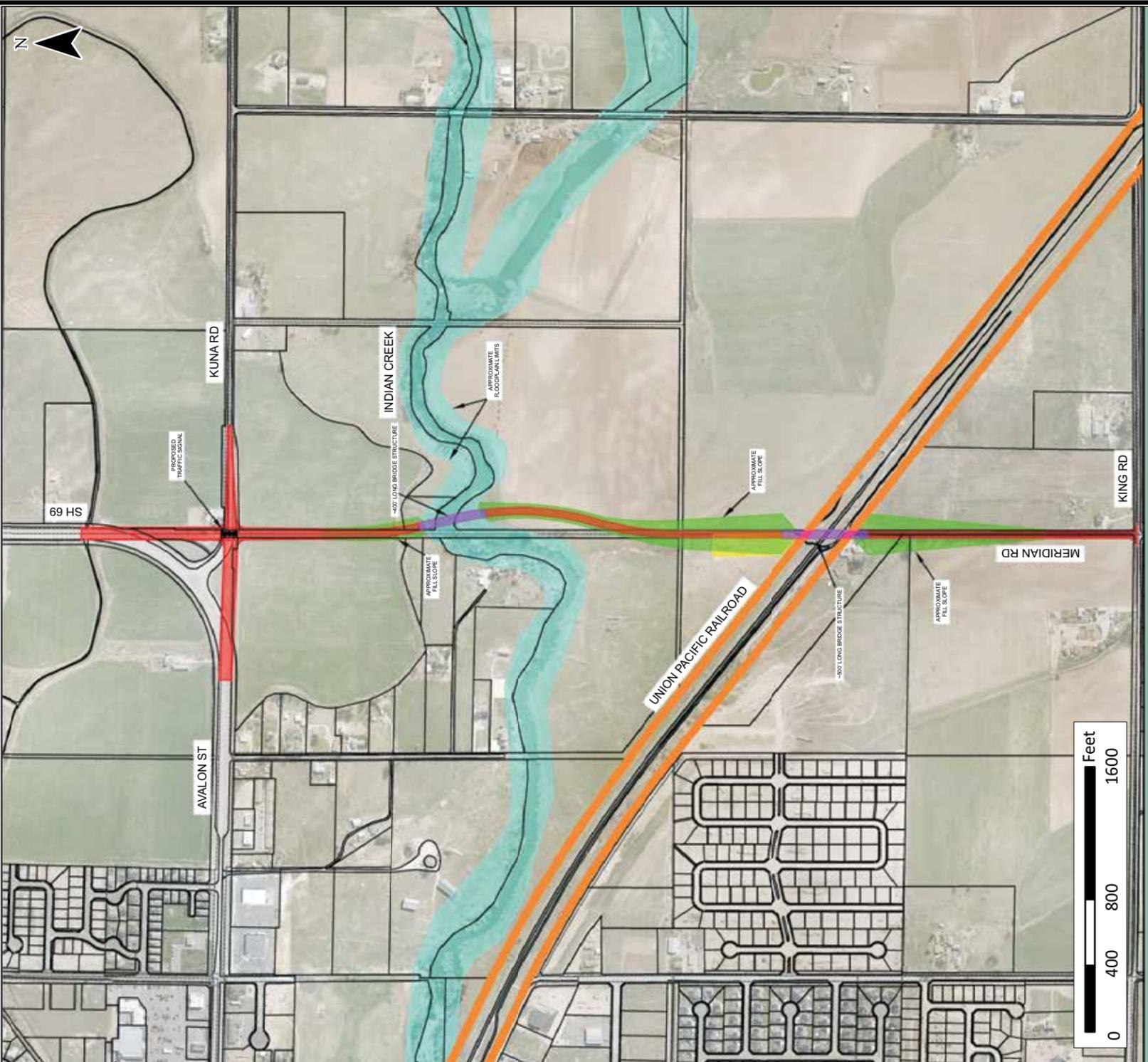
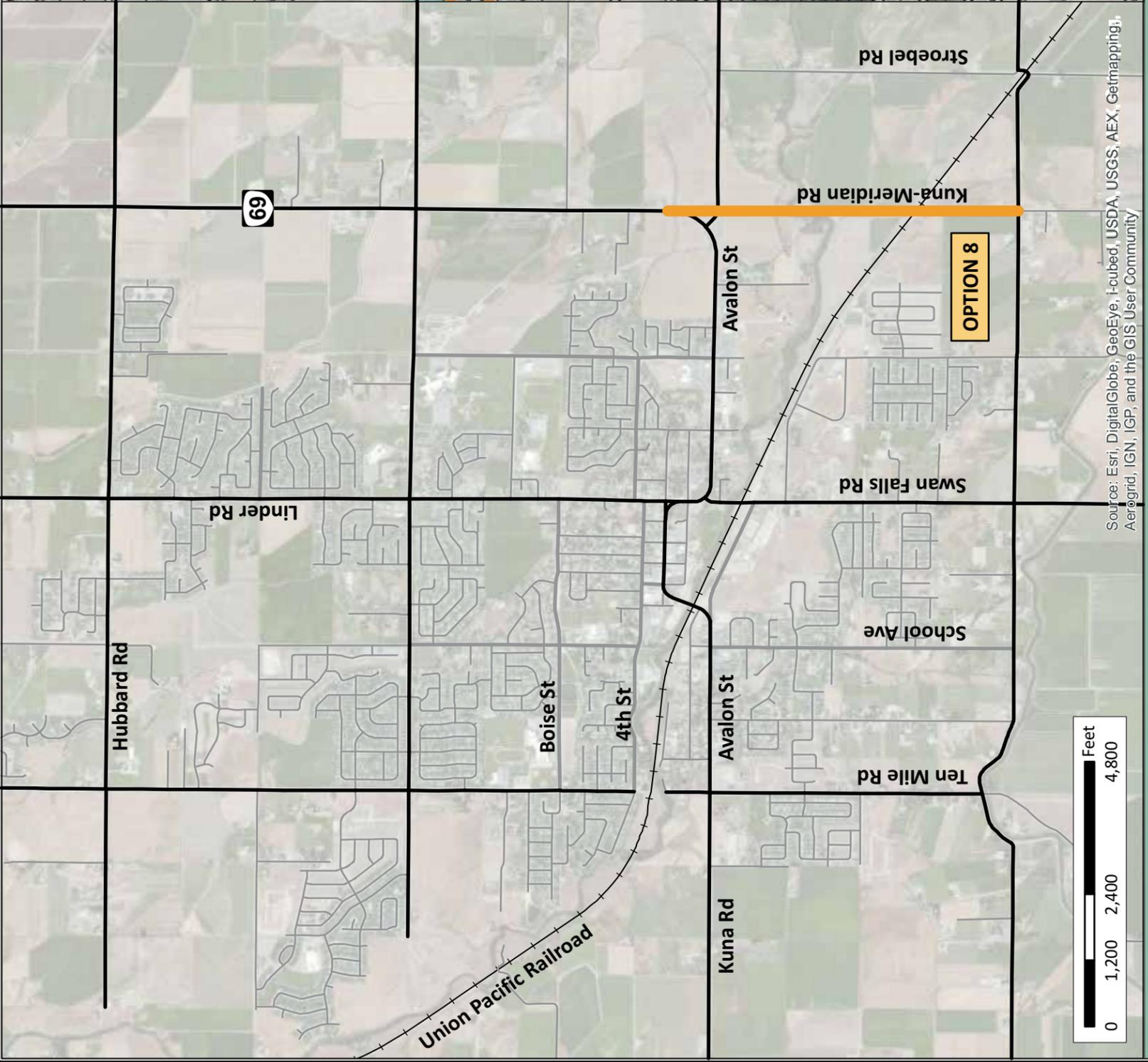


Figure 15

Option 8: Meridian Road Extension



Roadway Classifications	Initial Options from Past Studies	Design Features
Arterial Streets	Option 8: Meridian Road Extension	Bridge Structure
Collector Streets		Fill Area
Local Streets		Roadway Area
Community Features		Potential Full Property Acquisitions
Railroad		Approximate Floodplain
		Approximate UPRR Right-of-Way
		Approximate ACHD Right-of-Way

Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogric, IGN, IGP, and the GIS User Community

Kuna Crossing Feasibility and Implementation Plan

The PMT selected Option 3: Ten Mile Road Extension as the preferred option due to its strong ranking among the other options and its ability to provide the area with a regional connection on Ten Mile Road between Kuna and I-84. This option has the following advantages:

- provides a regional connection that benefits Kuna, Meridian, and Ada and Canyon Counties;
- captures a high percentage of traffic volumes traveling from the west on Avalon Street to SH 69;
- reduces vehicle/train exposure using the existing two at-grade crossings in the downtown;
- addresses the connectivity for emergency services between the north and south areas of the City;
- provides opportunity for expanded growth in and around the Ten Mile Road area; and
- results in the lowest estimated cost (\$11.5 to \$14 million) of the different options.

