



City of Kuna  
Comprehensive Plan  
2019  
Appendices

# **Table of Appendices**

Appendix A – Comprehensive Plan Maps and References

Appendix B – Context and Existing Conditions

Appendix C – Public Input and Planning Process

Appendix D – Advisory Committee Prioritization Results

Appendix E – Phase 3 Public Input Summary

Appendix F – Department Capital Improvement Plans

Appendix G – Kuna’s Early History

Appendix H – Attorney General Review Questions

# Appendix A – Comprehensive Plan Reference and Ancillary Maps

## Primary Reference Maps

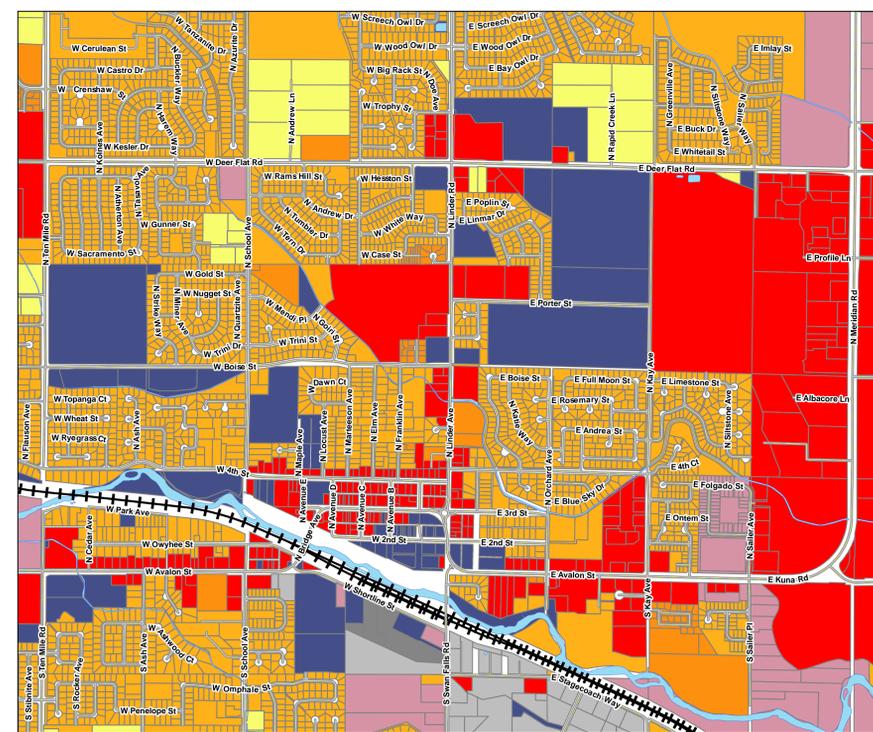
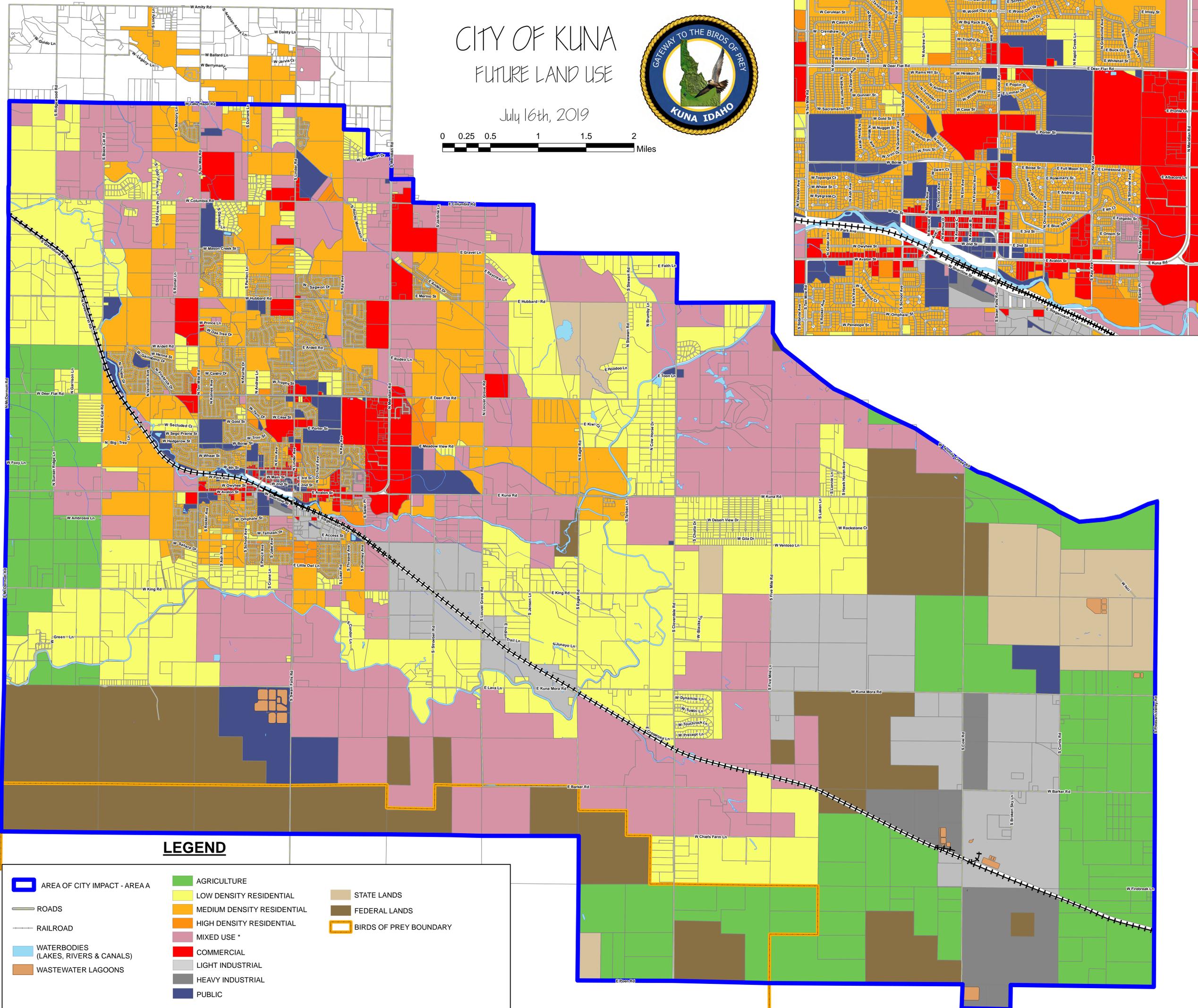
- Future Land Use Map and Interpretive Table
- Downtown Overlay
- Entryway Corridor Overlay
- Street Circulation
- Public Parks and Recreation
- Pathways Master Plan

