



**KUNA PLANNING AND ZONING COMMISSION**  
**Agenda for December 2, 2014**

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Kuna City Hall ▪ Council Chambers ▪ 763 W. Avalon ▪ Kuna, Idaho

**SPECIAL MEETING**  
**6:00 pm**

**1. CALL TO ORDER AND ROLL CALL:**

Chairman Lee Young  
Vice Chair Stephanie Wierschem  
Commissioner Dana Hennis  
Commissioner Cathy Gealy  
Commissioner Joan Gay

**2. CONSENT AGENDA:**

a. Approval of Planning & Zoning Commission Meeting Minutes for November 12, 2014

**3. NEW BUSINESS:**

a. **Urban Renewal Plan:** The City of Kuna is submitting the Urban Renewal Plan to the Planning and Zoning Commission for review and recommendations as to its conformity with the general plan for the development of the municipality as a whole.

**4. PUBLIC HEARING:**

a. None

**5. DEPARTMENT REPORTS:**

a. None

**6. CHAIRMAN / COMMISSIONER DISCUSSION.**

**7. ADJOURNMENT.**

**CITY OF KUNA  
REGULAR PLANNING & ZONING COMMISSION**

**MEETING MINUTES  
Tuesday, November 12, 2014**

PZ COMMISSION MEMBER	PRESENT	CITY STAFF PRESENT:	PRESENT
Chairman Lee Young	X	Wendy Howell, Planning Director	X
Vice-Chairman Stephanie Wierschem	Absent	Troy Behunin, Planner II	X
Commissioner Dana Hennis	X	Trevor Kesner, Planner Technician	Absent
Commissioner Cathy Gealy	X		
Commissioner Joan Gay	X		

**6:00 pm – COMMISSION MEETING & PUBLIC HEARING**

**Call to Order and Roll Call**

Chairman Young called the meeting to order at **6:00 p.m.**

**1. CONSENT AGENDA**

- a. Approval of Planning & Zoning Commission Meeting Minutes for October 28, 2014
- b. **14-02-SUP** (Special Use Permit): Sara Kinghorn; Sara’s Salon – In-Home Beauty Salon  
-Findings of Fact and Conclusions of Law
- c. **14-05- AN** (Annexation), **14-04-DA** (Development Agreement), **14-03-S** (Subdivision) and **14-06-DR** (Design Review); Patagonia Subdivision – Westpark Company, Inc.  
- Finding of Fact and Conclusions of Law

*Commissioner Hennis motioned to approve the consent agenda;  
Commissioner Gealy seconds, all aye and motioned carried 4-0.*

**2. NEW BUSINESS:**

- a. **14-11-DR** (Design Review); Super ‘C’ Sinclair Station Illuminated Sign; Lytle Signs, Inc.: Applicant’s representative seeks Design Review approval for a newly proposed internally illuminated fueling service area canopy. The applicant also intends to re-face the fuel island signs and replace the existing pole sign.

Troy Behunin: Good evening Chairman Young and Planning and Zoning Commissioners. My name is Troy Behunin, and I am standing in for Trevor tonight who is out for class. The application before you tonight, 14-11-DR and 14-09-SN is for an illuminated sign at the Super ‘C’ Sinclair station here in downtown Kuna. The applicant’s representative seeks design review approval for a newly proposed internally illuminated fueling service area canopy. The applicant also intends to re-face the fuel island signs and replace the existing pole sign; however the fuel sign and sizes will not change and the square footage and the structure of the pole will also remain the same with the exception of the new digital illumination; which will actually emit less lumens, which equals ‘brightness’, than the existing fluorescent

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lighting. Hopefully you have had a chance to examine all of the information in your packets concerning this design review and staff would stand for any questions you might have concerning this application.

C/Gealy: I have nothing.

C/Gay: I don't have anything either.

C/Hennis: The structure on the canopy is going to actually remain the same? It's just the wrap virtually, that's changing?

Troy Behunin: It's changing and it will be illuminated. It is growing slightly in size but it's ...

C/Hennis: But the structure remains the same? Ok.

Troy Behunin: Yeah, the actual upright structure and supports remains the same.

C/Hennis: Ok, I don't have any other questions.

C/Young: I haven't seen anything in the staff report that gives me pause.

C/Hennis: No, it's seems pretty easy to me.

C/Young: Ok.

*Commissioner Hennis motioned to approve 14-11-DR, Design Review for Super 'C' Sinclair Station Illuminated Sign; Commissioner Gealy seconds, all aye and motioned carried 4-0.*

- b. **14-09-DRC** (Design Review): Ridley's Pads 1 & 2; Lundin Cole Architects: Applicant requests approval from the DRC for two (2) new commercial building shells in an existing C-1 zone. Each building will be approximately 6,000 square feet.

Troy Behunin: Thank you Chairman Young, again my name is Troy Behunin, Senior Planner for Kuna Planning and Zoning. The project that you have before you tonight is a design review for the Ridley's pads, like Lee already said, for pads number 1 and 2. There are actually several pads within the development and these are just the first two that are coming before us. The applicant wishes to construct two (2) shell buildings that are approximately 6,000 square feet each; making a total of 12,000 square feet. They are just getting them ready for future applicants. No one has been announced or anything like that. The items in your packet that state 'pets' and 'salon' and 'art supplies' –those are just generic. They have not announced, nor is this an announcement for any kind of tenant. Hopefully you have had a chance to review all of the information in your packet, which was quite a bit. The applicants have come to us with a great design. They have followed all of the guidelines that we have sent them for Kuna architecture. It's form-fitting, it fits the Kuna architectural theme. It also follows the establishment

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that Ridley's has launched. They've come to us with two (2) great buildings and are looking forward to getting them started.

The only thing that staff would like to point out is actually at the very end of the staff report. In the conditions of approval, we would just encourage them to continue working with J& M Sanitation for the trash enclosures for the sight. In the back of pad number one (1), there is a trash enclosure on the north side of the project and there is a parking island that appears like it could be an obstacle for the trash collection truck. It's really difficult for J&M Sanitation to collect the garbage without hitting these enclosures if it's not a 'straight-on' shot, and they of course want to be on-site at a minimum so any extra effort that they have to do is going to add to their time, but more importantly, any extra attention that they have to give to this will certainly create the opportunity for nicking or the doors or the enclosure or something and of course that leads to deterioration. This was actually a requirement for the Ridley's family market center and Ace hardware that came through two years ago, so since the parking lot is mostly completed, we would just have them work with J&M Sanitation so that it's not a problem.

Other than that, staff likes the design, and it meets all the criteria and forward a recommendation of approval to you folks and I would stand for any questions.

C/Young: Is the applicant going to be here tonight?

Troy Behunin: You know, I'm not sure. I didn't see John. They are actually from out of state. I know that Mark Ridley was either going to make it himself or have representatives come but I don't see anybody here. But the applicant and the owner have been sent the complete packet of tonight's meeting and I know that they at least received it. I'm assuming that they read it as I haven't had any comments back stating that there was something that they couldn't live with. It's really not a big change to anything. It just means the trash enclosure gets moved over three (3) feet maybe or just a few feet.

C/Hennis: Well the problem is, I don't see how they can move that if they're trying to get that drive aisle in there. Have the back parking islands there already been constructed? I haven't been back there, so I'm not sure.

Troy Behunin: It actually has. There might be a little bit of removal that's necessary. Against the building; you know the sidewalk right there, in order to accommodate that and perhaps, if there is a field visit between J&M Sanitation and the contractor, or J&M Sanitation and the owner, then perhaps they'll find that it's not nearly as ... what it appears to be on paper. I just know that I visited with Chad and Gordon and that's the one thing he pointed out.

C/Hennis: yeah, it's a little close. Do you know if the amount of parking behind pad 1 is at the minimums or can they possibly reduce or remove one and move that end island in front of that down one?

Troy Behunin: The parking against the building or are we talking, like the island in the back?

C/Hennis: In that island in the rear of pad 1, at the end of it, it turns down and comes in. Is that...?

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Troy Behunin: I believe there is sufficient parking there that if one was actually removed, then it might not be a big deal. My thought is that we should try to save that as much as possible even maybe, if we do have to reduce it below the standard in order to accommodate this, then they could make it a compact, instead of removing it completely, but if this body would like to remove it, then have it be... maybe fill it in as a island, with grass, shrubs and trees, then that's up to you.

C/Hennis: Ok.

Troy Behunin: But I believe there is sufficient parking.

C/Hennis: I mean, most of the parking is going to be usable in the front, if it's all front-facing, then the back would seem kind of superfluous at that one.

Troy Behunin: They might make that so it's a dual entrance. At least that was the impression that I got, was that there could be dual entrances for the building.

C/Young: I think if we require that they work with J&M then we can...

C/Hennis: Ok.

C/Gealy: I have a... a question, or a thought. I wonder if what we want is for the applicant to work with you, with staff, on the trash enclosures and drive aisles; and then I think you might have more authority than J&M. The way this reads is that they can work with them, but then they can still do what they want. I think that if they work with you on the trash enclosures, well then you have a little bit more authority to enforce, and represent J&M.

Troy Behunin: We certainly can do that because if you couch the condition in that way, then yes, that certainly gives us the opportunity to do that.

C/Gealy: So could we change that to 'applicant should work with staff for all trash enclosures and drive aisles'?

Troy Behunin: Yes.

C/Hennis: Because I think that's going to be more useful because if they have to pull that island down, it's going to kind of affect the plan and that's where you're going to have to be involved rather than J&M.

C/Gealy: Right.

Troy Behunin: Right. Yes.

C/Hennis: *(to C/Young)* ...Did you have a question?

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C/Young: No, go ahead.

C/Hennis: One last question, I know in here, it said that they had wanted to add one drive-thru through the special use permit. But that's not included in tonight's deal?