Similar to other options, this option has impacts to nine properties adjacent to the crossing, as well as the sewer lift station located south of the UPRR tracks and Indian Creek on Ten Mile Road. The next two sections describe the feasibility plan and implementation strategy associated with Option 3: Ten Mile Road Extension.

FEASIBILITY PLAN

PROJECT PLAN

Option 3: Ten Mile Road Extension is the recommended crossing option as shown in Figure 11. It was selected by the PMT for both regional and local reasons.

From a regional perspective, this option connects the City of Kuna with I-84, which advances the regional vision for Ten Mile Road proposed in the ACHD Master Street Map (Reference 5). The Master Street Map identifies Ten Mile Road as a five-lane principal arterial between I-84 and 4th Street. Additionally, this option provides a crossing over the UPRR tracks and Indian Creek to connect the northern and southern areas of the City.

From a local perspective, the Ten Mile Road Extension crossing provides a grade-separated crossing near downtown Kuna. The City of Kuna Comprehensive Plan (Reference 6) forecasts growth between Avenue D and Ten Mile Road and a commercial area at Avalon Street and Ten Mile Road. This new crossing provides connectivity and accessibility to this growth area of downtown and south Kuna. This option will draw traffic from Bridge Avenue, Shortline Street, and Swan Falls Road that would previously have traveled to and from SH 69, which reduces the exposure of vehicles conflicting with trains at the at-grade crossings and improves traffic operations at the intersections and roadway segments in downtown.

PLANNING-LEVEL COST ESTIMATE

With a bridge span of approximately 625 feet, Option 3: Ten Mile Road Extension is estimated to cost between \$11.5 million and \$14 million. This planning-level cost estimate considers the cost of infrastructure, construction, and right-of-way. Option 3: Ten Mile Road Extension has the lowest estimated cost of the most promising options.

OTHER DESIGN CONSIDERATIONS

Option 3: Ten Mile Road Extension includes a three-lane roadway section over Indian Creek at the UPRR tracks. A traffic signal is identified at the Ten Mile Road/Kuna Road-Avalon Street intersection (projected to meet signal warrants), while the reconstructed intersection at Ten Mile Road/4th Street will remain stop-controlled. Approximately 550 feet of 4th Street (east of Ten Mile Road) would be reconstructed, in order to match the elevation of Ten Mile Road. Cul-de-sacs are identified due to topographic constraints on 4th Street (west of Ten Mile Road), Park Avenue (east of Ten Mile Road), and on a new roadway extension between Park Avenue and Avalon Street (east of Ten Mile Road).

Using preliminary design calculations based on GIS data and GIS topographic information, it is anticipated that Ten Mile Road will have a grade of approximately 4.20 percent on the north side of the bridge structure and a grade of approximately 3.75 percent on the south side of the bridge structure. A clearance of 23.5 feet is required between the bottom of the bridge structure and the railroad tracks. Using the grades mentioned previously, Option 3 is estimated to have a clearance of approximately 30 feet between the bridge structure and the railroad tracks. These design values are subject to change once more detailed survey and design is performed.

Option 3 includes approximately nine full property acquisitions. In addition, there is a sewer lift station located south of the UPRR tracks on Ten Mile Road. The lift station is anticipated to be impacted and would require relocation and/or adjustments with Option 3 in place.

Prior to any decision, this project will require detailed surveying, environmental review, permitting, and coordination with adjacent property owners and stakeholders.

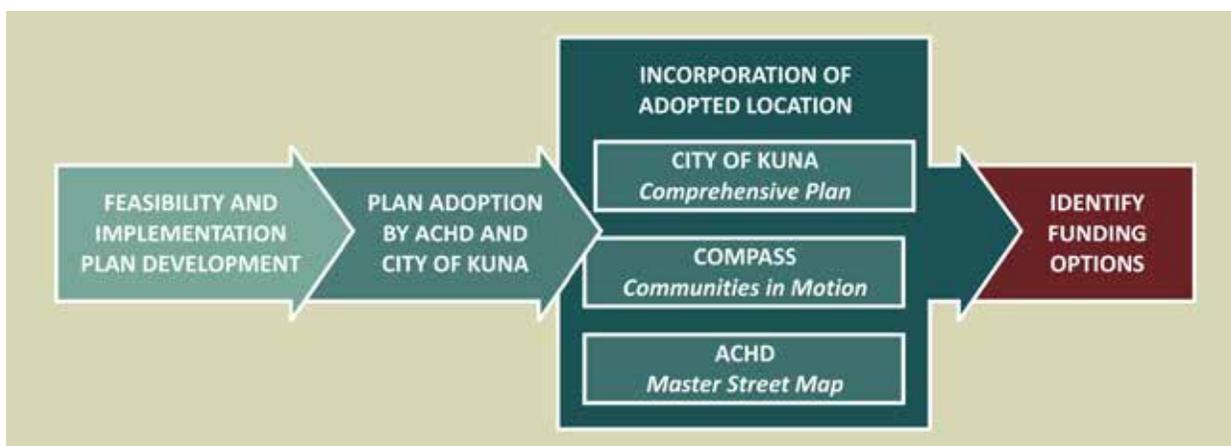
FUNDING AND IMPLEMENTATION STRATEGY

This section describes the implementation strategy associated with incorporating the findings within local and regional plans and assessing options for a locally-funded or federally-funded project. Given the major infrastructure expense associated with this project (greater than \$10 million), the implementation strategy identifies a framework and potential funding options that could be explored by the City of Kuna and ACHD. It is important to note that the reality of each current funding source being a viable or reliable source in the future is diminishing; there is simply not enough funding available to complete all identified projects. Secondly, these projects (needs) are competing for the same limited funds; and, as ACHD places priority on congestion and safety (crash data), it is not likely to be funded by ACHD. This is not to say that ACHD is forgoing all opportunities to contribute funds, but again those opportunities are limited relative to the other transportation needs in the County. Third, at a regional-level through COMPASS (regional metropolitan planning organization for Ada and Canyon Counties), this project is currently unfunded and ranked #20 out of 33 regional projects in the 2040 Communities in Motion (CIM). However, the project priority rankings provide the region with a starting point when or if federal or other funding were to become available for this type of project. For this project to be federally funded, the region through efforts led by the City of Kuna and ACHD would need to identify this project as a higher priority.

IMPLEMENTATION FRAMEWORK

Plan identifies a preferred location (Option 3: Ten Mile Road Extension) for the crossing. Once adopted, ACHD and the City of Kuna should incorporate the adopted location into the Master Street Map and Comprehensive Plan (respectively), as well as coordinate with COMPASS to incorporate this location in 2040 Communities in Motion (a long-range transportation plan for Ada and Canyon Counties that is currently being updated). Figure 16 illustrates the implementation strategy.

Figure 16. Implementation Strategy



By adopting the option into the Plan, agencies, developers, and the public can effectively plan for, and around, the alignment, making appropriate land use and transportation decisions to preserve land for the alignment and to diminish impacts to the future built environment when the crossing is constructed.

Selection of a preferred alignment now is necessary in order to define a project footprint and begin to preserve right-of-way as development occurs. However, funding for this major investment is not available at this time to move the project forward into design and construction. Therefore, some options and strategies are described below for local, regional, and federal partnerships and funding opportunities that should be considered as future steps by the City of Kuna, ACHD, and the community.