## Ancillary Maps

- Bedrock Depth
- Cemetery District
- Fire District
- Hydrologic Group
- Irrigation Districts
- Library Districts
- Location Map
- Natural Hazards Map
- Points of Interest
- Slope Averages
- School Districts
- Irrigation Service Area
- Potable Water Service Area
- Sewer Services Area

# CITY OF KUNA FUTURE LAND USE

July 16th, 2019



## LEGEND

- |                                      |                            |                        |
|--------------------------------------|----------------------------|------------------------|
| AREA OF CITY IMPACT - AREA A         | AGRICULTURE                | STATE LANDS            |
| ROADS                                | LOW DENSITY RESIDENTIAL    | FEDERAL LANDS          |
| RAILROAD                             | MEDIUM DENSITY RESIDENTIAL | BIRDS OF PREY BOUNDARY |
| WATERBODIES (LAKES, RIVERS & CANALS) | HIGH DENSITY RESIDENTIAL   |                        |
| WASTEWATER LAGOONS                   | MIXED USE *                |                        |
|                                      | COMMERCIAL                 |                        |
|                                      | LIGHT INDUSTRIAL           |                        |
|                                      | HEAVY INDUSTRIAL           |                        |
|                                      | PUBLIC                     |                        |

\* SEE COMPREHENSIVE PLAN TEXT FOR MORE DETAIL.

Designation	Description	Sample Uses	References
Agriculture	Lands for farming, dairying, pasturage, agriculture, horticulture, floriculture, viticulture, animal and poultry husbandry, and the accompanying accessory uses for packing, treating, or storing the product	Fields, active farms, nurseries or orchards, ranches, wineries, agritourism businesses, community gardens. Agri-tainment and Agritourism activities are encouraged	
Commercial	Large- and small-scale professional, service, entertainment and retail business areas	Office complexes, shopping malls, service stations and restaurants	
Heavy Industrial	Intended to accommodate manufacturing, processing and warehouse activities.	Food processing, manufacturing, technology, construction materials. Minimize negative impacts to surrounding areas	
Industrial	Light industrial type land uses as well as commercial or agricultural uses	Research and development, clean technology, food packaging, breweries, light manufacturing; also compatible with mixed-use development category	
High Density Residential	Multiple-family attached dwellings in single or multi-story buildings	Apartments, condominiums, townhomes, fourplexes	

Designation	Description	Sample Uses	References
Medium Density Residential	Single-family detached, single-family attached	Single-Family homes, duplexes cottages, row houses	
Low Density Residential	Single-family detached residential on large parcels (accessory dwelling units allowed)	Farmsteads, open space subdivisions, single family homes	
Mixed-Use	<p>Land parcel or combination of parcels that contain at least two types of complimentary and integrated uses, e.g., residential, commercial or office uses (with an emphasis on residential components) intentionally clustered with recreation/public spaces and other public service uses. Some industrial uses such as breweries or light manufacturing are compatible.</p> <p>Mixed-use areas can be developed in two ways:</p> <p><b>Horizontal Mixed-Use</b> consists of single-use buildings within a mixed-use zone/parcel</p> <p><b>Vertical Mixed-Use</b> combines uses within the same building, e.g., ground floor retail and restaurants and upper floors residential and office</p>	<p>Walkable neighborhood centers and regional activity centers; Downtown. parcels integrated with multi-modal circulation within the developments.</p> <p>(all residential development is to be considered the same use regardless of density).</p>	<p><b>Horizontal</b></p>  <p><b>Vertical</b></p> 
Public	Community, public, and quasi-public uses such as those associated with government, nonprofit, and utilities	Public facilities such as libraries, schools and government buildings, parks and open spaces, trails and pathways	
Federal and State Lands	Federal Lands are those owned or administered by the Federal Government. State Lands are those owned or administered by the State of Idaho. The City recognizes that the City has no jurisdiction over them. Uses on property designated as Federal and State Lands will be allowed in accord with applicable federal, state, or local laws or regulations.	Forests and grasslands, wildlife habitat areas, recreational areas, watersheds and water features, conservation areas, national parks, national historic sites and monuments, U.S. military assets	