Troy Behunin: No, that's not tonight.

C/Hennis: Ok, I didn't see it in there.

Troy Behunin: Yeah, you're right, that's not in there. It will come down in a future land use application. They're actually ready for it; it's actually already been built. But the reason why it was built was because that was ahead of knowing that McDonald's was coming in and when McDonald's began knocking on the door, they started talking to Mark Ridley about acquiring one of his already granted drive-thru's and they hadn't done so themselves, it was something they had discussed very early in their napkin sketch discussions but it never really surfaced, so Mark in his graciousness, he actually gave them one of his and then McDonald's would go ahead and take care of the new one; at least in terms of fees. But, yes, they are aware.

C/Hennis: Ok.

C/Young: Any other questions for Troy?

C/Gealy: I have no other questions.

C/Hennis: No sir. All yours Mr. Chairman

C/Young: I think the buildings themselves look really good. I like the change in materials and a little bit of extra texture there along the front elevation. My only comment is the rear elevation which I'm pretty sure everybody knows I was going to comment on. The material, although there is banding back there, it's still a pretty flat elevation, and it would be my preference that on the west elevation where the parapet steps down, in those two locations, they mimic what they did on the front with CMU number three (3), but make that a different depth of block or a different color to give it a little more relief back there. But other than that, I think that they've done a really good job on all the packaging and what they've put together.

C/Hennis: I was kind of looking at the same thing, so I assumed you would go that direction. Or even, you know, they could do some sort of ... even if they just put a veneer face like the white in the front would necessarily be bad either. Or really, even if they wanted to do some sort of...

C/Gealy: What diagram are you looking at?

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C/Young: I'm looking at A-2 in the design review submittal, mostly in the front of the package, this one here. Right here, they probably got folded separately.

C/Gealy: Oh. So I'm looking at A-4 back here.

C/Young: Ok, so those are the conceptual drawings. The one that's in your left hand is the design review one. That one.

C/Gealy: Ohh, but not... so that's... what you're talking about.

C/Hennis: Actually, she brings up an interesting point because the west elevation on the conceptual drawings does show a different relief.

C/Young: But I, correct me if I'm wrong, but the submittal, would it be under the design review submittal drawings and not the conceptual drawings?

Troy Behunin: I just included that...

C/Hennis: But we can refer to that too.

Troy Behunin: Yeah, that was the original concept that was given to us and it was just given to you for your information, but yes, the design review one is the official.

C/Gealy: Well that's confusing.

C/Young: So our review should be based on the design review drawings.

C/Hennis: Right. Exactly.

C/Gealy: But what you're talking about is really what is shown on the other A-4.

C/Young: Does anyone else have anything they want to...?

C/Hennis: I have nothing further. I think everything else looks good. I would like a pet store though.

C/Young: If there's nothing else, then I would stand for a motion.

C/Gealy: No public hearing? No one is here.

C/Young: Design Review is just a public meeting.

C/Gealy: Alright.

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*Commissioner Hennis motioned to approve 14-09-DRC, Design Review for Ridleys Pads 1 & 2, with the conditions already outlined in the staff report and design review packet; and with condition number 3 to also included: applicant shall continue working with J&M Sanitation and the planning and zoning department for all trash enclosures and drive aisles and also with a recommendation that the applicant add a color relief at the rear of the building and west elevations similar to what's shown in the conceptual design ; Commissioner Gealy seconds, all aye and motioned carried 4-0.*

**3. PUBLIC HEARING:**

- a. **14-01-ZOA** (Text Amendment): City of Kuna, Idaho; Applicant seeks approval for Amending Title 5, Chapter 1, Section 6-1 "meanings Of Terms Or Words", update formatting and verbiage, and add definitions; Amending Title 5, Chapter 2, Section 2-B, "Residential", making R-8 Consistent with Kuna Comprehensive Plan; Amending Title 5, Chapter 3, Section 2, "Land Use Table"; Amending Title 5, Chapter 9, Section 2-D, "Off-Street Parking and Loading Facilities" with an exception for M-1 and M-2 zones for storage areas.

C/Young: Nobody wanted to sign up for text amendments?

Wendy Howell: I will just quickly go over a few things for the record here. The recommended changes are consistent with Kuna's Comprehensive Plan.

C/Hennis: I think we need to be official. Could you please state your name and address for the record?

Wendy Howell: Wendy Howell, P.O. Box 13, Kuna, Idaho 83634.

Wendy Howell: Staff is proposing a text amendment to the city's zoning regulations. Additional definitions are requested to be added. Some of the verbiage for the definitions is to make it clear and consistent with the related chapters. We would like to amend the R-8 density residential district from high density to medium density to match the comprehensive plan and modification of the land use table by adding additional options where businesses can operate, consolidating like businesses, and updating some of the terms used within that table.

An addition was added to the parking and loading requirement that allows for options in the heavy and light industrial areas, where the pavement is required, an exception was added because they may want to store heavier equipment and so forth. We've been asked several times, to have another option besides the pavement because with heavy equipment, the pavement doesn't wear well so we've added an exception to try to accommodate several requests that we've had.

I will stand for questions...

C/Gealy: I have no questions

C/Young: No questions.

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C/Hennis: No questions. Well, you answered them.

C/Young: I have nothing.

C/Hennis: No, seems fine to me.

C/Gay: I have nothing.

C/Gealy: I'll do this one. Mr. Chairman...

C/Young: Well, now I need to open the public hearing at 6:25 p.m. and since there is no one signed up, I will close the public hearing at 6:25 p.m.

*Based on the facts contained in the staff report and supporting evidence, Commissioner Gealy motioned to recommend approval to City Council for 14-01-ZOA Text Amendment to Kuna City zoning code, Title 5; Commissioner Gay seconds, all aye and motioned carried 4-0.*

**4. DEPARTMENT REPORTS:**

- a. The planning director asked if any of the Commissioners would be attending the employee Thanksgiving Potluck. It appears Commissioner Gay will be the only one in attendance with Commissioner Hennis and Young as a 'tentative'.

**5. CHAIRMAN / COMMISSIONER DISCUSSION:**

- a. None

**6. ADJOURNMENT:**

*Commissioner Gealy motions to adjourn at 6:27 p.m.; Commissioner Hennis Seconds, all aye and motion carried 4-0.*

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Lee Young, Chairman  
Kuna Planning and Zoning Commission

ATTEST:

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Wendy I. Howell, Planning and Zoning Director  
Kuna Planning and Zoning Department



# City of Kuna

Phone: (208) 922-5274

Fax: (208) 922-5989

Web: [www.cityofkuna.com](http://www.cityofkuna.com)

## Planning and Zoning Commission Special Meeting Staff Report

**To:** Kuna Planning and Zoning Commission

**File:** Urban Renewal District's Staff Report

**Planner:** Wendy I. Howell, PCED

**Meeting Date:** December 2, 2014

**Applicant:** City of Kuna  
PO Box 13  
Kuna, Idaho 83634

### **A. Course of Proceedings**

Idaho Code, Section 50-2008, Preparation and Approval of Plan for Urban Renewal Project states that prior to the approval of the urban renewal project, the local governing body shall submit the plan to the Planning and Zoning Commission for review and recommendations as to its conformity with the general plan for the development of the municipality as a whole. The Commission shall submit its written recommendations with respect to the proposed urban renewal plan to the City Council.

#### **a. Notifications**

- i. Agenda Posted: November 26, 2014

### **B. Applicant's Request**

#### **a. Request**

The City of Kuna is submitting its Urban Renewal Plan to the Planning and Zoning Commission for review and recommendations as to its conformity with the general plan for the development of the municipality as a whole.

### **C. Applicable Standards**

- a. Idaho Code 50-2008

### **D. Comprehensive Plan Analysis:**

The Comprehensive Plan components as described below:

#### **2.0 Private 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".*

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

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.

**3.0 Population and History** states: The average commute time for those living in Kuna is 25.9 minutes, with the City of Star slightly longer at 27.6 minutes. The Kuna commute time is well above the average of Ada County and Idaho. Although City's job opportunities are increasing, most residents travel outside Kuna to work since the majority of the employment opportunities are located in Boise. The longer commute time complemented with rising transportation costs, could have an impact on the rate of future housing growth in Kuna, and underscores the importance of creating more jobs within the City for trip capture purposes.

#### **4.0 School Facilities**

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

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

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

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

**5.0 Economic Development** states: Identifying additional commercial areas within the City as part of this Comprehensive Land Use Plan is an important first step. Implementation of the plan will be the next through establishment of new zoning districts, rezoning property, and the possible creation of an Urban Renewal District.

Policy: Support existing community agricultural businesses

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

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

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

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

Policy: Consider establishing an urban renewal district that can focus on downtown and capital facility improvement matters.

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

**6.0 Land Use states:** Grouping homes and preserving open space may minimize infrastructure costs by reducing the length of required utility type piping, roadways, and drainage systems.

Preservation of open space and small-scale agriculture operations as an interim land use.

Undeveloped lands are generally zoned agriculture. They occur as islands of unincorporated county land located within the City limits. These lands will eventually convert to more intensive land uses. These agricultural lands provide the City additional growth opportunities along with the many vacant infill lots that permeate the City.

*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.

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

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

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

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

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

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

Policy: Encourage non-motorized transportation.

## **8.0 Public Services, Facilities, and Utilities**

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

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

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

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

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

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

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

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

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

Policy: Provide pressurized irrigation to older parts of Kuna.

*Goal 5: Expand sewage capacity and explore ways to improve treatment methods to enable use of reclaimed water for irrigation purposes.*

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

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

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

## **9.0 Transportation**

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

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

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

Objective 3.2: Develop strategies to reduce travel demand.

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

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

Policy: Employ traffic calming devices in the downtown core.