LOCAL PARTNERSHIPS AND FUNDING

ACHD Integrated Five-Year Work Plan (IFYWP)

The proposed crossing is to be constructed as opportunities develop and funding becomes available. However, as growth occurs, traffic operations may worsen and safety concerns may rise, changing timeframes to provide improvements to capacity, safety, and system efficiency. ACHD could consider incorporating the project into the Integrated Five-Year Work Plan (IFYWP, updated annually) should priority criteria be met and the project prioritize high among other county-wide projects. When the project is incorporated into the IFYWP, ACHD would initiate a design and construction project that is consistent with the concept-level design (shown in Figure 11) and specific capital and community program projects.

City of Kuna

The City of Kuna has identified this project as a priority. Given the limited funding, the City of Kuna can explore funding the project through its general fund, potentially over several years. The City may also consider applying for grants to fund the project.

Public-Private Partnership

Cooperative agreements can be established between agencies and private developers to share costs of certain roadway improvements. Private development land use actions and/or land use amendments will follow the development application and approval procedures of the City of Kuna and ACHD. The Plan provides guidance for identifying the necessary transportation facility provisions (e.g., right-of-way, improvements, traffic control devices, etc.) associated with specific land use action(s) and amendment(s).

REGIONAL PARTNERSHIPS AND FEDERAL FUNDING

Funding may also be available through regional partnerships and federal funding. The City of Kuna and ACHD could consider partnerships with the Community Planning Association of Southwest Idaho (COMPASS) and Idaho Transportation Department (ITD) to seek federal funding for this project. The adopted location should be coordinated with COMPASS to incorporate into Communities in Motion (the regional long-range transportation plan for Ada and Canyon County, updated every four years). The region utilizes a prioritization process to rank federally-funded projects and currently has this project ranked as #20. To receive federal funding, it is recommended that ACHD and the City of Kuna coordinate with the region through COMPASS to improve the priority ranking of this project against all other competing regional projects.

With a federally-funded project, the City of Kuna and/or ACHD would need to complete an environmental study under the National Environmental Policy Act (NEPA). Once the project priority is improved at the regional level with COMPASS and federal funding is secured, ACHD and the City of Kuna should coordinate with FHWA to determine the type of environmental study to embark on for evaluation, design, and construction.

COORDINATION WITH UPRR

UPRR has been a key stakeholder with this planning effort. It is recommended that ACHD and the City of Kuna continue to maintain this level of coordination with UPRR on future project efforts, as well as look for ways to partner with UPRR in funding this project. UPRR may be able contribute funds to the project due to changes or traffic volume reductions anticipated at the existing at-grade railroad crossings. Regardless of funding opportunities, coordination with UPRR will be required, particularly related to right-of-way and construction activities.

CONCLUSION

ACHD and the City of Kuna recognize that this Plan is not the end; the Plan plays one of the many roles in providing direction as the City continues to grow. Continual assessment of the need for a crossing over the UPRR and Indian Creek is necessary to ensure that the goals of the plan remain valid and the purpose for the crossing is achieved.

The first implementation steps of the Plan will need to be carried out with the City's planning through the Kuna Comprehensive Plan, requiring an update to reflect the preferred alignment, and modifying future land use designations, particularly with changes to the roadway network.

ACHD will commit to assisting the City in planning efforts and in supporting opportunities to help make the crossing a reality. However, until traffic operations and safety data reflect the need for a crossing, ACHD's regional mission and need to prioritize in that framework, limits the ability for ACHD to fund the project.

Going forward, the ability for implementing agencies to be adaptive to change is necessary so that the intended outcome of the strategy – a crossing of the Indian Creek and the UPRR - is realized. A strong coordinating and communication effort between all parties is necessary.

Through their respective Planning and Development divisions, ACHD and the City of Kuna will maintain an effective relationship and a consistent focus to achieve the intended outcomes of the Plan. Together, ACHD and the City of Kuna will:

- Be available to discuss projected outcomes relative to any suggested/proposed modifications to the adopted Plan;
- Will review proposed development in the alignment area for conformance with the adopted Plan;
- Maintain communications with residents, property owners, government, partner organizations, and developers participating in or affected by the alignment;

- Assist in coordinating activities to implement the Plan, including detailed land and transportation planning of the area;
- Assist in informing and educating the public and partners and to advise decision-makers on options and the consequences of decisions relative to impacts and mitigation in the alignment area;
- Maintain a standard development review procedure specific to this Plan, including:
 - increased communication before and during development review;
 - consistency in conditions of approval for projects near the alignment;
 - property dedication through development review and approval.

Further, each agency will have separate efforts:

ACHD will:

- Continue to monitor traffic and safety data in the area, and implement traffic mitigation measures as deemed necessary; and,
- Support exploring alternative funding sources for the construction of the crossing facility; and,
- Maintain the Master Street Map to delineate the adopted alignment and update roadway details as development or planning changes occur.

Kuna will:

- Adopt the plan by reference in the City's Comprehensive Plan
- Make appropriate amendments to city code to ensure consistent development of the alignment and intended outcomes.
- Be responsible for finding a funding mechanism for the alignment.

Finally, the responsibility for putting the Plan into effect rests with agencies, decision-makers, and property owners and developers in the area working together.

REFERENCES

1. *Draft Idaho Statewide Rail Plan*
Idaho Transportation Department, April 10, 2013
<http://itd.idaho.gov/freight/railplan.html>
2. *UPR in Kuna Memorandum*
Ada County Highway District, June 11, 2013
3. *Kuna Overpass Work Session Memorandum*
Ada County Highway District, May 16, 2012
4. *Kuna Downtown Corridor Plan*
Ada County Highway District
<https://www.achdidaho.org/projects/PublicProject.aspx?ProjectID=225>
5. *Master Street Map*
Ada County Highway District, January 27, 2010
<http://www.achdidaho.org/departments/PP/TLIP.aspx>
6. *City of Kuna Comprehensive Plan*
City of Kuna, 2009
<http://www.cityofkuna.com/090915.Final%20Comp%20Plan---with%20MAPS.pdf>

RECEIVED

JAN 22 2013

KUNA CITY CLERK

AMENDMENT #04 TO
IRREVOCABLE STANDBY
LETTER OF CREDIT NO. 24453
DATE: JANUARY 7, 2010
AMOUNT: \$149,731.00

January 3, 2013

City of Kuna
PO Box 13
Kuna, ID 83634-0013

Ladies & Gentlemen:

This letter will serve as our Amendment to Letter of Credit No. 24453 in your favor for the account of COREY BARTON HOMES, INC., PO Box 369, Meridian, ID 83680-0369, up to the aggregate amount of ONE HUNDRED FORTY NINE THOUSAND SEVEN HUNDRED THIRTY ONE AND NO/100 ~ DOLLARS (\$149,731.00) covering Crimson Point Subdivision No. 5 as follows:

1. Amend Expiry Date **FROM** "January 7, 2013" **TO** "January 7, 2014".

All other terms and conditions of Letter of Credit No. 24453 remain unchanged.

Sincerely,



Erik Pray
Assistant Vice President
Washington Trust Bank

**CITY OF KUNA**

P.O. BOX 13 • KUNA, IDAHO 83634
PHONE (208) 922-5546

IRREVOCABLE STANDBY LETTER OF CREDIT

Opening Date for Letter of Credit: **January 29, 2014**

Beneficiary: **Ada County Highway District**
318 E. 37th Street
Boise, Idaho 83714

Amount: **\$25,000** (Twenty Five Thousand Dollars and no/100)

Expires: **January 28, 2015**

The City of Kuna hereby issues this Irrevocable Standby Letter of Credit in favor of the above-named beneficiary to guarantee payment of claims made against the City of Kuna for work not completed with respect to ACHD Temporary Highway Use Permits issued to the City of Kuna between the dates of January 29, 2014 and January 28, 2015.

The City of Kuna agrees to honor valid claims, if duly presented in a written statement, signed by a person purportedly authorized by the beneficiary, together with supporting documentation.

The City of Kuna guarantees that the sum of Twenty Five Thousand dollars (\$25,000.00) will be maintained in the City's checking or investment funds to cover potential claims. A check shall be drawn on the U.S. Bank, Kuna, Idaho, for any valid claim presented to the City of Kuna for work not completed as agreed.

The City of Kuna hereby revokes any and all former Standby Letters of Credit heretofore made and issued to ACHD.

Dated this 21st day of January, 2014.