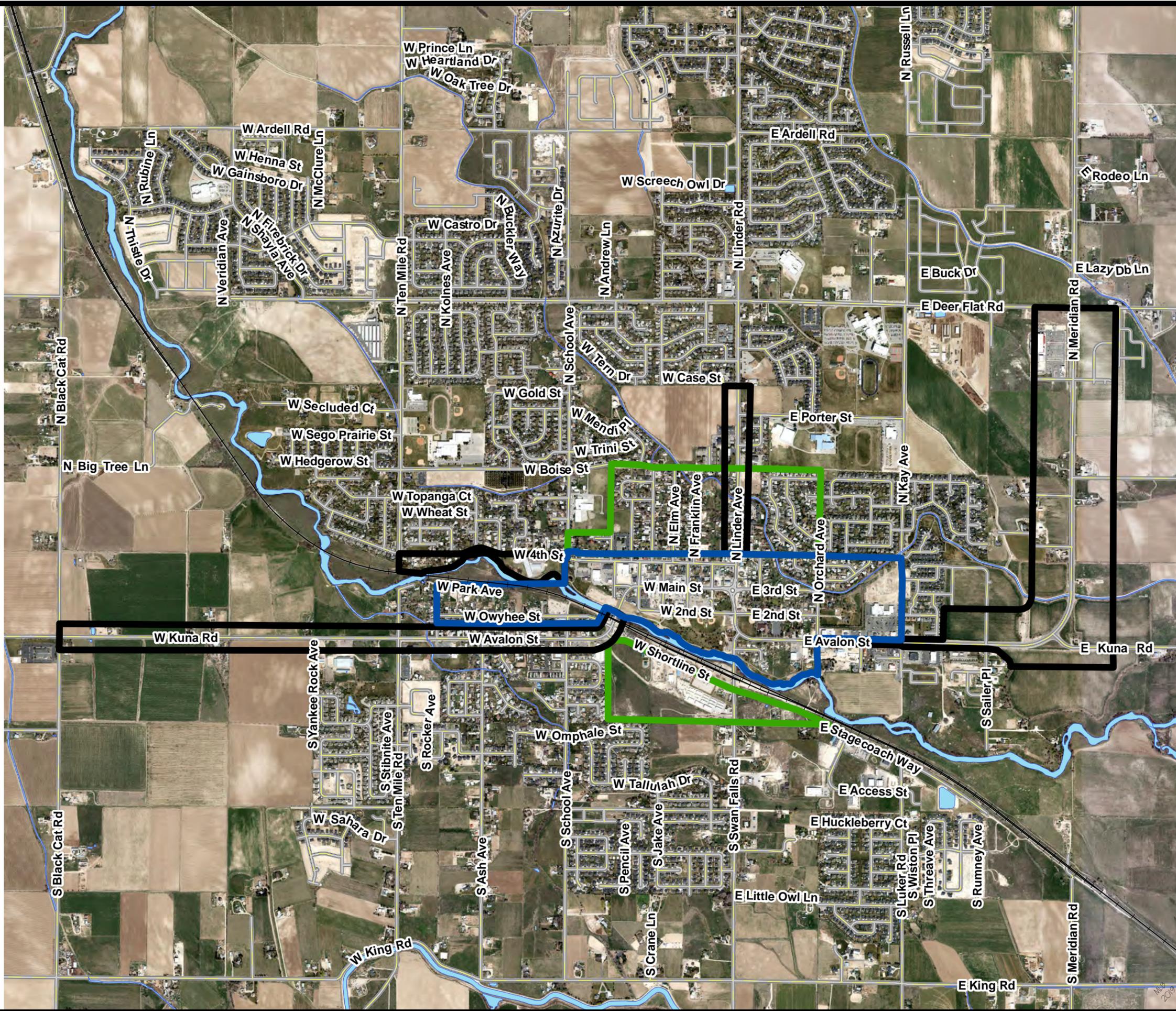
# CITY OF KUNA DOWNTOWN OVERLAY MAP



0 0.125 0.25 0.5  
Miles

### Legend

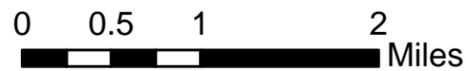
-  DOWNTOWN CORE
-  DOWNTOWN WELCOME THEME
-  FUTURE DOWNTOWN
-  EXISTING ROADS





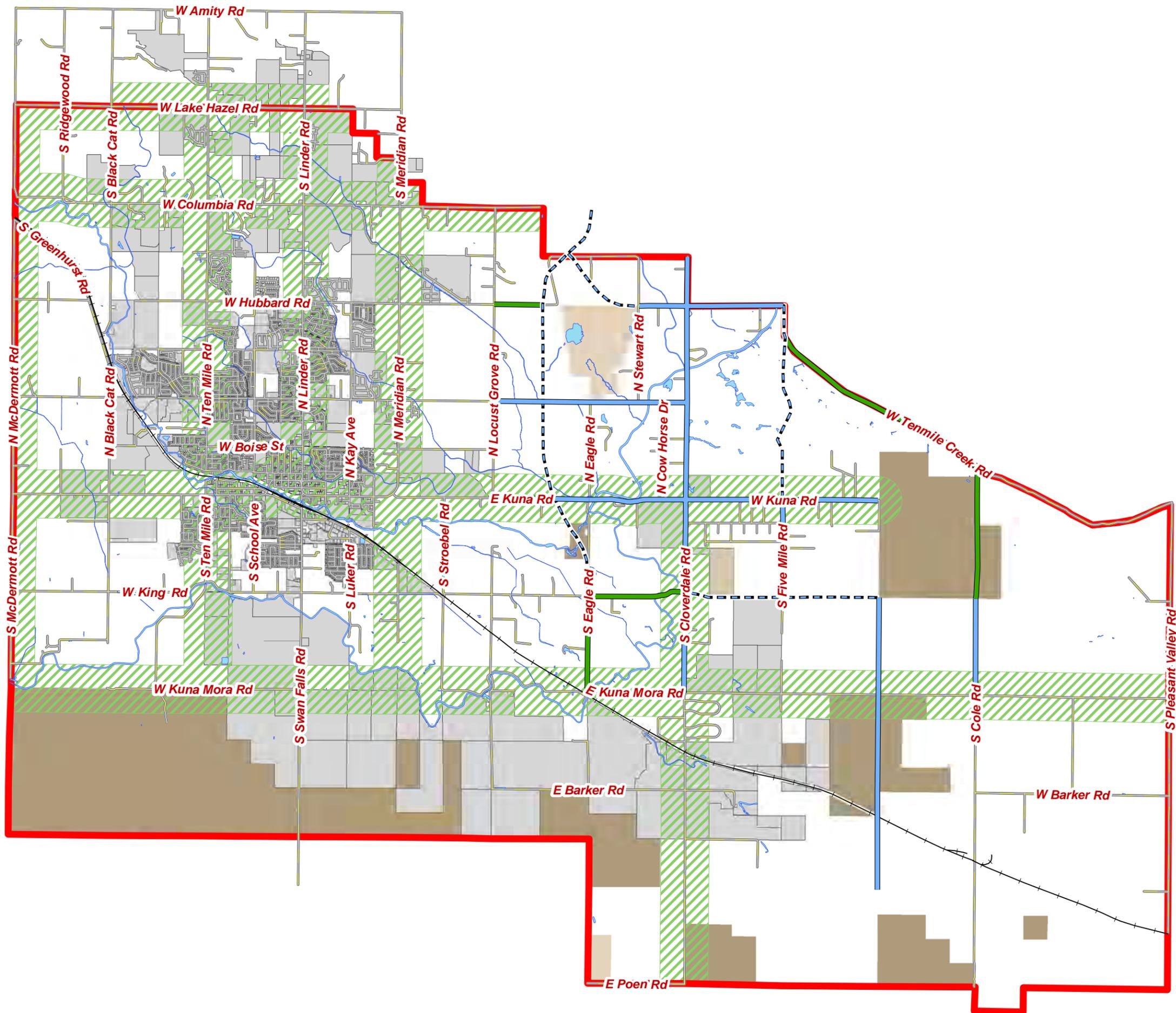
# CITY OF KUNA

## ENTRYWAY CORRIDOR OVERLAY



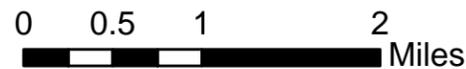
**Legend**

- RESIDENTIAL ARTERIAL
- RESIDENTIAL ARTERIAL (NEW)
- RURAL ARTERIAL
- WATERWAY
- KUNA\_RAILROAD
- EXISTING ROADS
- KUNA IMPACT AREA
- ENTRYWAY CORRIDOR
- STATE LANDS
- FEDERAL LANDS
- KUNA CITY LIMITS