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

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

## **10.0 Recreation**

Objective 1.2: Develop parks and recreational facilities that can be utilized all year around and that may be retrofitted to meet different needs as circumstances warrant.

Policy: Parks and recreational facilities should be designed accordingly to recognized safety standards.

*Goal 2: Integrate trails, bike lanes, and green systems into community life and development patterns.*

Objective 2.1: Ensure that neighborhoods have easy access to open green space, trails, and bike systems.

Objective 3.4: Provide incentives to encourage greenbelts, bike paths, and links to schools, parks, and neighborhoods.

*Goal 3: Maintain nature parks and agricultural lands as part of the City's green system.*

Objective 3.1: Ensure that development has minimal adverse impact upon environmental and agricultural lands.

*Goal 6: Develop a unified recreation plan for purpose of establishing a well-balanced recreation system to serve the entire area.*

Policy: Include bicycle and pedestrian pathways as part of the park system.

Policy: Assure park and open spaces connect with trails, walkways, bikeways, and horse paths.

*Goal 7: Create new public recreation opportunities by parkland acquisition and the expansion of recreation programs.*

Policy: Acquire land for recreational parks and facilities well in advance of the development of the area to minimize land costs and the risks of having the land converted to other uses.

Policy: Support the development of a Youth/Community Center.

Policy: Support the development of new community facilities, which would include athletic fields available for soccer, baseball, and other multi-purposes.

### **11.0 Special Areas and Sites**

*Goal 1: Protect special areas and sites of local significance for the enjoyment of present and future generations.*

Policy: Provide accessible recreation opportunities for the disabled and other segments of the community with special needs.

### **12.0 Housing**

*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.

*Goal 3: Encourage high-quality residential development.*

Objective 3.1: Encourage the development of safe and aesthetically pleasing neighborhoods.

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 trail and pathway connections between neighborhoods.

**13.0 Community Design states:** The City should consider the development of an Urban Renewal District to sponsor needed renovation in the downtown core.

*Goal 1: Strengthen the image of the City through good community and urban design principles.*

Objective 1.1: Foster good community design concepts.

Policy: Public and private facilities should be accessible to those with disabilities.

**14.0 Electric Transmission Corridors states:** Identification and acquisition of corridors and sites is the most critical need for utility planning.

**15.0 City Center states as an economic strategy:** Establish an Urban Renewal District to improve City's infrastructure.

*Goal 1: Develop a healthy and vibrant City Center that offers Kuna residents a variety of services.*

Policy: Develop open spaces, plazas, and gathering areas within the downtown to accommodate public activity.

*Goal 2: Make Kuna's City Center pedestrian friendly.*

Policy: Ensure that where pedestrian and vehicular traffic intersect the pedestrian safety interest has priority through the use of sidewalk paving material and surface textures.

**16.0 Public Safety and Emergency Preparedness** states: The City's ability to provide efficient emergency responses will depend on prompt emergency accessibility to all reaches of the City. One method of resolving emergency access impediments is the construction of more bridges across Indian Creek and the placement of overpasses to negotiate the Union Pacific rail lines.

*Goal 1: Assure the safety of roadway and public areas in an emergency event.*

Policy: Identify transportation routes for the transportation of hazardous materials.

**Note:** *Agriculture is typically located in the County but the City of Kuna has determined that agriculture is an important part of Kuna's economic makeup. Thus, statistics, data and facts on Agriculture is included throughout Kuna's Comprehensive Plan. Any relevant information pertaining to the URD is included in the sections above.*

#### **E. Staff Recommendation**

Urban Renewal District (URD) is an agency set up by the City Council to create extra revenue from property taxes to implement improvements to certain areas of the City that are deteriorating or that are in need of improvements and economic stimulation.

The URD provides for areas of the City that need to be revitalized to draw new business and to improve that areas of standard living through installation of new infrastructure, restoration and/or replacement of faulty public utilities, redevelopment of vacant lots, upgrade of buildings, streetscape, and improvements to traffic flow among other considerations is representative of items eligible for URD assistance within the district created.

URDs are funded through revenue allocation financing, which comes from taxes but does not involve tax levy increases.

The way the financing occurs: the total tax value of all the properties in the district created is determined and that value forms a cap that is in place for a set period. As taxable property values within the district increase above the set cap, the excess revenue goes to the URD to fund public redevelopment projects.

In essence, this is a reciprocal funding process, where the URD gets funds from its districts' tax base and then those funds are redistributed directly back into that district in the form of urban renewal projects. It may take some time for the district money to accumulate so the URD can also issue low interest tax-exempt bonds to fund projects in the interim. The idea is to include land into the district that will increase in value.

The City's comprehensive land use plan is a document that reflects on the community's views and values, providing guidance, and actions the City should pursue. The guidance and direction the Plan offers is crafted in terms of goals and objectives and intended to address the community's public health, safety, morals, and welfare.

Staff has reviewed the Urban Renewal Plan which appears to be consistent with the City's Comprehensive Land Use Plan and Future Land Use Map.

**G. Proposed Findings of Fact**

Based on the evidence presented on December 2, 2014:

- Kuna Planning and Zoning Commission find that the Urban Renewal Plan appears to generally comply with the City's Comprehensive Plan and Future Land Use Map.
- Kuna Planning and Zoning Commission find that Urban Renewal Plan appears to generally comply with Kuna's Comprehensive Future Land Use Map.
- Kuna Planning and Zoning Commission find the Urban Renewal Plan appears to be consistent with the City's Comprehensive Plan.
- Kuna Planning and Zoning Commission find the URD appropriate as a means to promote the public health, safety, morals, and general welfare.

**H. Proposed Conclusions of Law**

- The City of Kuna has properly noticed the Planning and Zoning Commission's public hearing on November 26, 2014.
- The proposed Urban Renewal Plan appears to be harmonious with the City's Comprehensive Land Use Plan.
- The proposed Urban Renewal Plan appears not to be detrimental to the health, safety, and general welfare of the public.

**F. Proposed Motion**

*Note: This proposed motion is to recommend approval or denial said request. However, if you wish to add any recommended conditions to the plan, those would need to be specified.*

- Based on the facts outlined in the staff report, testimony (If any), and the supporting evidence, I move to recommend (approval or denial) to the proposed Urban Renewal Plan in conformance with Idaho Code 50-2008.

# **KUNA URBAN RENEWAL AREA PLAN**

## **OVERVIEW**

An Urban Renewal Area Plan, and this plan in particular, is designed to identify and renew blighted and deteriorating areas and/or identify transition areas which are in the process of or may become blighted and deteriorating areas unless the area is renewed by providing basic elements of infrastructure, elements transportation to serve the driving, biking and walking public, places of beauty and personal renewal, active recreational areas such as greenbelts and athletic fields, public buildings and the removal of hazardous, deteriorated or blighted structures.

In order to accomplish these noble purposes, it has long been understood that:

1. Deteriorated areas have a deleterious effect beyond the boundaries of the present deterioration and the areas tend to grow unless addressed early;
2. Economic vitality and interest generally has the most powerful impact in, adjacent to and in the general vicinity of a deteriorating area to controlling its expansion and ultimately renewing or removing it.
3. The impediment of a missing, limited or deficient infrastructure must be amended, as it most readily discourages the power, interest and investment of private enterprise;
4. The impediment of a deficient transportation network is next most important in discouraging the power, interest and investment of private enterprise; and
5. Finally, when the economic engine is running efficiently and well, the citizenry need pleasant and useful places of personal development and renewal.

It should be noted that items 3-5 should not be so rigidly programmed that all of Type 3 projects should be finished before any Type 5 projects are commenced. However, it is critical to the success of a plan that the foundation investment in infrastructure is predominately in place first, followed by transportation and capped with places of renewal and recreation. This plan will mingle a few Type 4 and Type 5 projects in the early part of the plan in proportions that do not cripple the financial mechanism that nourishes the whole plan.

## **DETERIORATED AND DETERIORATING AREAS**

This plan recognizes the existence of two deteriorated or deteriorating areas within the corporate limits of the City of Kuna and which are also within the boundaries of the proposed revenue allocation area. The land use of these areas are primarily residential or "in-transition" from residential to low end business. It is feared that the deteriorated or deteriorating conditions of these two areas not only distresses the value and desirability of these areas, but has a detrimental effect on adjacent areas.

1. Orchard Area - This area lies within in a neighborhood bounded by Linder Road on the west, 4<sup>th</sup> Street on the north, Avalon on the south and Kay Street on the east. The borders and southeast corner of this area remain viable and well maintained but the interior suffers from missing, under-sized or deteriorated sidewalks; lack of pressurized irrigation and unmaintained yards;

aging and dilapidated structures; run-down out-buildings; missing drainage facilities; poorly maintained rental units and an inordinate number of what appear to be sub-standard manufactured housing units on temporary foundations. Inter-mingled in the deteriorated areas are well-kept structures and yards.

This area appears to be a good location for renewal by the addition of or replacement with adequate sized sidewalks, the installation of pressurized irrigation facilities where missing, the installation of drainage facilities such as seepage beds and curbs and the removal of un-renewable structures.

2. Stagecoach Area – This area is bounded on the north by the railroad, on the south by Stagecoach Road, on the west by the Idaho Power sub-station and on the east by the Pioneer Cemetery. The area lacks sidewalk, public sewer service and pressurized irrigation. There is a blighted mobile home park, other dilapidated structures and open areas collecting stumps, abandoned vehicles and other unsightly waste. There has been intermittent effort to maintain the Pioneer Cemetery but it looks as if an infusion of capital could more appropriately dignify and preserve the final resting place of the City's original settlers.

This area appears to be a good location for renewal by the addition of adequate sized sidewalks, the installation of pressurized irrigation facilities, the installation of public sewer and the removal of un-renewable structures.