W.G. Nelson, Mayor – City of Kuna

ATTEST:

John Marsh, Treasurer - City of Kuna

GORDON N. LAW
CITY ENGINEER



CITY OF KUNA
P.O. BOX 13
KUNA, ID 83634
www.cityofkuna.com

Telephone (208) 287-1727; Fax (208) 287-1731
Email: gordon@cityofkuna.com

MEMORANDUM

TO: Mayor Nelson and Members of City Council

FROM: Gordon N. Law
Kuna City Engineer

RE: Kuna Public Works Projects
School Street PI Trunk Line
Park-Owyhee Water Line
Design – FY2014

DATE: January 15, 2014

REQUEST: Approve Resolution for J-U-B Agreement

The above projects were budgeted for this fiscal year. The School Street PI line, in particular is included to try and improve interconnected irrigation flow south of Indian Creek and involves two difficult crossings of the Mora Waste Way. Project timing is dictated by a planned overlay of the street in 2014 by ACHD which will prevent consideration of construction for at least five years. The Park-Owyhee water line is included to eliminate a dead spot that periodically causes stale water complaints.

The City of Kuna has created a registry of qualified consultants to perform design on modest sized pipeline projects. Of the three qualified firms, Civil Survey Consultants was determined to be the best qualified for the above referenced project. Civil Survey has provided an estimate of costs (\$35,152) of the proposed scope of work and submitted an Agreement for Professional Services. Relevant documents are attached, including a resolution approving the agreement.

The FY2013-14 budget reserves \$157,455 plus any authorized Contingency for this project. It is recommended the attached Resolution is approved.

Attachments

**CIVIL SURVEY CONSULTANTS, INC.
AGREEMENT FOR PROFESSIONAL SERVICES**

CSC Project No. 14005

THIS AGREEMENT between the City of Kuna, hereinafter referred to as the "CITY" and CIVIL SURVEY CONSULTANTS, INC., an Idaho Corporation, hereinafter referred to as "CONSULTANT" is made and entered into this ____ day of _____, 2014. The CITY and CONSULTANT in consideration of their mutual covenants herein agree as set forth below.

The CITY desires to construct the following two pipelines:

1. **School Street PI Trunk Line:** Approximately 1480 feet of 12-inch pressure irrigation trunk main along School Street from 100 feet north of West Sandbox Street to 200 feet north of West Sunwood Court.
2. **South Titan Water Main Line:** Approximately 400 feet of 8-inch water main along Titan Place (unopened) from Park Avenue to West Owyhee Avenue.

Hereinafter referred to as the PROJECT.

CITY INFORMATION AND RESPONSIBILITIES

The CITY will provide to CONSULTANT a full and complete description of the PROJECT including; all design criteria, information as to CITY's requirements for the PROJECT, survey objectives and constraints, capacity and performance requirements, flexibility and expandability needs, any budgetary limitations, and copies of all design and construction standards, which the CITY will require for the project.

The CITY will also provide to CONSULTANT all associated project information including data prepared by others and other special data or consultations as may be available; all of which CONSULTANT may use and rely upon in performing services under this Agreement.

The CITY will obtain permission for CONSULTANT to enter upon public and private property as required for CONSULTANT to perform services under this Agreement.

SERVICES TO BE PERFORMED BY CONSULTANT

CONSULTANT will provide the following generally described services under this Agreement:

A. Field Exploration and Surveying Services

- The Ada County Highway District has some limited topographic information available for the School Street portion of this project that was developed as part of their local overlay project. The CONSULTANT will utilize the ACHD information, and perform supplemental topographic field surveys as necessary to prepare plans to construct the proposed improvements.
- The CONSULTANT will perform complete topographic field surveys and prepare base mapping as necessary to prepare plans to construct the proposed improvements along Titan Place.

- CONSULTANT will research CITY records to determine the location and size of existing PI Lines.
- CONSULTANT will conduct surveying to identify the location of existing municipal utilities to support the establishment of the alignment of the proposed lines and the location of monuments and pins sufficient to support construction staking.
- CONSULTANT will contact private utility companies including Intermountain Gas, Cable One, Century Link and Idaho Power and request mapping for their facilities within the project limits.
- CITY will provide potholing as required. The CONSULTANT will identify locations requiring potholes and provide Dig Line with the location information to have underground utilities marked. The CITY will make the formal request for Dig Line to mark underground utilities.

B. Design Services

- CONSULTANT will prepare construction drawings and specifications in accordance with State and Local Standards and the latest edition of the ISPWC.
- It is the intent of this contract that all new improvements and construction activities will be located within existing public right-of-way and or recorded easements. No new right-of-way or easements will be acquired for this work.
- CONSULTANT will prepare Contract Documents including bidding forms, contract forms and general conditions using standard documents provided by the CITY.
- CONSULTANT will provide CITY with three sets of Contract Documents, Specifications and Construction Drawings for review and approval.
- CITY will provide QLPE review of Contract Documents, Specifications and Drawings and provide approval letter necessary for submittal to the Idaho Department of Health and Welfare (IDEQ) for their review and approval.
- CONSULTANT will prepare the necessary IDEQ checklists and submit the CITY approved Contract Documents and Drawings for IDEQ approval.
- CONSULTANT will provide CITY with Approved Contract Documents, Specifications and Drawings in PDF format.

C. Permitting

- *CONSULTANT* will coordinate with ACHD to identify requirements for work inside their R-O-W.
- *CONSULTANT* will submit plans for review and approval by ACHD for placement of utilities inside ACHD R-O-W.
- *CONSULTANT* will prepare a permit application and exhibit for license agreement with the Department of the Interior for crossings of Department Facilities.
- *CONSULTANT* will prepare Joint Application for Permit and submit it to the U.S. Army Corps of Engineers and Idaho Department of Water Resources.
- CITY will provide fees for ACHD, COE and IDWR permits and DOI license.

D. Bidding Assistance

- CITY will publish Notice Inviting Bids provided by CONSULTANT.
- CITY will provide Contract Documents and Drawings for bidding purposes utilizing electronic PDF files of all documents provided by CONSULTANT.
- CITY will respond to questions from prospective Bidders and process Addenda.
- CONSULTANT will respond to CITY inquiries regarding Contract Documents and Drawings.

E. Construction Administration

- CITY will administer construction contract.
- CITY will issue Notice to Proceed.
- CONSULTANT will provide Contractor with three sets of Contract Documents and Drawings.
- CONSULTANT will review Contractor submittals.
- CONSULTANT will provide construction staking. One set of construction stakes will be provided under this agreement. Restaking if necessary will be provided as an additional service.
- CITY will coordinate pre-construction conference.
- CONSULTANT will attend pre-construction conference.
- CITY will process pay requests.
- CITY will Issue Notice of Substantial Completion.
- CONSULTANT will respond to CITY inquiries regarding Contract Documents and Drawings and field discrepancies.

F. Inspection Services

- CITY will provide inspection services.
- Contractor will provide testing services during construction.
- CITY will track field adjustments.
- CONSULTANT will respond to CITY inquiries regarding Contract Documents and Drawings and field discrepancies.

G. Record Drawings

- CONSULTANT will use information provided by Contractor and CITY Inspector to prepare Record Drawings and submit the same to CITY in PDF format.

BASIS OF FEE AND BILLING SCHEDULE

The CITY will pay CONSULTANT for services provided under this Agreement as follows: Time and materials with a not to exceed limit of \$35,200 without approval of the CITY. Invoices will be submitted on a monthly basis.

Notice to Proceed, either verbal or written, shall constitute acceptance of this Agreement by the CITY.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year first above written.

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

Civil Survey Consultants, Inc.
1400 E. Watertower St., Suite 100
Meridian, Idaho 83642

BY: _____

Willard G. Nelson

TITLE: Mayor

BY: _____

Timothy A. Burgess

TITLE: Vice-President

CIVIL SURVEY CONSULTANTS, INC.
TERMS AND CONDITIONS

GENERAL - CONSULTANT shall provide for CITY professional engineering and/or land surveying services for the Project described in this Agreement. These services will be performed in accordance with generally accepted professional practices for the intended use of the project. CONSULTANT makes no other warranty either expressed or implied.

CONSULTANT shall not be responsible for acts or omissions of any party involved in the Project other than their own. CONSULTANT shall not be responsible for failure of any contractor or subcontractor to construct any item in accordance with recommendations issued by CONSULTANT.