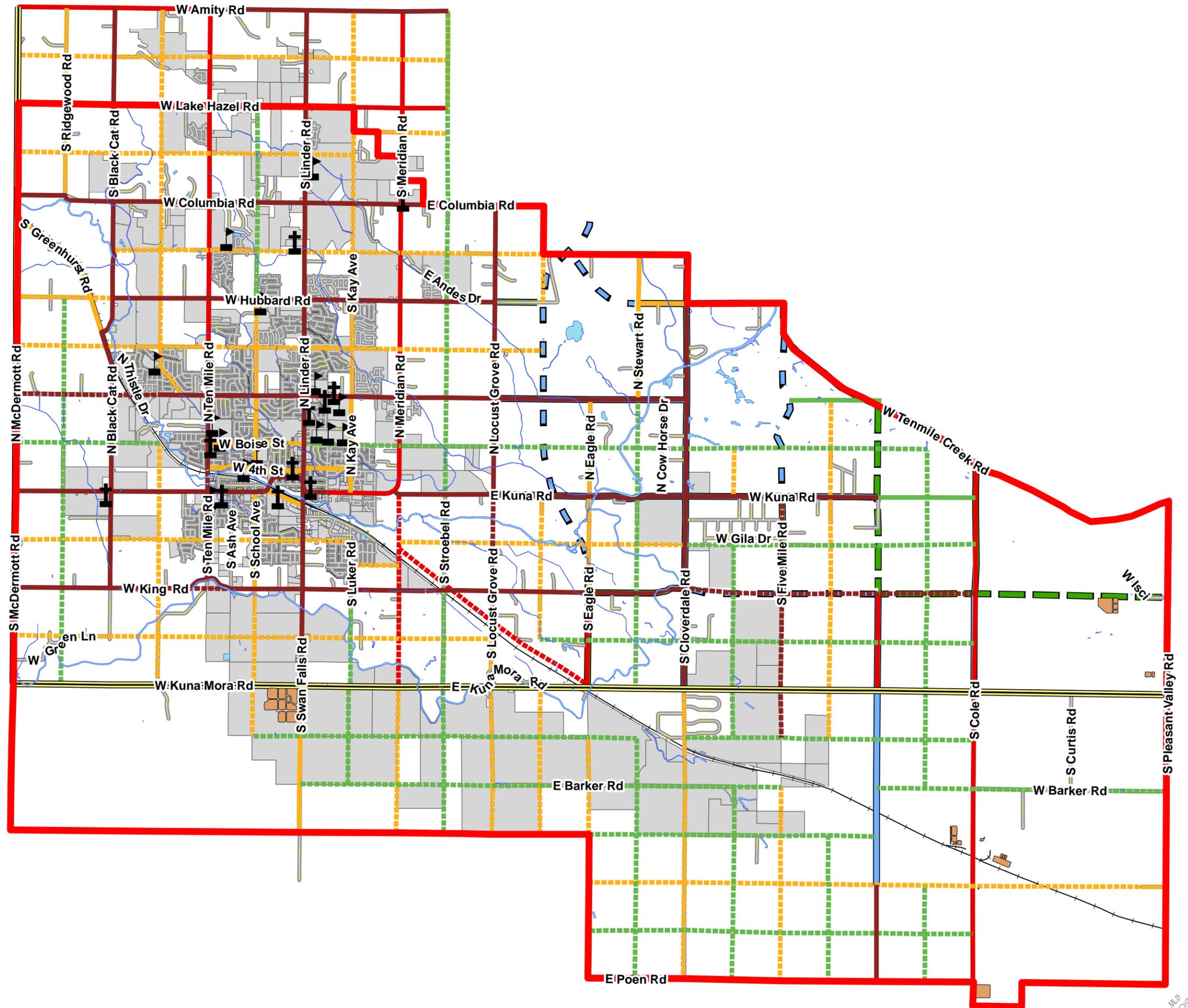


# CITY OF KUNA STREET CIRCULATION



**Legend**

- CHURCHES
- SCHOOLS
- PRINCIPAL ARTERIAL - SECTION LINE (84/120 SFT)
- MAJOR COLLECTOR - MID MILE (60/70 FT)
- MINOR ARTERIAL - 3 LANE (74/96 FT)
- MINOR COLLECTOR - 2 LANE (60/70 FT)
- PROP PRINCIPAL ARTERIAL - SECTION LINE (96/120 FT)
- PROP MAJOR COLLECTOR - MID MILE (70 FT)
- PROP MINOR ARTERIAL - 3 LANE (74/96 FT)
- PROP MINOR COLLECTOR - 2 LANE (62 FT)
- PROPOSED EXPRESSWAY - (160/260 FT)
- EXISTING ROADS
- RESIDENTIAL ARTERIAL
- RESIDENTIAL ARTERIAL (NEW)
- RURAL ARTERIAL
- RURAL ARTERIAL (NEW)
- KUNA RAILROAD
- WATERWAY
- KUNA AREA OF IMPACT
- KUNA CITY LIMITS