### **AREAS INCLUDED IN DISTRICT**

The deteriorating and deteriorated areas identified in this plan are intended to be renewed while largely maintaining their present land uses. Consequently, it is not expected that the taxes from the incremental increase in property value within the blighted areas only, will be sufficient to fund the needed improvements. Transition areas from agriculture to residential use or from agriculture to business and industrial use are included in the revenue allocation area that are sufficient to fund renewal projects for the blighted areas as well as necessary infrastructure for the transition areas.

### **AREAS TO BE ADDED TO DISTRICT**

This plan preserves the possibility of expanding the revenue allocation area boundaries consistent with state code on one occasion if it is later determined that it would be in the public's interest to add other contiguous blighted areas or to support other valuable development. Any increase is limited to 10% or less of the original revenue allocation area and the total of the base valuations shall not exceed at any time ten percent (10%) of the current assessed valuation of all taxable property within the municipality.

### **AMENDING THE PLAN**

Restate code.

## **SEWER PROJECTS**

### **Indian Creek Project**

1. ***Don Young Regional Sewer Lift Station:*** \$450,000  
Located east of Messmer property at Indian Creek:  
Serves KURA area east of lift station and between Indian Creek and Teed Lateral.
2. ***Indian Creek/New York Canal Sewer Trunk Line:*** 5850 LF, \$670,000  
Located from Orchard L.S. on north bank of Indian Creek eastward to Locust Grove:  
Serves KURA area east of lift station and between Indian Creek and Teed Lateral.
3. ***Sailer Place Sewer Main:*** 1800 LF, \$198,000  
Located in Sailer Place from Indian Creek to East Avalon Street:  
Serves KURA area south of Teed Lateral and north of Indian Creek from Kay to Stroebel.
4. ***Stroebel Road Sewer Main:*** 1300 LF, \$143,000  
Located in Stroebel Road from Indian Creek to Kuna Road:  
Serves KURA area south of Teed Lateral and north of Indian Creek from Stroebel to Locust Grove.
5. ***Old Indian Creek Sewer Trunk line:*** 9700 LF, \$1,200,000  
Located in ancient Indian Creek Drainage from new Indian Creek to Kuna-Mora Road:  
Serves KURA area south of Mora Canal from Locust Grove to Cloverdale.

**TOTAL \$2,661,000**

### **Mason Creek Project**

1. ***Lake Hazel Regional Lift Station:*** \$550,000  
Located where Mason Creek Drain crosses Lake Hazel Road;  
Serves KURA areas in Mason Creek Drainage plus south of Kuna-Mora Road and east of Cloverdale Road.
2. ***Ten Mile Sewer Force Main:*** 1800 LF, \$108,000  
Located in Ten Mile Road from Lake Hazel LS to NWWTP;  
Serves KURA areas in Mason Creek Drainage plus south of Kuna-Mora Road and east of Cloverdale Road.
3. ***Durrant-to-Linder Sewer Trunk:*** 6400 LF, \$768,000  
Located in the vicinity of Mason Creek Drain from Lake Hazel to Linder Road Crossings;  
Serves KURA areas in the Mason Creek Drainage and also an area south of Kuna-Mora Road and east of Cloverdale Road.
4. ***Springhill-to-Hwy 69 Sewer Trunk:*** 8100 LF, \$972,000  
Located in the vicinity of Mason Creek Drain from Linder Road to Hwy 69 Crossings;  
Serves KURA areas in Mason Creek Drainage east of Linder Road and also an area south of Kuna-Mora Road and east of Cloverdale Road.
5. ***Hwy 69-to-Hubbard Road Sewer Trunk and Crossing:*** 4600 LF, \$752,000  
Located in the vicinity of Mason Creek Drain from Hwy 69 to Deer Flat Road;  
Serves KURA area east of Hwy 69 and north of Hubbard Road and also an area south of Kuna-Mora Road and east of Cloverdale Road.
6. ***Linder Interim Lift Station:*** \$250,000

Located at Mason Creek crossing of Linder Road

Serves KURA areas in Mason Creek Drainage east of Linder Road and also an area south of Kuna-Mora Road and east of Cloverdale Road.

7. **Lake Hazel Sewer Trunk:** 5200 LF, \$572,000

Located in Lake Hazel Road from Lake Hazel Lift Station to Linder Road;

Serves KURA area north of Lake Hazel Road, also area in Mason Creek Drainage east of Linder Road and also an area south of Kuna-Mora Road and east of Cloverdale Road.

8. **Linder Interim Force Main:** 2400 LF, \$144,000

Located in Linder Road from Linder Interim Lift Station to Lake Hazel Sewer Trunk

Serves KURA areas in Mason Creek Drainage east of Linder Road and also an area south of Kuna-Mora Road and east of Cloverdale Road.

9. **Hwy 69 Interim Lift Station:** \$250,000

Located along Mason Creek east of Hwy 69;

Serves KURA area east of Hwy 69 and north of Hubbard Road and also an area south of Kuna-Mora Road and east of Cloverdale Road.

10. **Hwy 69 Interim Force Main and Hwy Crossing:** 6100 LF, \$466,000

Located from Hwy 69 Interim Lift Station south to Hubbard Road and in Hubbard Road west to Timbermist Subdivision;

Serves KURA area east of Hwy 69 and north of Hubbard Road and also an area south of Kuna-Mora Road and east of Cloverdale Road.

11. Columbia: Mason Creek-to-Baptist College Sewer Main

12. Linder: Mason Creek-to-Linder LDS Sewer Main

**TOTAL \$4,832,000**

### Profile Project

1. **Profile Lift Station and Highway Crossing:** \$350,000

Located east of Hwy 69 on Profile Drain;

Serves KURA east of Hwy 69, south of Deer Flat and north of Teed Lateral.

2. **Profile LS-to-Teed Sewer Main:** 3800 LF, \$380,000

Located from Profile Lift Station to Teed Lateral;

Serves KURA east of Hwy 69, south of Deer Flat and north of Teed Lateral.

3. **Profile LS-to-Deer Flat Ridge Sewer Main:** 2900 LF, \$290,000

Located from Profile Lift Station north to Deer Flat and east to Kuna Canal;

Serves KURA east of Hwy 69, south of Kuna Canal and north of Profile Lift Station.

4. **Swan Falls LS and Sewer Main: 2700 LF, Swan Falls LS and Sewer Main:** 2700 LF, \$397,000

Located in Swan Falls and Stage Coach;

Serves deteriorated area south of tracks.

**TOTAL \$1,417,000**

### Cloverdale Project

1. **Hubbard Road-to-Deer Flat Sewer Trunk:** 7200 LF, \$864,000  
Located in the vicinity of Mason Creek Drain from Hubbard Road to Deer Flat Road;  
Serves KURA area south of Kuna-Mora Road and east of Cloverdale Road.
2. **Deer Flat, Eagle, Kuna Sewer Trunk and 2 Canal Crossings:** 13,300 LF, \$1,871,000  
Located in the right-of-way of Deer Flat Road from Mason Creek intercept to Eagle Road, in  
Eagle Road from Deer Flat to Kuna Road and in Kuna Road from Eagle Road to Cloverdale Road;  
Serves KURA area south of Kuna-Mora Road and east of Cloverdale Road.
3. **Cloverdale Sewer Force Main and UPRR Crossing:** 14,400 LF, \$1,014,000  
Located in the right-of-way of Cloverdale Road from Eagle Road to south of UPRR at Cloverdale  
Lift Station;  
Serves KURA area south of Kuna-Mora Road and east of Cloverdale Road.
4. **Cloverdale Lift Station:** \$250,000  
Located south of Cloverdale crossing of UPRR  
Serves KURA area south of Kuna-Mora Road and east of Cloverdale Road.
5. **Deer Flat Interim Lift Station:** \$250,000  
Located at Mason Creek intercept of Deer Flat Road;  
Serves KURA area south of Kuna-Mora Road and east of Cloverdale Road.
6. **Deer Flat Sewer Force Main:** 10,100 LF, \$606,000  
Located in the right-of-way of Deer Flat Road from lift station to Locust Grove, in Locust Grove  
from Deer Flat to Hubbard and in Hubbard from Locust Grove to Mason Creek crossing of  
Hubbard;  
Serves KURA area south of Kuna-Mora Road and east of Cloverdale Road.

**TOTAL \$4,855,000**

#### **Danskin Project**

1. **Ten Mile Rd: Prospector LS-to-Crenshaw Sewer Trunk:** 3600 LF, \$396,000  
Located from Prospector Lift Station to Ten Mile Road and thence north to Crenshaw;  
Serves KURA area consisting of Kuna Alternative School.
2. **Linder: Hubbard LS-to-Deerhorn Sewer Trunk:** 4400 LF, \$528,000  
Located from Hubbard Lift Station to Linder, thence north to Deer Flat, thence west to Deerhorn  
Trunk;  
Serves Hubbard Elementary, Seventh Day Adventist Church, Mellin Property and Baptist Church.
3. **Ardell: BOP LS-to-Arbor Sewer Trunk:** 1400 LF, \$168,000  
Located from Birds of Prey Lift Station to Deerhorn Trunk sewer;  
Serves Profile Ridge Subdivision and Profile Ridge project east of Hwy 69.