CONSULTANT has not been retained to supervise, direct or have control over Contractor's work. CONSULTANT specifically does not have authority over or responsibility for the means, methods, techniques, sequences or procedures of construction selected by Contractor(s), for safety precautions and programs incident to the work of Contractor(s) or for any failure of Contractor(s) to comply with laws, rules, regulations, ordinances, codes or orders applicable to Contractor(s) furnishing and performing their work. Accordingly, CONSULTANT can neither guarantee the performance of the construction contracts by Contractor(s) nor assume responsibility for Contractor(s) failure to furnish and perform their work in accordance with the Contract Documents.

The CITY understands and agrees that subsurface and soils characteristics may vary greatly between successive test points and sample intervals. CONSULTANT will coordinate this work in accordance with generally accepted practice of the professional services being provided and makes no other warranties expressed or implied or as to the professional advice furnished by professionals providing soils testing or geotechnical advice.

Resetting of survey and/or construction stakes shall constitute extra work and shall be paid for on a time and material basis in addition to any other payment provided in this Agreement.

OPINIONS OF COST - CONSULTANT may be asked to provide opinions of construction or PROJECT costs as part of the professional services under this Agreement. The CITY understands and agrees that CONSULTANT has no control over the cost of labor, materials, equipment or services furnished by others, or over the Contractor(s)' methods of determining prices, or over competitive bidding or market conditions. The CITY understands that CONSULTANT opinions of cost are based on CONSULTANT experience and represents CONSULTANT's judgment based on that experience, but CONSULTANT does not guarantee or warranty that either quotes, bids or estimates prepared by contractors, subcontractors or other will not deviate from opinions prepared by CONSULTANT. The CITY agrees to employ an independent cost estimator if the CITY desires additional assurance, warranty or guarantee of PROJECT costs.

Should the CITY request that CONSULTANT modify any PROJECT aspect to reduce construction costs, then those services shall be considered additional and beyond the scope of this Agreement unless specifically stated otherwise in this Agreement.

REUSE OF DOCUMENTS - CONSULTANT shall retain an ownership interest of all professional products prepared by CONSULTANT. The CITY agrees that no product will be reused without specific written permission of CONSULTANT. The CITY agrees to indemnify and hold CONSULTANT harmless from any claims, damages, losses and expenses arising from unauthorized reuse of all work products prepared by CONSULTANT for the PROJECT.

GOVERNING LAW - Unless otherwise provided in an addendum, the law of the State of Idaho will govern the validity of this Agreement, its interpretation and performance, and remedies for contract breach or any other claims related to this Agreement.

SUCCESSORS AND ASSIGNS - CITY and CONSULTANT each is hereby bound and the partners, successors, executors, administrators and legal representatives of CITY and CONSULTANT are likewise bound to the other party to this Agreement, in respect of all covenants, agreements and obligations of this Agreement.

Nothing under this Agreement shall be construed to give any rights or benefits in this Agreement to anyone other than CITY and CONSULTANT, and all duties and responsibilities undertaken pursuant to this Agreement will be for the sole and exclusive benefit of CITY and CONSULTANT and not for the benefit of any other party.

TIMES OF PAYMENTS - CONSULTANT shall submit monthly statements for services rendered and for Reimbursable Expenses incurred. CITY shall make prompt monthly payments. If CITY fails to make any payment due CONSULTANT for services and expenses within thirty (30) days after receipt of CONSULTANT's statement therefor, the amounts due CONSULTANT will be increased at the rate of 1.5% per month from said tenth day, and in addition, CONSULTANT may, after giving ten days' written notice to CITY, suspend services under this Agreement until CONSULTANT has been paid in full all amounts due for services, expenses and charges.

TERMINATION - The obligation to provide further services under this Agreement may be terminated by either party upon thirty days' written notice. Such termination shall be based upon substantial lack of performance by the other party under the terms and conditions of this Agreement when said substantial lack of performance is through no fault of the terminating party. If this Agreement is terminated by either party, CONSULTANT shall be paid for services rendered and for reimbursable expenses incurred to the date of such termination.

HAZARDOUS WASTE AND ASBESTOS - The CITY and CONSULTANT agree that the work covered in this Agreement does not anticipate either the presence or remediation of hazardous waste and/or asbestos. Hazardous materials may exist where there is not reason to believe they should be present. CONSULTANT and the CITY agree that the discovery of unanticipated hazardous materials constitutes a changed condition mandating a renegotiation of the scope of work or termination of services. CONSULTANT and the CITY also agree that the discovery of unanticipated hazardous materials may make it necessary for CONSULTANT to take immediate measures to protect human health and safety, and/or the environment. CONSULTANT agrees to notify the CITY as soon as practically possible should unanticipated hazardous materials or suspected hazardous materials be encountered. The CITY encourages CONSULTANT to take any and all measures that in CONSULTANT's professional opinion are justified to preserve and protect the health and safety of CONSULTANT's personnel and the public, and/or the environment, and the CITY agrees to compensate CONSULTANT for the additional cost of such work. In addition, the CITY waives any claim against CONSULTANT, and agrees to indemnify, defend and hold CONSULTANT harmless from any claim or liability for injury or loss arising from CONSULTANT's encountering unanticipated hazardous materials or suspected hazardous materials. The CITY also agrees to compensate CONSULTANT for any time spent and expenses incurred by CONSULTANT in defense of any such claim, with such compensation to be based upon CONSULTANT's prevailing fee schedule and expense reimbursement policy.

DISPUTE RESOLUTION - All claims, disputes or controversies arising out of, or in relation to the interpretation, application or enforcement of this Agreement shall be decided through non-binding mediation or other mutually agreed alternative dispute resolution technique. The CITY and CONSULTANT agree non-binding mediation or other mutually acceptable alternative dispute resolution technique shall precede litigation or recourse to other judicial forums.

RECOVERY OF DISPUTE RESOLUTION COSTS - In the event that legal action is brought by either party against the other, the prevailing party shall be reimbursed by the other for the prevailing party's legal costs, in addition to whatever other judgments or settlement sums, if any, may be due. Such legal costs shall include, but not be limited to, reasonable attorney's fees, court costs, expert witness fees and other documented expenses, as well as the value of time spent by the prevailing party and those in his or her employ in researching the issues in questions, discussing matters with attorneys and others, preparing for depositions, responding to interrogatories, and so on. The value of time spent and the expenses incurred shall, on CONSULTANT's part, be computed based upon CONSULTANT's prevailing fee schedule and expense reimbursement policy relative to the recovery of direct project costs.

EXTENT OF AGREEMENT - This Agreement represents the entire and integrated agreement between the CITY and CONSULTANT and supersedes all prior negotiations, representations or agreements, written or oral. The Agreement may be amended only by written instrument signed by both CITY and CONSULTANT.

**City of Kuna
School Street PI Trunk Line & South Titan Water Main Line**

**Civil Survey Consultants
Professional Services Man-Hour and Fee Estimate**

Task Description	Project Manager	Chief Of Surveys	Project Engineer	Design/ Survey Technician	Survey Crew			Total Man-Hours	CSC \$ Per Task
A. Field Exploration and Surveying Services									
School Street									
Field Surveys		2			40			42	\$ 6,046.60
Utility Research			4					4	\$ 460.40
Base Mapping			2	40				42	\$ 3,230.20
Potholing			2	8				10	\$ 830.20
									\$ 10,567.40
South Titan									
Field Surveys		1			8			9	\$ 1,283.30
Utility Research			1					1	\$ 115.10
Base Mapping			1	8				9	\$ 715.10
Potholing			1	2				3	\$ 265.10
									\$ 2,378.60
B. Design Services									
Prepare Design Plans	2		16	64				82	\$ 6,888.20
Prepare Technical Specifications			16					16	\$ 1,841.60
Prepare Contract Documents			10					10	\$ 1,151.00
Review and Approval	2		16	4				22	\$ 2,388.20
									\$ 12,269.00
C. Permitting									
Ada County Highway District			4					4	\$ 460.40
Department of Interior			8					8	\$ 920.80
Joint Application For Permit			4	8				12	\$ 1,060.40
									\$ 2,441.60
D Bidding Assistance									
Assistance During Bidding			4					4	\$ 460.40
									\$ 460.40
E. Construction Administration									
Attend Preconstruction Conference			2					2	\$ 230.20
Review Submittals			4					4	\$ 460.40
Construction Staking		2			16			18	\$ 2,566.60
Assistance During Construction			8					8	\$ 920.80
									\$ 4,178.00
F. Inspection Services									
Assistance During Construction			16					16	\$ 1,841.60
									\$ 1,841.60
G. Record Drawings									
Prepare Record Drawings			1	4				5	\$ 415.10
									\$ 415.10
Total Man-Hours	4	5	120	138	64	0	0	331	\$ 34,551.70