# CITY OF KUNA

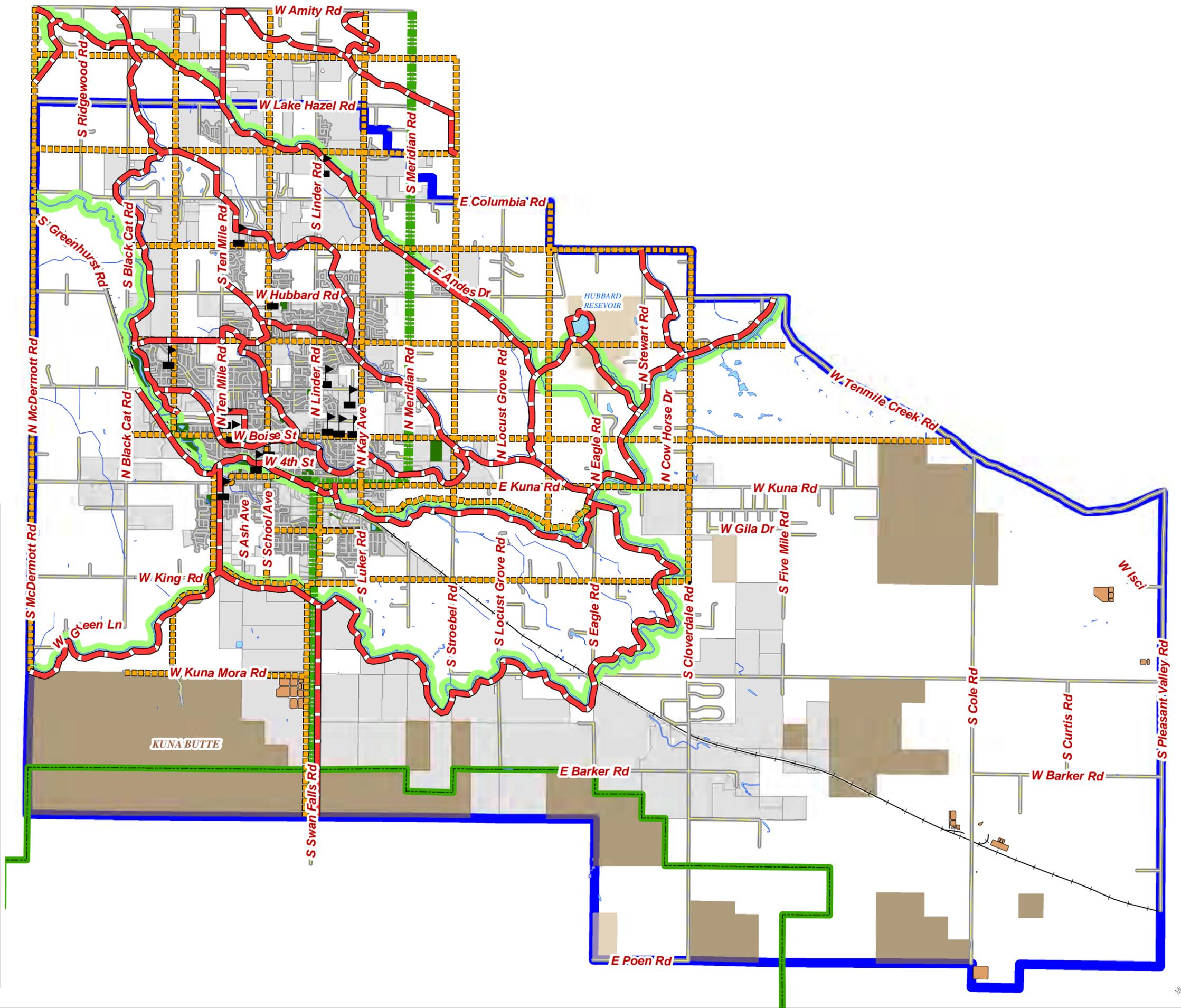
## PATHWAYS MASTER PLAN



0 0.5 1 2 Miles

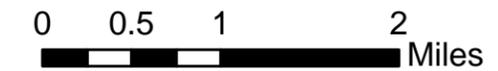
**Legend**

-  KUNA IMPACT AREA
-  SCHOOLS
-  EXISTING ROADS
-  RAILROAD
-  ISLAND
-  SEWER LAGOON
-  WATERBODY
-  BIRDS OF PREY BOUNDARY
-  FUTURE TRAILS
-  BIKE ROUTES
-  SCENIC\_BYWAY
-  KUNA PARKS
-  GREEN BELT OVERLAY
-  STATE LANDS
-  FEDERAL LANDS