**TOTAL \$1,092,000**

#### **WATER PROJECTS**

##### **Mason Creek Project**

1. **Linder: Columbia-to-Lake Hazel Water Trunk:** 5300 LF, \$398,000
2. **Lake Hazel: Linder-to-Ten Mile Water Trunk:** 5300 LF, \$398,000

3. **Ten Mile: Lake Hazel-to-NWWTP Water Trunk:** 1600 LF, \$120,000
4. **Columbia: Linder-to-Hwy 69 Water Trunk and Hwy Crossing:** 5300 LF, \$498,000
5. **Hubbard: Greyhawk-to-Patagonia Subdivision and Crossing:** 3700 LF, \$378,000
6. **Napa Vineyards Well:** \$800,000
7. **Arbor Ridge Park Well:** \$800,000

**TOTAL \$3,392,000**

#### **Profile Project**

1. **Deer Flat: Ridleys-to-Hwy 69 Water Trunk and Hwy Crossing:** 900LF, \$168,000
2. **Hwy 69: Ridleys-to-Avalon Water Trunk (west side):** 4000 LF, \$300,000
3. **Hwy 69: Deer Flat-to-Avalon Water Trunk (east side):** 5300 LF, \$398,000
4. **Avalon: Sunbird-to-Hwy 69 Water Trunk (north side):** 2100 LF, \$158,000
5. **Kuna Rd: Hwy 69-to-Stroebe Water Trunk:** 2700 LF, \$203,000
6. **Meadow View: Tomorrow-to-Stroebe:** 2700 LF, \$203,000
7. **Deer Flat Well:** \$800,000

**TOTAL \$2,230,000**

#### **Cloverdale Project**

1. **Five Mile Well:** \$800,000
2. **Anderson Well:** \$800,000
3. **Five Mile-to-Anderson/Cloverdale Water Trunk:** 5300 LF, \$398,000

**TOTAL \$1,998,000**

### **IRRIGATION PROJECTS**

#### **Mason Creek Project**

1. **Water's Edge Pump Station and Basin:** \$600,000
2. **Danskin Ridge Pump Station:** \$300,000
3. **Chapparosa Storage Basin and Retrofit:** \$300,000
4. **NWWTP Reuse Station:** \$1,000,000
5. **Ten Mile: NWWTP-to-Mason Creek PI Trunk:** 7100 LF, \$533,000
6. **Columbia: Ten Mile-to-Hwy 69 PI Trunk and Hwy Crossing:** 10,700 LF, \$903,000
7. **Linder: Lake Hazel-to-Hubbard PI Trunk:** 10,700 LF, \$803,000

**TOTAL \$4,439,000**

#### **Profile Project**

1. **Avalon: Sunbird-to-Stroebel PI Trunk:** 2600 lf, \$195,000
2. **Kay/Deer Flat - Boise-to-Ridleys Flat PI Trunk:** 4500 LF, \$338,000
3. **Meadow View: Tomorrow-to-Stroebel PI Trunk:** 5300 LF, \$398,000
4. **2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, Orchard Area PI Mains:** 8500 LF, \$638,000
5. **Swan Falls: Shortline to Sunbeam and Stage Coach PI Main:** 3300 LF, \$248,000

**TOTAL \$1,817,000**

#### **TRANSPORTATION PROJECTS**

1. **2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, Orchard Area Side Walks:** 9900 LF, \$179,000
2. **Swan Falls/Shortline Sidewalks:** 6500 LF, \$117,000
3. **Kay-Avalon Signal:** \$1,100,000
4. **Kay-Deer Flat Signal:** \$1,100,000
5. **Hwy 69-Kuna Signal:** \$1,100,000
6. **Columbia-Ten Mile Roundabout:** \$1,200,000
7. **Hwy 69-to-UPRR-to-King Extension and Bridge:** 7200 LF, \$2,940,000
8. **King-Cloverdale Roundabout:** \$1,200,000
9. **Cloverdale-Kuna Mora Roundabout:** \$1,200,000
10. **Eagle-King Roundabout:** \$1,200,000
11. **Cloverdale: King-to-Anderson Widening:** 3800 LF, \$760,000

**TOTAL \$12,096,000**

#### **PLEASANT PLACES PROJECTS**

1. Meadow View Athletic Complex
2. Wilma Stroebel Thornton Athletic Complex
3. Skate Park Parking
4. Enhanced Entrance to Park from Main Street

#### **PUBLIC BUILDINGS AND FACILITIES**

1. City Hall on 2<sup>nd</sup> Street
2. Parking Lot on 2<sup>nd</sup> Street
3. Swan Falls Parking Lot
4. Sidewalk on Main-Swan Falls Frontage
5. Avenue E Cul-de-sac



# **KUNA URBAN RENEWAL AREA PLAN**

## **OVERVIEW**

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manufactured housing units on temporary foundations. Inter-mingled in the deteriorated areas are well-kept structures and yards.

This area appears to be a good location for renewal by the addition of or replacement with adequate sized sidewalks, the installation of pressurized irrigation facilities where missing, the installation of drainage facilities such as seepage beds and curbs and the removal of un-renewable structures.

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### **AREAS INCLUDED IN DISTRICT**

The deteriorating and deteriorated areas identified in this plan are intended to be renewed while largely maintaining their present land uses. Consequently, it is not expected that the taxes from the incremental increase in property value within the blighted areas only will be sufficient to fund the needed improvements. Transition areas from agriculture to residential use or from agriculture to business and industrial use are included in the revenue allocation area that are sufficient to fund renewal projects for the blighted areas as well as necessary infrastructure for the transition areas.

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### **AMENDING THE PLAN**

The requirements for amending this plan, once approved, are the same as adopting it in the first instance. The Planning and Zoning Commission must evaluate the amended Urban Renewal Area Plan for compliance with the City Comprehensive Plan and provide a recommendation to the Council. The City Council considers the recommendation of the Commission in acting on adoption of the amended plan.

## **SEWER PROJECTS**

### **Indian Creek Project**

1. ***Don Young Regional Sewer Lift Station:*** \$450,000  
Located east of Messmer property at Indian Creek:  
Serves KURA area east of lift station and between Indian Creek and Teed Lateral.
2. ***Indian Creek/New York Canal Sewer Trunk Line:*** 5850 LF, \$670,000  
Located from Orchard L.S. on north bank of Indian Creek eastward to Locust Grove:  
Serves KURA area east of lift station and between Indian Creek and Teed Lateral.
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Located in Sailer Place from Indian Creek to East Avalon Street:  
Serves KURA area south of Teed Lateral and north of Indian Creek from Kay to Stroebel.
4. ***Stroebel Road Sewer Main:*** 1300 LF, \$143,000  
Located in Stroebel Road from Indian Creek to Kuna Road:  
Serves KURA area south of Teed Lateral and north of Indian Creek from Stroebel to Locust Grove.
5. ***Old Indian Creek Sewer Trunk line:*** 9700 LF, \$1,200,000  
Located in ancient Indian Creek Drainage from new Indian Creek to Kuna-Mora Road:  
Serves KURA area south of Mora Canal from Locust Grove to Cloverdale.

**TOTAL \$2,661,000**

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1. ***Lake Hazel Regional Lift Station:*** \$550,000  
Located where Mason Creek Drain crosses Lake Hazel Road;  
Serves KURA areas in Mason Creek Drainage plus south of Kuna-Mora Road and east of Cloverdale Road.
2. ***Ten Mile Sewer Force Main:*** 1800 LF, \$108,000  
Located in Ten Mile Road from Lake Hazel LS to NWWTP;  
Serves KURA areas in Mason Creek Drainage plus south of Kuna-Mora Road and east of Cloverdale Road.
3. ***Durrant-to-Linder Sewer Trunk:*** 6400 LF, \$768,000  
Located in the vicinity of Mason Creek Drain from Lake Hazel to Linder Road Crossings;  
Serves KURA areas in the Mason Creek Drainage and also an area south of Kuna-Mora Road and east of Cloverdale Road.
4. ***Springhill-to-Hwy 69 Sewer Trunk:*** 8100 LF, \$972,000  
Located in the vicinity of Mason Creek Drain from Linder Road to Hwy 69 Crossings;  
Serves KURA areas in Mason Creek Drainage east of Linder Road and also an area south of Kuna-Mora Road and east of Cloverdale Road.
5. ***Hwy 69-to-Hubbard Road Sewer Trunk and Crossing:*** 4600 LF, \$752,000  
Located in the vicinity of Mason Creek Drain from Hwy 69 to Deer Flat Road;  
Serves KURA area east of Hwy 69 and north of Hubbard Road and also an area south of Kuna-Mora Road and east of Cloverdale Road.
6. ***Linder Interim Lift Station:*** \$250,000  
Located at Mason Creek crossing of Linder Road

Serves KURA areas in Mason Creek Drainage east of Linder Road and also an area south of Kuna-Mora Road and east of Cloverdale Road.

7. **Lake Hazel Sewer Trunk:** 5200 LF, \$572,000

Located in Lake Hazel Road from Lake Hazel Lift Station to Linder Road;

Serves KURA area north of Lake Hazel Road, also area in Mason Creek Drainage east of Linder Road and also an area south of Kuna-Mora Road and east of Cloverdale Road.

8. **Linder Interim Force Main:** 2400 LF, \$144,000

Located in Linder Road from Linder Interim Lift Station to Lake Hazel Sewer Trunk

Serves KURA areas in Mason Creek Drainage east of Linder Road and also an area south of Kuna-Mora Road and east of Cloverdale Road.

9. **Hwy 69 Interim Lift Station:** \$250,000

Located along Mason Creek east of Hwy 69;

Serves KURA area east of Hwy 69 and north of Hubbard Road and also an area south of Kuna-Mora Road and east of Cloverdale Road.

10. **Hwy 69 Interim Force Main and Hwy Crossing:** 6100 LF, \$466,000

Located from Hwy 69 Interim Lift Station south to Hubbard Road and in Hubbard Road west to Timbermist Subdivision;

Serves KURA area east of Hwy 69 and north of Hubbard Road and also an area south of Kuna-Mora Road and east of Cloverdale Road.

11. **Columbia: Mason Creek-to-Hwy 69 Sewer Main:** 2200 LF, \$242,000

12. **Linder: Mason Creek-to-Kuna Canal Sewer Main:** 5300 LF, \$583,000

**TOTAL \$5,657,000**

### **Profile Project**

1. **Profile Lift Station and Highway Crossing:** \$350,000

Located east of Hwy 69 on Profile Drain;

Serves KURA east of Hwy 69, south of Deer Flat and north of Teed Lateral.