Design Services			
Classification	Hours	Rate	Total
Project Manager	4	\$ 123.30	\$ 493.20
Chief Of Surveys	5	\$ 123.30	\$ 616.50
Project Engineer	120	\$ 115.10	\$ 13,812.00
Design/Survey Technician	138	\$ 75.00	\$ 10,350.00
Survey Crew	64	\$ 145.00	\$ 9,280.00
Labor Subtotal	331		\$ 34,551.70

Direct Expense			
Classification	Units	Rate	Total
Misc. Printing		Cost	\$ 100.00
Vehicle Mileage	0	\$0.55	\$ -
Permit Fees		Cost	\$ 500.00
Direct Subtotal			\$ 600.00

Total Estimated Fees \$ 35,151.70

RESOLUTION NO. R07-2014

BE IT HEREBY RESOLVED by the Mayor and Council of the City of Kuna, Idaho, that the Mayor and Clerk of said city are hereby authorized to execute that certain agreement titled “Civil Survey Consultants, Inc. Agreement for Professional Services”, by and between said city and Civil Survey Consultants, Inc., which Agreement is for consulting services related to design and project document preparation for irrigation and water main extensions in School Street and unopened South Titan Road in Kuna, Idaho, which agreement and associated scope of work is estimated to cost thirty-five thousand one hundred fifty-two dollars (\$35,152) and which Agreement is attached hereto, and made a part hereof, as if set forth in full.

PASSED BY THE COUNCIL of Kuna, Idaho this 21st day of January, 2014.

APPROVED BY THE MAYOR of Kuna, Idaho this 21st day of January, 2014.

W. Greg Nelson, Mayor

ATTEST:

Brenda S. Bingham, City Clerk

P.O. Box 13
763 W. Avalon
Kuna, ID 83634
Phone: (208) 922-5274
Fax: (208) 922-5989

City of Kuna

Memo

To: City Council
From: Wendy I. Howell, PCED
Date: December 3, 2013
Re: Amended Kuna Comprehensive Plan
Section 12.0 Housing

The purpose of this amendment is to update the data to reflect the 2010 Census throughout the plan. In some cases more current information was utilized. Context changed was deemed incorrect or duplicated information.

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.



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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 walkways-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: Tie-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 of safe and aesthetically-pleasing neighborhoods.

Policy: Encourage well-maintained neighborhoods through the promotion of community cleanup days, code enforcement and recognition for beautification efforts.





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: ~~Ensure~~ Encourage that high-quality materials are used for residential construction.

Policy: Provide opportunity for alternative construction applications.

Policy: Support adaptive reuse of building materials.

~~Policy: Consider the development of residential design review guidelines, which will provide high-quality residential development standards.~~

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.

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 ~~power~~ poles 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 ~~fugitive lighting~~ light pollution.

Policy: Establish minimum open space standards for all subdivisions.





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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.

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 ~~so as~~ 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 ~~2000-2010~~ United States Census, Kuna's population was ~~5,382~~15,210 persons. Since that time, Kuna's population has increased ~~threefold~~ due to attractive lifestyle options, excellent schools and reasonable land prices.

At present, the population is ~~16,300~~15,650 residents. Along with the population increase, the City's municipal boundaries have increased from ~~2.7 square miles in 2004~~ to sixteen (16) square miles in 2008 ~~to over eighteen (18) square miles in 2012~~ or a ~~600-669~~ percent increase in land area in four (4) 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 99th 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. Whereas housing starts have fallen off considerably throughout the Treasure Valley, Kuna continues to have a stable development market. According to figures provided by COMPASS, Kuna was the fastest growing municipality in Ada County in 2007 with a 4 percent growth increase that year. In 2008, the City's single-family building permit activity eclipsed 2007 by 12 percent, while the remainder of the Treasure Valley saw a marked decline in building permit activity (for example, Meridian's single-family building permit activity was down 34 percent). The reason for Kuna's increase in housing starts may be attributed to services, amenities and the low costs of land.

The median home sales price increased steadily from the second quarter of 2003 through the second quarter of 2006. The average annual appreciation rate over this 3-year period was approximately 25 percent. The average annual increase in new home construction over this same time period was approximately 22 percent.

It should be noted that the average housing value increased from \$195,638.00 in 2007 to \$201,858.00 in 2008 to \$223,322 in 2012 (based on 235-94 single-family residential permits) an increase of approximately 5-10.6 percent.

Building Permits

Building permit activity was up to 12-39 percent in 2008-2012 over 2007-2011 and the City anticipates stable growth in 2009-2013.

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



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Supply of Housing

Based on the 2000 Census, there were 1,793 units in Kuna at that time. In the year ~~2008~~2010, there were approximately 4,635,108 units – an increase of 2,9083,315 units over the 810-year period.

The following table illustrates housing growth in Kuna and the surrounding areas. It should be noted that Kuna, ~~Meridian and Star have~~ has recently experienced significantly higher growth rates than Ada County and the state of Idaho.

NUMBER OF HOUSING UNITS			
CITY	2000	ESTIMATED 2006 2010	AVERAGE ANNUAL PERCENT CHANGE
Kuna	1,793	4,265 <u>5,108</u>	16.0 <u>11.0</u> %
Nampa	19,379	25,653 <u>30,507</u>	4.8 <u>4.6</u> %
Star	681	1,864 <u>2,098</u>	17.5 <u>11.9</u> %
Meridian	12,293	23,280 <u>26,674</u>	11.5 <u>8.1</u> %
Ada County	118,516	148,735 <u>159,471</u>	3.9 <u>3.0</u> %
Idaho	527,824	615,703 <u>667,796</u>	2.6 <u>2.4</u> %

Source: *Kuna City, 2006 American Community Survey, City-Data.com* COMPASS

Housing Types

The following table represents Kuna's estimated housing types in ~~2008~~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 95-98 percent of the ~~2007-2012~~ housing market is single-family residential. ~~However, several multi-family units have been approved for construction in 2008/2009 and the housing mix ratio may change.~~

ESTIMATED UNITS IN HOUSING STRUCTURE 2008 2010		
HOUSING TYPE	NUMBER	PERCENT OF TOTAL
Single Family	4,4183 <u>1,135</u>	95 <u>98</u> %
2 Units	2421	0.5 <u>0.07</u> %
3 or 4 Units	6014	1.04
5 to 9 Units	92	0.2 <u>0.06</u> %
10-19 Units	10	0.2
Mobile Home	9624	2.18

Source: *Kuna City*

Vacancies

Kuna homeowner vacancy rate, based on the ~~2000-2010~~ United States Census data, was 2.33.8 percent and the rental vacancy rate was 4.57.1 percent. ~~Both rates are extremely low, as some level of vacancy naturally occurs in the housing market as a matter of turnover.~~ 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.



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Interviews with local real estate agents serving the Kuna area suggest that current vacancy rates ~~have 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	86.6 79.9%	67.0 65.8%	84.3 76.9%	70.5 68.4%
Renter Occupied	13.4 20.1%	33.0 34.2%	15.7 23.1%	29.5 31.5%
Vacant Units	3.7 6.4%	6.4 9.1%	3.8 5.1%	6.5 6.9%
Source: United States Census 2000/2010; Compass *Ada County includes the updated American Community Survey Census data for 2006				

Housing Demand

Population

According to the United States Census, Kuna had a population of ~~5,3826,093~~ in 2000. Kuna's ~~estimated~~ population in ~~2008-2010~~ was ~~16,474~~15,210. This population increase reflects ~~an average annual growth rate total change of 182.6~~ of approximately 14 to 15 percent from 2000 to ~~2008~~2010¹.