# CITY OF KUNA BEDROCK DEPTH (APPROXIMATE)

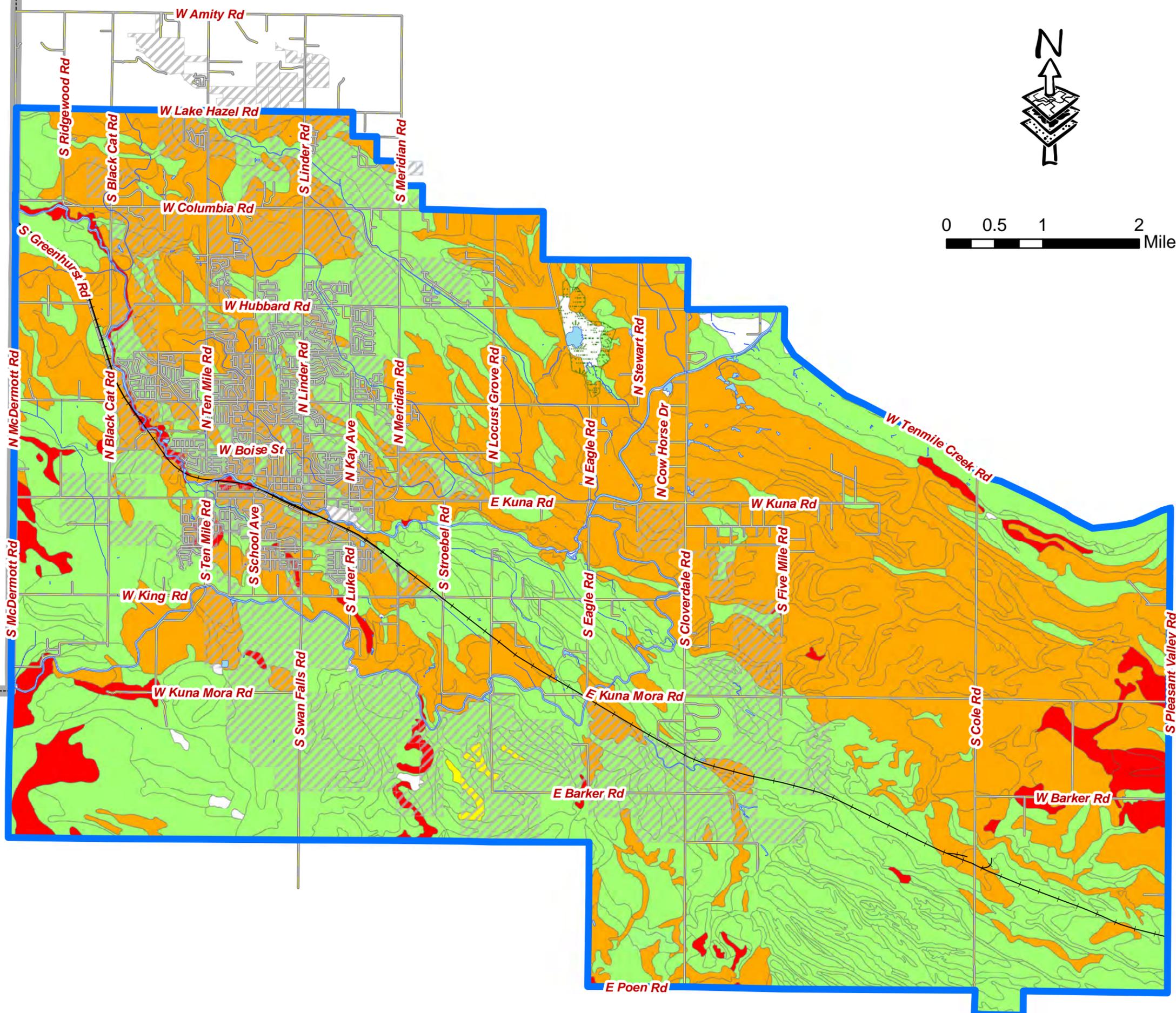


**LEGEND**

- IMPACT AREA
- WATERWAY
- UNION PACIFIC RAILROAD
- EXISTING ROADS
- IDAHO COUNTIES
- KUNA CITY LIMITS
- KUNA WETLANDS

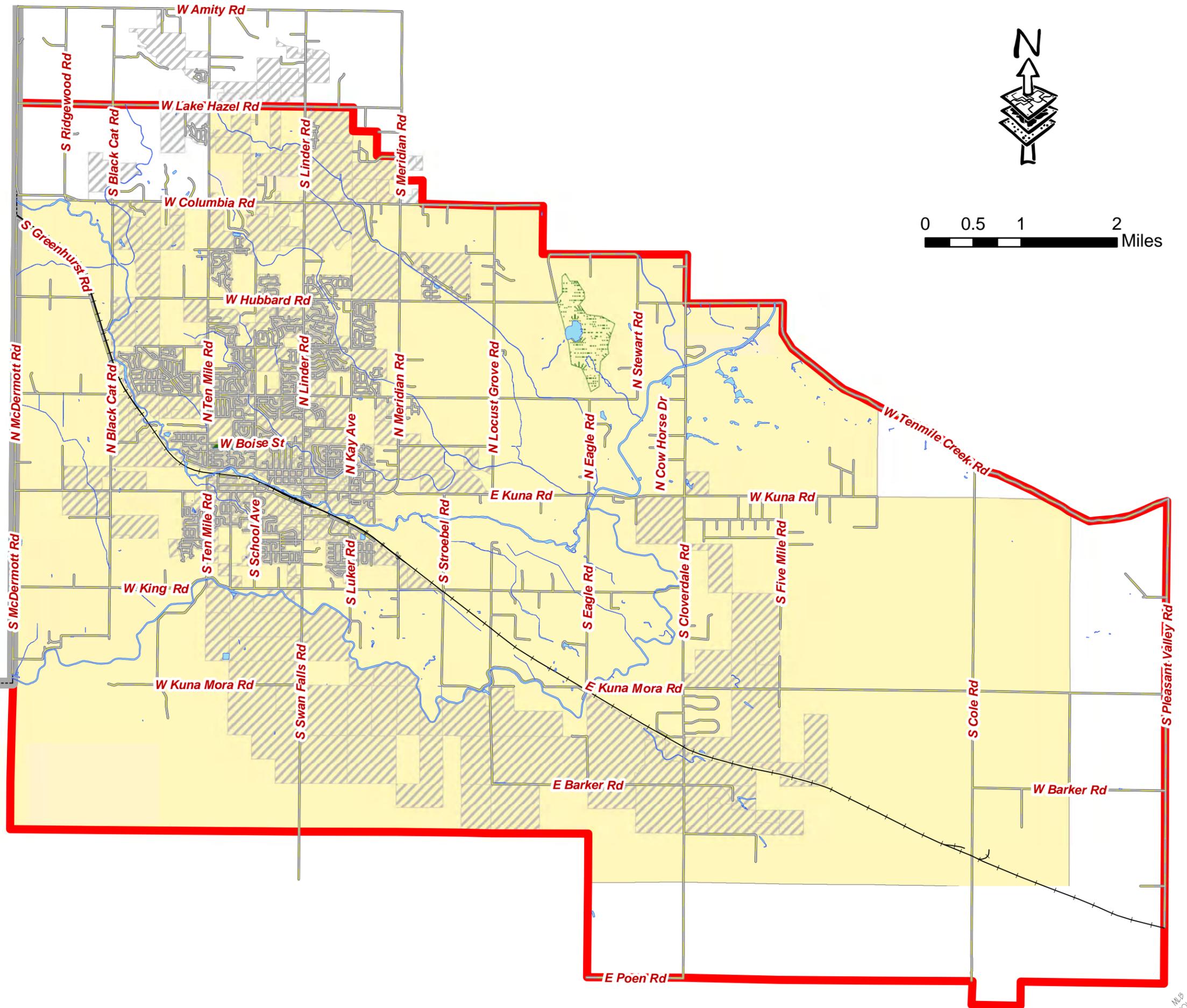
**APPROX. BEDROCK DEPTH**

- 10"-20"
- 20"-40"
- 40"-60"
- >60"
- N/A





# CITY OF KUNA CEMETERY DISTRICT



**LEGEND**

- WATERWAY
- UNION PACIFIC RAILROAD