2. **Profile LS-to-Teed Sewer Main:** 3800 LF, \$380,000

Located from Profile Lift Station to Teed Lateral;

Serves KURA east of Hwy 69, south of Deer Flat and north of Teed Lateral.

3. **Profile LS-to-Deer Flat Ridge Sewer Main:** 2900 LF, \$290,000

Located from Profile Lift Station north to Deer Flat and east to Kuna Canal;

Serves KURA east of Hwy 69, south of Kuna Canal and north of Profile Lift Station.

4. **Swan Falls LS and Sewer Main: 2700 LF, Swan Falls LS and Sewer Main:** 2700 LF, \$397,000

Located in Swan Falls and Stage Coach;

Serves deteriorated area south of tracks.

**TOTAL \$1,417,000**

### **Cloverdale Project**

1. **Hubbard Road-to-Deer Flat Sewer Trunk:** 7200 LF, \$864,000

Located in the vicinity of Mason Creek Drain from Hubbard Road to Deer Flat Road;

Serves KURA area south of Kuna-Mora Road and east of Cloverdale Road.

2. **Deer Flat, Eagle, Kuna Sewer Trunk and 2 Canal Crossings:** 13,300 LF, \$1,871,000  
Located in the right-of-way of Deer Flat Road from Mason Creek intercept to Eagle Road, in Eagle Road from Deer Flat to Kuna Road and in Kuna Road from Eagle Road to Cloverdale Road; Serves KURA area south of Kuna-Mora Road and east of Cloverdale Road.
3. **Cloverdale Sewer Force Main and UPRR Crossing:** 14,400 LF, \$1,014,000  
Located in the right-of-way of Cloverdale Road from Eagle Road to south of UPRR at Cloverdale Lift Station;  
Serves KURA area south of Kuna-Mora Road and east of Cloverdale Road.
4. **Cloverdale Lift Station:** \$250,000  
Located south of Cloverdale crossing of UPRR  
Serves KURA area south of Kuna-Mora Road and east of Cloverdale Road.
5. **Deer Flat Interim Lift Station:** \$250,000  
Located at Mason Creek intercept of Deer Flat Road;  
Serves KURA area south of Kuna-Mora Road and east of Cloverdale Road.
6. **Deer Flat Sewer Force Main:** 10,100 LF, \$606,000  
Located in the right-of-way of Deer Flat Road from lift station to Locust Grove, in Locust Grove from Deer Flat to Hubbard and in Hubbard from Locust Grove to Mason Creek crossing of Hubbard;  
Serves KURA area south of Kuna-Mora Road and east of Cloverdale Road.

**TOTAL \$4,855,000**

#### **Danskin Project**

1. **Ten Mile Rd: Prospector LS-to-Crenshaw Sewer Trunk:** 3600 LF, \$396,000  
Located from Prospector Lift Station to Ten Mile Road and thence north to Crenshaw;  
Serves KURA area consisting of Kuna Alternative School.
2. **Linder: Hubbard LS-to-Deerhorn Sewer Trunk:** 4400 LF, \$528,000  
Located from Hubbard Lift Station to Linder, thence north to Deer Flat, thence west to Deerhorn Trunk;  
Serves Hubbard Elementary, Seventh Day Adventist Church, Mellin Property and Baptist Church.
3. **Ardell: BOP LS-to-Arbor Sewer Trunk:** 1400 LF, \$168,000  
Located from Birds of Prey Lift Station to Deerhorn Trunk sewer;  
Serves Profile Ridge Subdivision and Profile Ridge project east of Hwy 69.

**TOTAL \$1,092,000**

#### **WATER PROJECTS**

##### **Mason Creek Project**

1. **Linder: Columbia-to-Lake Hazel Water Trunk:** 5300 LF, \$398,000
2. **Lake Hazel: Linder-to-Ten Mile Water Trunk:** 5300 LF, \$398,000
3. **Ten Mile: Lake Hazel-to-NWWTP Water Trunk:** 1600 LF, \$120,000
4. **Columbia: Linder-to-Hwy 69 Water Trunk and Hwy Crossing:** 5300 LF, \$498,000
5. **Hubbard: Greyhawk-to-Patagonia Subdivision and Crossing:** 3700 LF, \$378,000
6. **Napa Vineyards Well:** \$800,000
7. **Arbor Ridge Park Well:** \$800,000

**TOTAL \$3,392,000**

**Profile Project**

1. **Deer Flat: Ridleys-to-Hwy 69 Water Trunk and Hwy Crossing:** 900LF, \$168,000
2. **Hwy 69: Ridleys-to-Avalon Water Trunk (west side):** 4000 LF, \$300,000
3. **Hwy 69: Deer Flat-to-Avalon Water Trunk (east side):** 5300 LF, \$398,000
4. **Avalon: Sunbird-to-Hwy 69 Water Trunk (north side):** 2100 LF, \$158,000
5. **Kuna Rd: Hwy 69-to-Stroebe Water Trunk:** 2700 LF, \$203,000
6. **Meadow View: Tomorrow-to-Stroebe:** 2700 LF, \$203,000
7. **Deer Flat Well:** \$800,000

**TOTAL \$2,230,000**

**Cloverdale Project**

1. **Five Mile Well:** \$800,000
2. **Anderson Well:** \$800,000
3. **Five Mile-to-Anderson/Cloverdale Water Trunk:** 5300 LF, \$398,000

**TOTAL \$1,998,000**

**IRRIGATION PROJECTS**

**Mason Creek Project**

1. **Water's Edge Pump Station and Basin:** \$600,000
2. **Danskin Ridge Pump Station:** \$300,000
3. **Chapparosa Storage Basin and Retrofit:** \$300,000
4. **NWWTP Reuse Station:** \$1,000,000
5. **Ten Mile: NWWTP-to-Mason Creek PI Trunk:** 7100 LF, \$533,000
6. **Columbia: Ten Mile-to-Hwy 69 PI Trunk and Hwy Crossing:** 10,700 LF, \$903,000
7. **Linder: Lake Hazel-to-Hubbard PI Trunk:** 10,700 LF, \$803,000

**TOTAL \$4,439,000**

**Profile Project**

1. **Avalon: Sunbird-to-Stroebe PI Trunk:** 2600 lf, \$195,000
2. **Kay/Deer Flat - Boise-to-Ridleys Flat PI Trunk:** 4500 LF, \$338,000
3. **Meadow View: Tomorrow-to-Stroebe PI Trunk:** 5300 LF, \$398,000
4. **2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, Orchard Area PI Mains:** 8500 LF, \$638,000
5. **Swan Falls: Shortline to Sunbeam and Stage Coach PI Main:** 3300 LF, \$248,000

**TOTAL \$1,817,000**

## TRANSPORTATION PROJECTS

1. **2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, Orchard Area Side Walks:** 9900 LF, \$179,000
2. **Swan Falls/Shortline Sidewalks:** 6500 LF, \$117,000
3. **Kay-Avalon Signal:** \$1,100,000
4. **Kay-Deer Flat Signal:** \$1,100,000
5. **Hwy 69-Kuna Signal:** \$1,100,000
6. **Columbia-Ten Mile Roundabout:** \$1,200,000
7. ~~Hwy 69 to UPRR to King Extension and Bridge:~~ 7200 LF, \$2,940,000
8. ~~King-Cloverdale Roundabout:~~ \$1,200,000
9. ~~Cloverdale Kuna Mora Roundabout:~~ \$1,200,000
10. ~~Eagle King Roundabout:~~ \$1,200,000
11. ~~Cloverdale: King to Anderson Widening:~~ 3800 LF, \$760,000