Age

Kuna's median age in ~~2000-2010~~ was ~~26.128.1~~ years, compared to ~~32.834.8~~ years for Ada County and ~~35.337.2~~ years nationwide. However, more recent information indicates Kuna's largest age group has shifted ~~slightly upwards downwards~~ to the ~~thirty-one to forty (31-40)~~ up to 10 age group.⁶ This shift reflects the aging of the ~~twenty-five to twenty-nine (25-29)~~ population and the influx of home buyers between the ages of ~~thirty-one (31) and forty (40)~~.

KUNA POPULATION BREAKDOWN BY AGE		
AGE	NUMBER	PERCENT
Up to 10	2,098	17%
11-20	1,716	14%
21-30	2,090	17%
31-40	2,619	22%
41-50	1,778	14%
51-60	974	9%
61-70	454	4%
71-80	272	2%
81+	145	1%

Onboard LLC, Money Magazine 2007, Living Choices.com | 2010 United States Census



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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 sixty (60) and this is reflected in the fact the demand for housing is greatest for starter and single-family homes. ~~Kuna's current housing stock, which is 95 percent single-family residential homes, meets the housing demand. Only 9.7 percent of the Kuna population is over the age of sixty (60), which has a limiting effect on demand for retirement housing. Recently, there has been a demand for single-level housing which is often associated with an aging population.~~

Income & Affordability

The median household income in ~~1999-2000~~ was \$40,617.¹⁰ The median household income in Kuna for ~~2007-2010~~ is approximately \$54,673~~53,387~~.¹¹

The following table shows the percent of households ~~income~~ in the various income ranges for 1999 and ~~2007-2010~~.

HOUSEHOLD INCOME					
	1999 ¹²		2007		
	ADA COUNTY	KUNA		ADA COUNTY	KUNA
Less than \$10,000	6%	8%	Less than \$10,000	6%	5%
\$10,000 – \$14,999	5%	5%	\$10,000 – \$14,999	4%	4%
\$15,000 – \$19,999	6%	2%	\$15,000 – \$19,999	3%	4%
\$20,000 – \$24,999	7%	8%	\$20,000 – \$24,999	5%	5%
\$25,000 – \$29,999	6%	8%	\$25,000 – \$29,999	5%	5%
\$30,000 – \$34,999	7%	10%	\$30,000 – \$34,999	6%	4%
\$35,000 – \$39,999	6%	8%	\$35,000 – \$39,999	5%	5%
\$40,000 – \$44,999	6%	9%	\$40,000 – \$44,999	5%	6%
\$45,000 – \$49,999	6%	6%	\$45,000 – \$49,999	6%	5%
\$50,000 – \$59,999	10%	13%	\$50,000 – \$59,999	11%	12%
\$60,000 – \$74,999	12%	11%	\$60,000 – \$74,999	12%	13%
\$75,000 – \$99,999	12%	11%	\$75,000 – \$99,999	13%	16%
\$100,000 – \$124,999	5%	1%	\$100,000 – \$124,999	7%	9%

¹⁰ Source: United States 2000 Census

¹¹ Onboard LLC

¹² United States 2000-2010 Census



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\$125,000-\$149,999	2%	0%	\$125,000-\$149,999	5%	5%
\$150,000-\$199,999	2%	0%	\$150,000-\$199,999	4%	1%
\$200,000+	2%	0%	\$200,000+	3%	1%

Source: United States 2000 Census, Onboard LLC, ACS2006; adjusted for inflation

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 2007 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. "Moderate-Low income" households are defined as households that earn up to 40-80 percent of AMI. "Very Low-low income" households are defined as earning up to 80-50 percent of AMI and "very-Extremely low income" households earn up to 50-30 percent of AMI. The HUD 2007-2012 Area Median Income (AMI) for a family of four (4) in Ada County is \$62,900. The following table shows the HUD income limits for various household sizes in Ada County:



2007-2012 HUD INCOME LIMITS								
	1 person	2 people	3 people	4 people	5 people	6 people	7 people	8 people
Very Low (30%)	12,300	14,050	14,800	17,550	18,950	20,350	21,750	23,150
	13,200	15,100	17,000	18,850	20,400	21,900	23,400	24,900
Low (50%)	20,500	23,400	26,350	29,250	31,600	33,950	36,250	38,600
	22,050	25,200	28,350	31,450	34,000	36,500	39,000	41,550
Moderate (80%)	32,750	37,450	42,100	46,800	50,550	54,300	58,050	61,800
	35,250	40,250	45,300	50,300	54,350	58,350	62,400	66,400

The average household size in Kuna is 3.218; therefore, this analysis will use three (3) 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 \$42,100-45,300 a year in order to earn a "moderate" income (80 percent of the HUD median income.) Approximately 59-43.8 percent of Kuna households earn at least \$42,100-45,300 annually.

As defined earlier, affordability is where monthly rents or mortgage payment inclusive of taxes, insurance and utilities do not exceed 30 percent of a household's gross annual income adjusted for family size. Therefore, housing costs should not exceed \$1,053 per month. The average monthly utilities payment for Kuna is approximately \$215 per month. After subtracting for utilities, the total monthly housing payment for a family of three (3) should not exceed \$838.

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
Total	362	364	364	1090



185

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.



(Space above reserved for recording)

ORDINANCE NO. 2014-02

AN ORDINANCE ANNEXING CERTAIN REAL PROPERTY, NOW KNOWN AS PARCEL S1313347025 WITH A SITE ADDRESS OF 450 E. DEER FLAT ROAD, KUNA, IDAHO; SITUATED IN THE UNINCORPORATED AREA OF ADA COUNTY, IDAHO, AND CONTIGUOUS TO THE CORPORATE LIMITS OF THE CITY OF KUNA, TO THE CITY OF KUNA, IDAHO; ESTABLISHING THE ZONING CLASSIFICATION OF SAID REAL PROPERTY; DIRECTING THAT COPIES OF THIS ORDINANCE BE FILED AS PROVIDED BY LAW; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Kuna, Idaho is a municipal corporation organized and operating under the laws of the State of Idaho and is authorized to annex to and incorporate within the boundaries of the City contiguous real property in the manner provided by Section 50-222, Idaho Code; and

WHEREAS, **SHARON FISHER**, owner of the parcel of real property situated in the unincorporated area of Ada County and as more particularly described in Section 2 of this ordinance, has requested, in writing, annexation of said real property to the City of Kuna; and

WHEREAS, the Planning and Zoning Commission of the City, pursuant to public notice as required by law, held a public hearing on November 12, 2013, as required by Section 67-6525, Idaho Code, made findings (approved by the Commission on November 26, 2013) where it was recommended to the Mayor and Council that the annexation and zoning request be approved with a zoning classification of C-1, (Neighborhood Commercial District); and

WHEREAS, the Kuna City Council, pursuant to public notice as required by law, held a public hearing on January 7, 2014, on the proposed annexation and zoning for the real property described in Section 2 below, as required by Section 67-6525, Idaho Code, made findings (approved on January 21, 2014) where it determined that the requested annexation should be granted with a zoning classification C-1; and

WHEREAS, the zoning classification of C-1 is appropriate to meet the requirements of the Kuna City Code and should be granted.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF KUNA, IDAHO, as follows:

Section 1: The Kuna City Council hereby finds and declares that the real property described below is contiguous to the City, that said property can be reasonably

assumed to be used for the orderly development of the City, and that the owner of said property has requested, in writing, annexation thereof to the City.

Section 2: The real property, all situated in Ada County, Idaho, adjacent and contiguous to the City, commonly known as Parcel S1313347025 with a site address of 450 E. Deer Flat Road, Kuna, Idaho, and more particularly described in “Exhibit A” – Legal Description and “Exhibit B” – Site Map, attached hereto and incorporated herein by reference, is annexed to and incorporated in the incorporated territorial limits of the City of Kuna, Idaho.

Section 3: From and after the effective date of this Ordinance, all property and persons within the boundaries and territory described above, shall be subject to all ordinances, resolutions, police regulations, taxation and other powers of the City of Kuna.

Section 4: The zoning land use classifications of the land described in Section 2 above is hereby established as C-1, as provided by the Zoning Ordinance of the City. The Zoning Map of the City is hereby amended to include the real property described in Section 2 above in the C-1, zoning land use classification.