- EXISTING ROADS
- IDAHO COUNTIES
- AREA OF CITY IMPACT (KUNA)
- KUNA WETLANDS
- KUNA CITY LIMITS
- KUNA CEMETERY
- KUNA CEMETERY DISTRICT

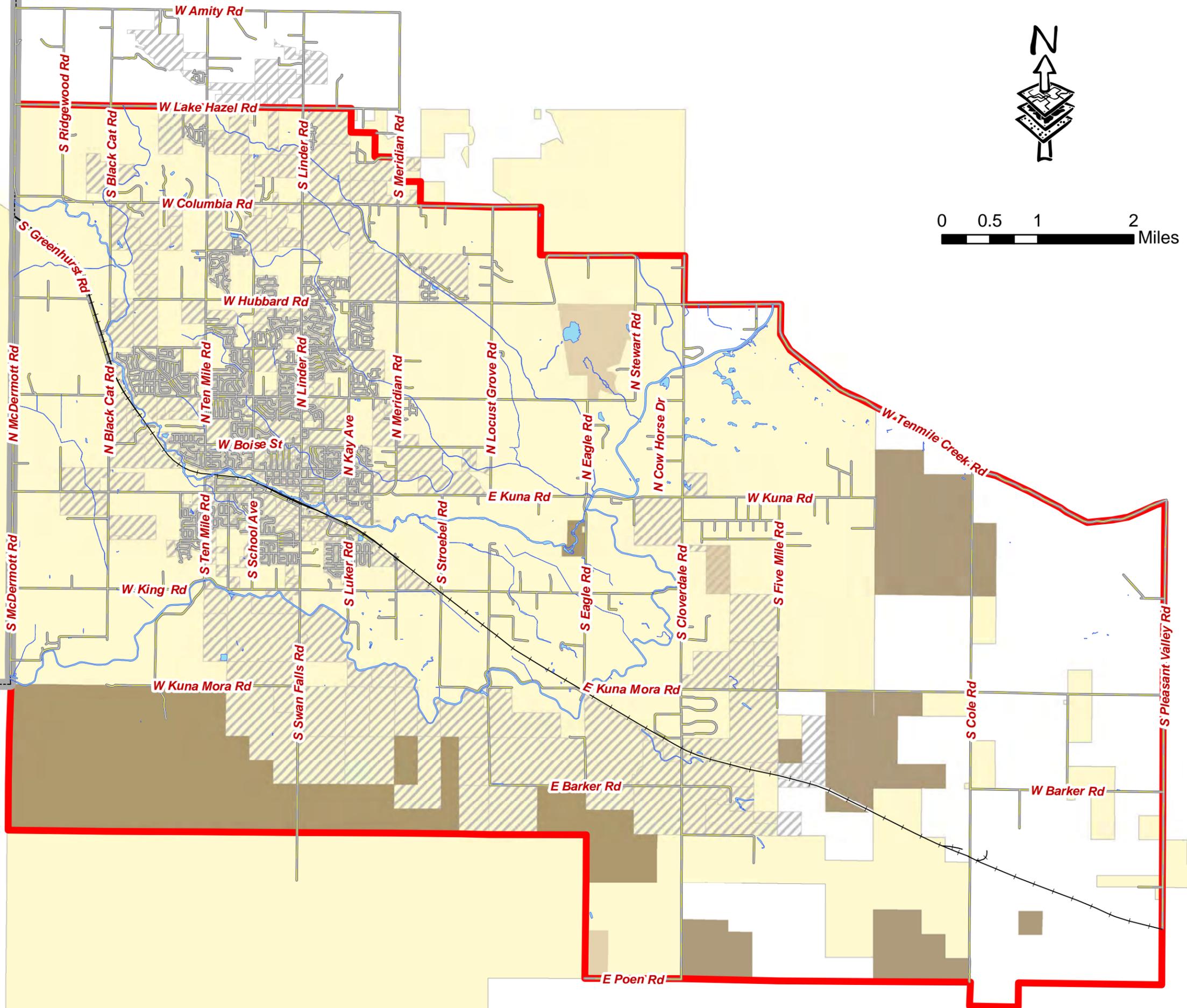


# CITY OF KUNA FIRE DISTRICT



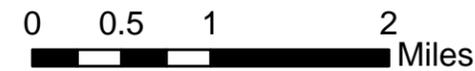
**LEGEND**

- UNION PACIFIC RAILROAD
- EXISTING ROADS
- IDAHO COUNTIES
- IMPACT AREA
- STATE LANDS
- FEDERAL LANDS
- KUNA CITY LIMITS
- KUNA RURAL FIRE
- WATERWAY