**TOTAL \$4,796,000**

## PLEASANT PLACES PROJECTS

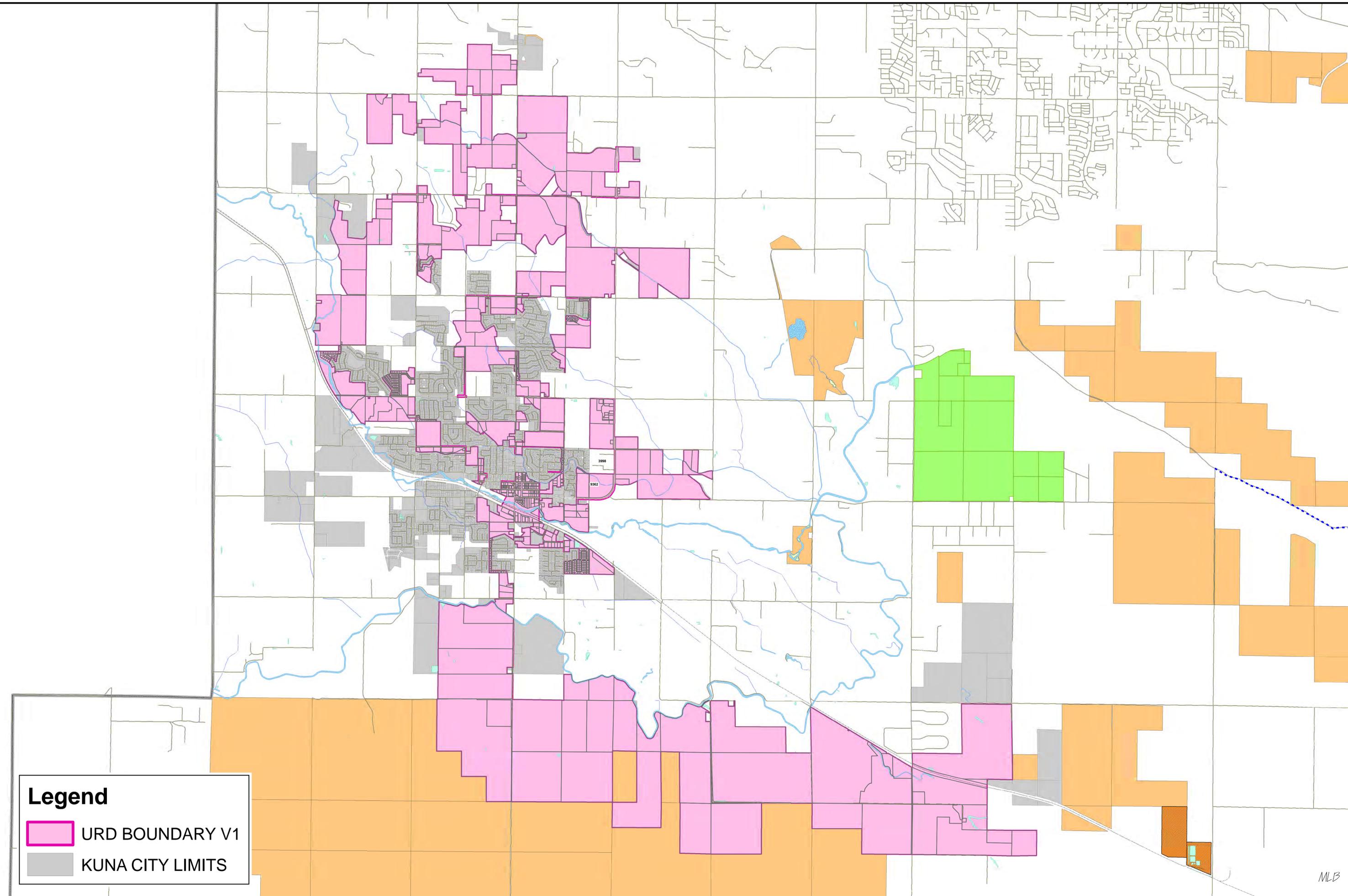
1. **Meadow View Athletic Complex:** \$120,000
2. **Kuna Road Area ~~Wilma Stroebe~~ Thornton Athletic Complex:** \$240,000
3. ~~Skate Park Parking~~
4. ~~Enhanced Entrance to Park from Main Street~~

**TOTAL \$360,000**

## PUBLIC BUILDINGS AND FACILITIES

1. ~~City Hall on 2<sup>nd</sup> Street~~
2. **Parking Lot on 2<sup>nd</sup> Street:** \$500,000
3. **Swan Falls Parking Lot:** \$120,000
4. **Sidewalk on Main-Swan Falls Frontage:** \$40,000
5. **Avenue E Cul-de-sac:** \$30,000

**TOTAL \$690,000**



**Legend**

- URD BOUNDARY V1
- KUNA CITY LIMITS



# City of Kuna

Phone: (208) 922-5274

Fax: (208) 922-5989

Web: www.cityofkuna.com

## Planning and Zoning Commission Special Meeting Staff Report

**To:** Kuna Planning and Zoning Commission

**File:** Urban Renewal District's Staff Report

**Planner:** Wendy I. Howell, PCED

**Meeting Date:** December 2, 2014

**Applicant:** City of Kuna  
PO Box 13  
Kuna, Idaho 83634

### **A. Course of Proceedings**

Idaho Code, Section 50-2008, Preparation and Approval of Plan for Urban Renewal Project states that prior to the approval of the urban renewal project, the local governing body shall submit the plan to the Planning and Zoning Commission for review and recommendations as to its conformity with the general plan for the development of the municipality as a whole. The Commission shall submit its written recommendations with respect to the proposed Urban Renewal Area Plan (URAP) to the City Council.

#### **a. Notifications**

- i. Agenda Posted: November 26, 2014

### **B. Applicant's Request**

#### **a. Request**

The City of Kuna is submitting its URAP to the Planning and Zoning Commission for review and recommendations as to its conformity with the general plan for the development of the municipality as a whole.

### **C. Applicable Standards**

- a. Idaho Code 50-2008

### **D. Comprehensive Plan Analysis:**

The Comprehensive Plan components as described below:

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

- 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.

*Analysis: The Urban Renewal Area Plan fosters infrastructure investments which assist with essential services. Frequent legislative policy changes create uncertainty. By adopting, the Urban Renewal Area Plan will ensure property owners a degree of certainty for the future plans of the City of Kuna. Where possible, infrastructure is located in public right-of-way, and in other instances, proposes the purchase of needed right-of-way. In no instance does the plan propose the taking of property without just compensation in accordance with law.*

**3.0 Population and History** states: The average commute time for those living in Kuna is 25.9 minutes, with the City of Star slightly longer at 27.6 minutes. The Kuna commute time is well above the average of Ada County and Idaho. Although Kuna’s job opportunities are increasing, most residents travel outside Kuna to work since the majority of employment opportunities center around Boise’s urban core. The longer commute time complemented with rising transportation costs, could have an impact on the rate of future housing growth in Kuna, and underscores the importance of creating more jobs within the City for trip capture purposes.

*Analysis: The Kuna Urban Renewal Area Plan identifies transportation, infrastructure, public buildings and facilities, active recreational areas, and redevelopment of deteriorating areas that are planned to accommodate future growth. These projects are necessary in order to promote community growth. A significant portion of the projects in the plan are to serve planned commercial and industrial areas to provide employment and retail services locally to reduce long distance commuting.*

#### **4.0 School Facilities**

- *Goal 3: Ensure that the location of school facilities is incorporated into the long-range comprehensive planning process so that schools may serve as the neighborhood focal point.*
- Policy: Ensure residential developments have features that provide safe access to schools.
- *Goal 4: Provide safe and convenient access to schools.*
- Policy: Establish safe bicycle and pedestrian routes to school sites.

*Analysis: The URAP identifies areas and projects in the vicinity of Kuna Schools in need of transportation improvements in order to accommodate existing traffic and future. There are areas within the corporate city limits which need to either add missing or replace damaged sidewalks to make it safe for the passage of students walking to and from school or to improve intersections for the safe passage of student pedestrians.*

**5.0 Economic Development** states: Identifying additional commercial areas within the City as part of this Comprehensive Land Use Plan is an important first step. Implementation of the plan will be the next step through establishment of new zoning districts, rezoning property, and the potential creation of an Urban Renewal District (URD).

- Policy: Support existing community agricultural businesses.
- *Goal 1: Promote and support a diverse and sustainable economy that will allow more Kuna residents to work in their community.*
- Objective 1.5: Provide the capital and economic infrastructure that is necessary to attract top-quality employment.
- *Goal 4: Promote cooperation between businesses, City, Special Purpose Districts, County, State, and Federal Government to strengthen Kuna's economy.*
- Objective 4.1: Encourage communication between various stakeholders to establish public/private partnerships in community development matters.
- Policy: Consider establishing an URD that can focus on downtown and capital facility improvement matters.
- Objective 1.5: Provide the capital and economic infrastructure that is necessary to attract top-quality employment.

*Analysis: It was determined through numerous community meetings prior the approval of the Comprehensive Plan in 2010, that additional commercial areas within the corporate city limits need to be established in order to allow additional commercial growth. The URAP provides for areas that require infrastructure providing a catalyst for commercial growth to occur.*

**6.0 Land Use** states: Grouping homes and preserving open space may minimize infrastructure costs by reducing the length of required utility type piping, roadways, and drainage systems.

Preservation of open space and small-scale agriculture operations are considered an interim land use.

Undeveloped lands are generally zoned agriculture. They occur as islands of unincorporated county land located within the City limits. These lands will eventually convert to more intensive land uses. These agricultural lands provide the City additional growth opportunities along with the many vacant infill lots that permeate the City.

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

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

*Analysis: The Comprehensive Plan encourages and supports well-planned areas for a diverse range of business, commercial, and industrial activities to strengthen Kuna's economy. The URAP encourages infrastructure in areas that are deteriorating and in need of replacing sidewalks as the Comprehensive Plan encourages. The plan also provides infrastructure to business, commercial and industrial areas proposed in the comprehensive plan to serve the growing city population.*

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

- *Goal 1: Retain natural resources that contribute to Kuna's quality of life.*
- Policy: Provide a system of interconnecting greenways and ecological corridors that connect natural areas to open space.
- *Goal 4: Enhance the quality of the environment by conserving resources and minimizing waste.*
- Policy: Encourage non-motorized transportation.

*Analysis: The Natural Resources and Hazardous Areas section of the Comprehensive Plan states to provide interconnecting greenways that connect natural areas of open space. The URAP identifies areas where sidewalks will be constructed or repaired which encourages non-motorized transportation. Providing additional irrigation projects will assist the retention of natural resources, and contribute to places of beauty and active recreational areas.*

### **8.0 Public Services, Facilities, and Utilities**

- *Goal 1: Provide adequate services, facilities, and utilities for all City residents.*
- Objective 1.1: Plan for future growth in advance of demand for public services.
- Objective 1.2: Prepare to accommodate public service demands by coordinating the design and delivery of services with the rate and type of growth.
- .Objective 1.3: Develop funding strategies, mechanisms, and revenue sources in advance of anticipated service demands.
- Policy: Support the expansion of City facilities and staff based on projected growth.

- *Goal 3: Provide safe and adequate potable water system.*
- Policy: Provide adequate water supply and volumes of pressure for fire protection purpose.
- Policy: Upgrade and improve the water supply facilities to support future growth.
- *Goal 4: Separate irrigation water demand from the domestic water system.*
- Policy: Provide pressurized irrigation to older parts of Kuna.
- *Goal 5: Expand sewage capacity and explore ways to improve treatment methods to enable use of reclaimed water for irrigation purposes.*
- Policy: Ensure that all development within the City limits connects into the City's sanitary sewer and potable water systems.
- Policy: Continue expansion of the City's sanitary sewer systems as resources allow.
- Policy: Pursue implementation of improved treatment methods to enable use of reclaimed water for irrigation and other purposes.