Section 5: The City Clerk is hereby directed to file, within ten (10) days of passage and approval of this Ordinance, a certified copy of this Ordinance with the offices of the Auditor, Treasurer, and Assessor of Ada County, Idaho, and within the Idaho State Tax Commission, Boise, Idaho, as required by Section 50-223, Idaho Code, and to comply with the provisions of Section 63-215, Idaho Code, with regard to the preparation and filing of a map and legal description of the real property annexed by this Ordinance.

Section 6: This Ordinance shall take effect and be in force from and after its passage, approval, and publication as required by law. In lieu of publication of the entire ordinance, a summary thereof in compliance with Section 50-901A, Idaho Code, may be published.

DATED this 21st day of January 2014.

CITY OF KUNA
Ada County, Idaho

W. Greg Nelson, Mayor

ATTEST:

Brenda S. Bingham, City Clerk

**EXHIBIT A
LEGAL DESCRIPTION
450 E DEER FLAT RD**

**FISHER PROPERTY ANNEXATION DESCRIPTION
RUT TO C-1**

A parcel of land being a portion of the SE1/4 of the SW1/4 of Section 13, T.2N.,R.1W., B.M., Ada County, Idaho, more particularly described as follows: Commencing at a Brass Cap marking the Southwest corner of said Section 13; Thence South 88°48'47" East, 1315.84 feet to the West 1/16th corner common to Section 24 and the said Section 13, said point being the **REAL POINT OF BEGINNING**.

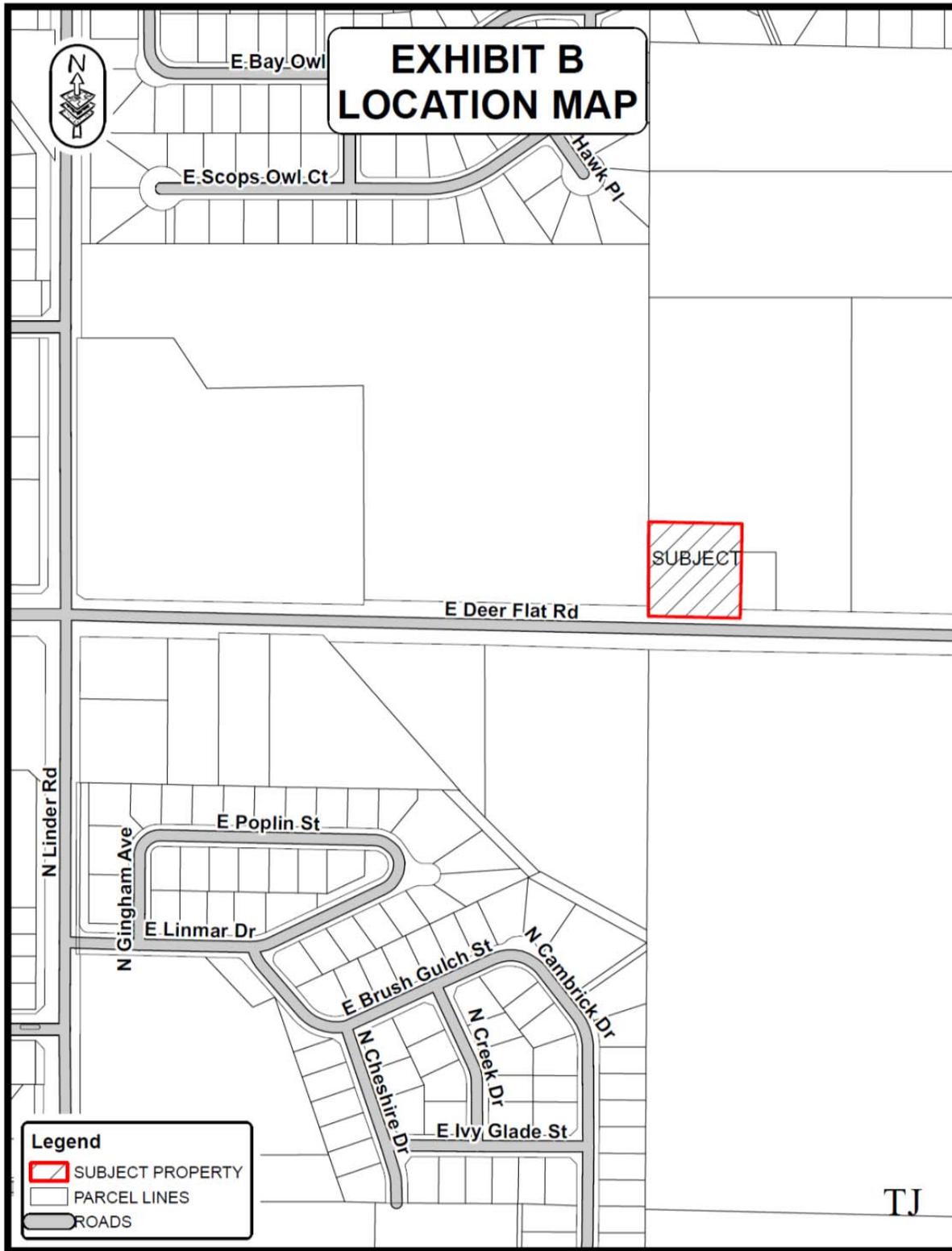
Thence along the West line of said SE1/4 of the SW1/4 North 00°04'07" East, 238.04 feet;

Thence South 88°48'47" East, 210.78 feet;

Thence South 1°11'13" West, 238.00 feet to a point on the South line of said Section 13;

Thence North 88°48'47" West, 206.13 feet to the Point of Beginning. Containing 1.14 acres, more or less.

Written from data of record by DTP Surveying from ROS No. 3684.



ORDINANCE NO. 2014-03

AN ORDINANCE OF THE CITY OF KUNA, IDAHO, REZONING CERTAIN REAL PROPERTY, NOW KNOWN AS PARCEL R7686320030 WITH AN ADDRESS OF 700 S. LUKER ROAD, KUNA, IDAHO, FROM M-1 TO R-8; AMENDING THE ZONING MAP OF THE CITY OF KUNA TO REFLECT SUCH CHANGE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the property described in Section 1 below, is presently zoned M-1 (Light Industrial), and the owners of the property, Randolph and Tricia VanderWerff, have requested that the property be rezoned to R-8, (High Density Residential) pursuant to the Zoning Ordinance of the City of Kuna; and

WHEREAS, the Planning and Zoning Commission of the City, pursuant to public notice as required by law, held a public hearing on November 10, 2013, made finding (approved by the Commission on December 10, 2013), where it determined that the request change in zoning designation should be granted; and

WHEREAS, the City Council of the City of Kuna, pursuant to public notice as required by law, held a public hearing on January 7, 2014, made findings (approved by Council on January 21, 2014), where it determined that the requested change in zoning designation from M-1 to R-8 should be granted.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF KUNA, IDAHO, as follows:

Section 1: That the zoning designation for the real property, all situated in the City of Kuna, Ada County, Idaho and commonly known as Parcel R7686320030 and more particularly described in Exhibit A Legal Description and Exhibit B Location Map attached hereto and incorporated herein by reference as if fully set forth herein, is hereby changed from M-1 to R-8 pursuant to the Zoning Ordinance of the City of Kuna.

Section 2: That the Official Zoning Map of the City of Kuna is hereby amended to reflect the change set forth in Section 1 of this ordinance, and the GIS Manager is hereby directed to alter and change the Official Zoning Map to comply with said change.

Section 3: That this ordinance shall be published once in the official newspaper of the City and shall take effect and be in force upon its passage, approval, and publication.

ADOPTED this 21st day of January 2014.

CITY OF KUNA
Ada County, Idaho

W. Greg Nelson

ATTEST:

Brenda S. Bingham, City Clerk

EXHIBIT "A"**LEGAL DESCRIPTION FOR
SORREL SUBDIVISION
2.069 Acres**

A parcel of land located in Section 25, Township 2 North, Range 1 West, Boise Meridian, Ada County, Idaho, within the Sadie Creek Subdivision number 1, in Kuna, Idaho. Being further described as follows:

Lot 03, Block 01 – Sadie Creek Subdivision Number 01, as recorded in the Book of Plats at the Ada County Recorder's Office, Book 100 pages 12931 to 12935.

Said parcel contains 90,125.64 square feet or 2.069 acres, more or less.