*Analysis: The Urban Renewal Area Plan intentionally includes several projects in order to expand and improve infrastructure within the areas of planned and predicted development within Kuna.*

## **9.0 Transportation**

- *Goal 1: Promote and encourage bicycling and walking as transportation modes.*
- Objective 1.2: Pursue transportation financial options to implement needed road improvements.
- Policy: Explore the development of funding mechanism that can be relied upon for initiating pedestrian projects.
- Objective 3.2: Develop strategies to reduce travel demand.
- Policy: Increase Kuna's employment opportunities as a means of reducing commuter trips.
- Objective 3.3: Work with ACHD to enhance pedestrian movement in the downtown core.
- Policy: Employ traffic calming devices in the downtown core.
- Objective 3.4: Develop strategies to enhance traffic movement through Kuna.
- Policy: Require developers to provide sufficient space for off street parking for both commercial and private vehicles.

*Analysis: The Urban Renewal Area Plan is a financial tool for the City of Kuna to implement road improvements to accommodate additional pedestrian and vehicle travel capacity.*

## **10.0 Recreation**

- Objective 1.2: Develop parks and recreational facilities that can be utilized all year around and that may be retrofitted to meet different needs as circumstances warrant.
- Policy: Parks and recreational facilities should be designed accordingly to recognized safety standards.
- *Goal 2: Integrate trails, bike lanes, and green systems into community life and development patterns.*
- Objective 2.1: Ensure that neighborhoods have easy access to open green space, trails, and bike systems.
- Objective 3.4: Provide incentives to encourage greenbelts, bike paths, and links to schools, parks, and neighborhoods.
- *Goal 3: Maintain nature parks and agricultural lands as part of the City's green system.*
- Objective 3.1: Ensure that development has minimal adverse impact upon environmental and agricultural lands.
- *Goal 6: Develop a unified recreation plan for purpose of establishing a well-balanced recreation system to serve the entire area.*
- Policy: Include bicycle and pedestrian pathways as part of the park system.
- Policy: Assure park and open spaces connect with trails, walkways, bikeways, and horse paths.
- *Goal 7: Create new public recreation opportunities by parkland acquisition and the expansion of recreation programs.*
- Policy: Acquire land for recreational parks and facilities well in advance of the development of the area to minimize land costs and the risks of having the land converted to other uses.
- Policy: Support the development of a Youth/Community Center.
- Policy: Support the development of new community facilities, which would include athletic fields available for soccer, baseball, and other multi-purposes.

*Analysis: The Urban Renewal Area Plan identifies recreation and irrigation projects that will assist with creating and maintaining places of beauty and active recreational areas. The Comprehensive Plan encourages sidewalks and pathways where development is occurring. The adoption of the Urban Renewal Area Plan provides a mechanism to finance development improvements.*

### **11.0 Special Areas and Sites**

- *Goal 1: Protect special areas and sites of local significance for the enjoyment of present and future generations.*
- Policy: Provide accessible recreation opportunities for the disabled and other segments of the community with special needs.

*Analysis: The new transportation projects that add or upgrade signals, sidewalks, or roundabouts will ensure American's Disability Act is integrated in plans. The Urban Renewal Area Plan includes enhancing the entrance to Bernie Fisher Park and provides the skate park with parking. It includes redevelopment of the area near the Pioneer Cemetery. This strategy ensures that places of beauty and personal renewal will continue for generations.*

### **12.0 Housing**

- *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.
- *Goal 3: Encourage high-quality residential development.*
- Objective 3.1: Encourage the development of safe and aesthetically pleasing neighborhoods.
- 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 trail and pathway connections between neighborhoods.

*Analysis: The Comprehensive Plan strongly encourages sidewalks and pathways where development is occurring. The adoption of the Urban Renewal Area Plan provides a mechanism to finance utility services to new residential areas in a logical and orderly manner as stated in the Comprehensive Plan.*

**13.0 Community Design** states: The City should consider the development of an URD to sponsor needed renovation in the downtown core.

- *Goal 1: Strengthen the image of the City through good community and urban design principles.*
- Objective 1.1: Foster good community design concepts.
- Policy: Public and private facilities should be accessible to those with disabilities.

*Analysis: The planned transportation projects will ensure American's Disability Act is integrated into the plans that include upgrade or new signals, sidewalks, or roundabouts. The Urban Renewal Area Plan includes enhancing the entrance to Bernie Fisher Park and provides the skate park with parking. This strategy ensures that places of beauty and personal renewal will continue for generations. The URAP includes redevelopment of deteriorating core areas, adding missing sidewalks, replacing broken or substandard sidewalks, and adding missing public services such as pressurized irrigation.*

**14.0 Electric Transmission Corridors** states: Identification and acquisition of corridors and sites is the most critical need for utility planning.

*Analysis: The URAP encourages infrastructure in areas that the Comprehensive Plan generally identifies as lands to be developed. This plan focuses on the extension of municipal utilities and does not propose to compete with private enterprise in the extension of electric transmission lines.*

**15.0 City Center** states as an economic strategy: Establish an URD to improve City's infrastructure.

- *Goal 1: Develop a healthy and vibrant City Center that offers Kuna residents a variety of services.*
- Policy: Develop open spaces, plazas, and gathering areas within the downtown to accommodate public activity.
- *Goal 2: Make Kuna's City Center pedestrian friendly.*
- Policy: Ensure that where pedestrian and vehicular traffic intersect the pedestrian safety interest has priority through the use of sidewalk paving material and surface textures.

*Analysis: There are areas within the corporate city limits which need to either add missing or replace sidewalks to make it safe for the passage of pedestrians including installation of roundabouts and signals. These areas are identified in the URAP and as these areas are improved, it makes Kuna a safe and pedestrian friendly town as well as complies with the Comprehensive Plan.*

**16.0 Public Safety and Emergency Preparedness** states: The City's ability to provide efficient emergency responses will depend on prompt emergency accessibility to all reaches of the City. One method of resolving emergency access impediments is the construction of more bridges across Indian Creek and the placement of overpasses to negotiate the Union Pacific rail lines.

- *Goal 1: Assure the safety of roadway and public areas in an emergency event.*
- Policy: Identify transportation routes for the transportation of hazardous materials.

*Analysis: The URAP identifies areas where sidewalks will be constructed or repaired and encourages non-motorized transportation. The plan also proposes a transportation corridor to*

*better connect Highway 69 to Kuna-Mora Road, Blacks Creek Interchange and the developing areas south-east of the City.*

**Note:** Agriculture is typically located in the County but the City of Kuna has determined that agriculture is an important part of Kuna's economic makeup. Thus, statistics, data and facts on agriculture is included throughout Kuna's Comprehensive Plan. Any relevant information pertaining to the URD is included in the sections above.

*Analysis: Agriculture production and land use changes have important economic and environmental implications for commerce, open space, soil and water conservation, and air quality. The URAP will assist in Kuna's desire for broad based economic activity.*

#### **E. Staff Recommendation**

URD is an agency set up by the City Council to implement improvements to certain areas of the City that are deteriorating or that are in need of improvements and economic stimulation and to dedicate the increased property tax revenues from those re-developed areas to the financing of needed improvements for a limited time.

The URD provides for areas of the City that need to be revitalized to draw new business and to improve the areas of standard living through installation of new infrastructure, restoration and/or replacement of faulty public utilities, redevelopment of vacant lots, upgrade of buildings, streetscape, and improvements to traffic flow among other considerations is representative of items eligible for URD assistance within the district created.

URDs are funded through revenue allocation financing, which comes from taxes but does not involve tax levy increases to existing developed properties.

The way the financing occurs: the total taxable value of all the properties in the district created is determined and that value forms a cap upon the revenues of property taxing entities for those properties for a set period. As taxable property values within the district increase above the set cap through redevelopment, the excess revenue goes to the URD to fund public redevelopment projects.

In essence, this is a reciprocal funding process, where the URD gets funds from the increasing taxable value of its districts' tax base and then those funds are redistributed directly back into that district in the form of urban renewal projects. It may take some time for the district money to accumulate so the URD can also issue low interest tax-exempt bonds to fund projects in the interim. The idea is to include land into the district that will increase in value.

The City's comprehensive land use plan is a document that reflects on the community's views and values, providing guidance, and actions the City should pursue. The guidance and direction the Plan offers is crafted in terms of goals and objectives and intended to address the community's public health, safety, morals, and welfare.

Staff has reviewed the URAP which appears to be consistent with the City's Comprehensive Land Use Plan and Future Land Use Map.

**G. Proposed Findings of Fact**

Based on the evidence presented on December 2, 2014:

- ~~Kuna Planning and Zoning Commission find that the URAP appears to generally comply with the City's Comprehensive Plan and Future Land Use Map.~~
- Kuna Planning and Zoning Commission find that URAP appears to generally comply with Kuna's Comprehensive Future Land Use Map.
- Kuna Planning and Zoning Commission find the URAP appears to be consistent with the City's Comprehensive Plan.
- Kuna Planning and Zoning Commission find the URD appropriate as a means to promote the public health, safety, morals, and general welfare.

**H. Proposed Conclusions of Law**

- The City of Kuna has properly noticed the Planning and Zoning Commission's meeting on November 26, 2014.
- The proposed URAP appears to be harmonious with the City's Comprehensive Land Use Plan.
- The proposed URAP appears not to be detrimental to the health, safety, and general welfare of the public.

**F. Proposed Motion**

*Note: This proposed motion is to recommend approval or denial said request. However, if you wish to add any recommended conditions to the plan, those would need to be specified.*

- Based on the facts outlined in the staff report, testimony (If any), and the supporting evidence, I move to recommend (approval or denial) to the proposed URAP in conformance with Idaho Code 50-2008.