# CITY OF KUNA HYDROLOGIC GROUPS

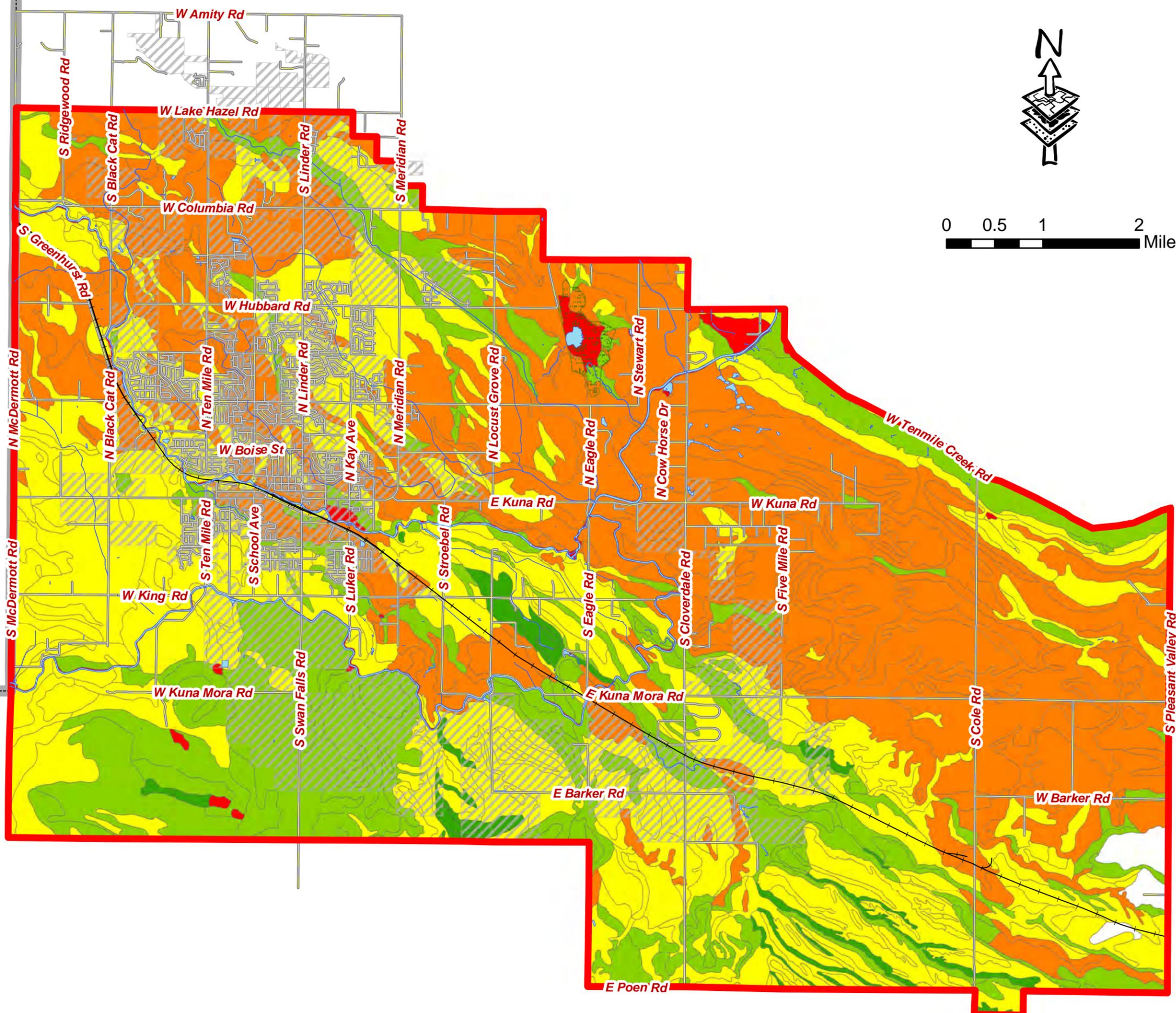


**LEGEND**

- WATERWAY
- IMPACT AREA
- UNION PACIFIC RAILROAD
- EXISTING ROADS
- IDAHO COUNTIES
- KUNA CITY LIMITS
- KUNA WETLANDS

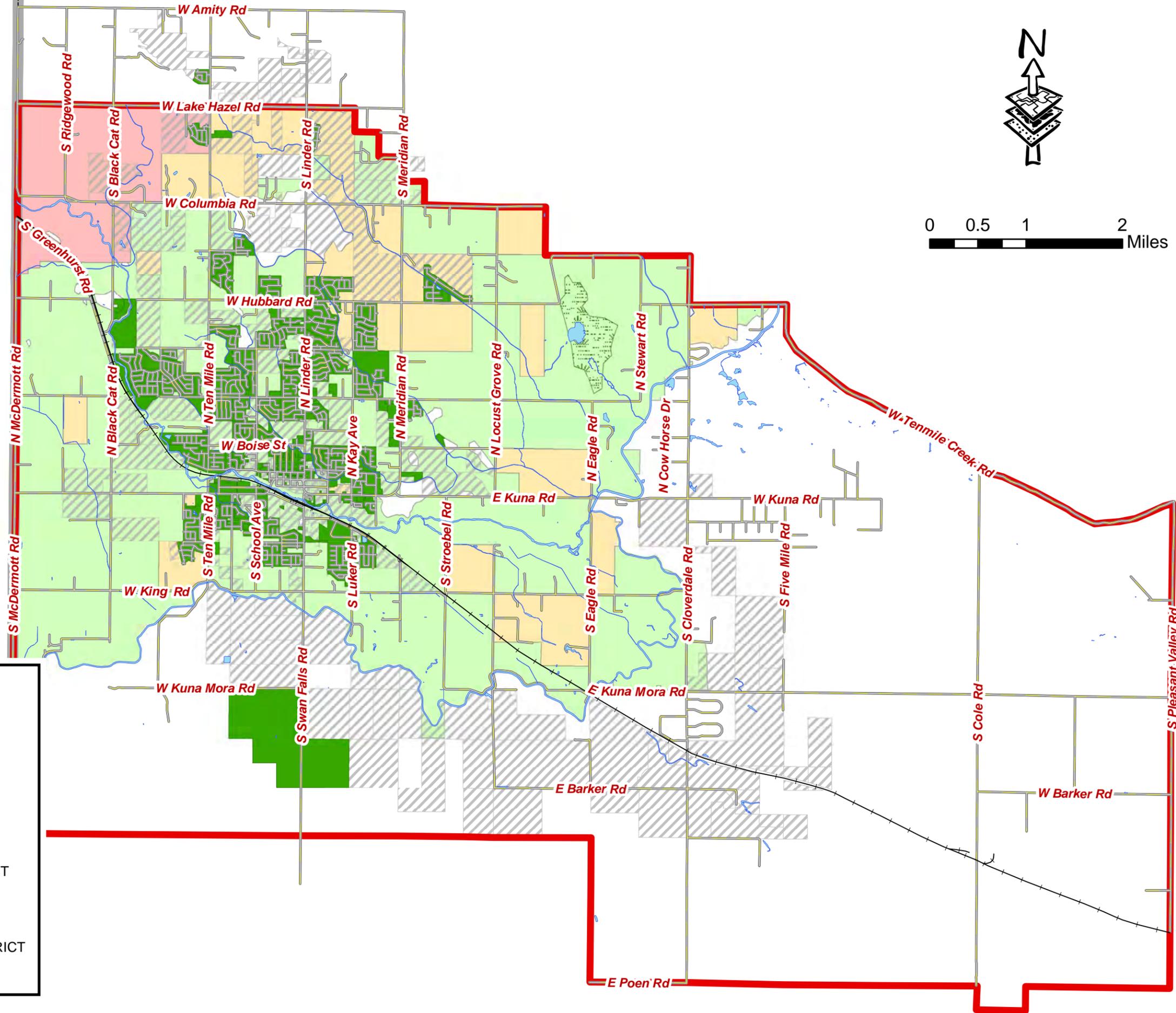
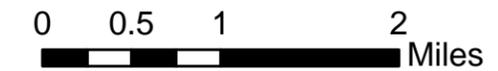
**HYDROLOGIC GROUPS**

- HYDROLOGIC GROUP A
- HYDROLOGIC GROUP B
- HYDROLOGIC GROUP C
- HYDROLOGIC GROUP D
- NOT RATED





# CITY OF KUNA IRRIGATION DISTRICTS

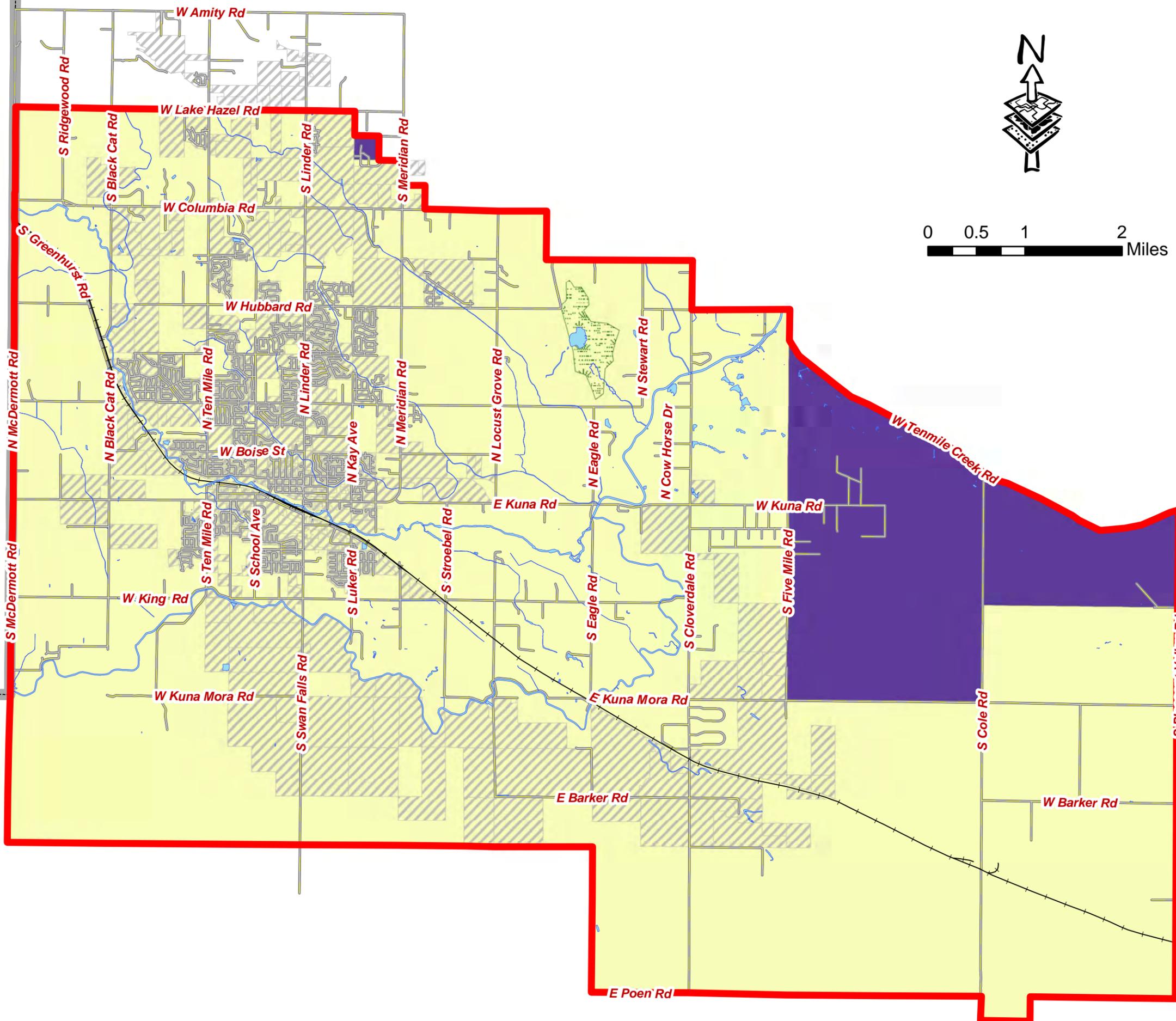


**LEGEND**

- IMPACT AREA
- EXISTING ROADS
- UNION PACIFIC RAILROAD
- IDAHO COUNTIES
- WATERWAY
- KUNA WETLANDS
- KUNA MUNICIPAL IRRIGATION DISTRICT
- KUNA CITY LIMITS
- BOISE KUNA IRRIGATION DISTRICT
- NAMPA & MERIDIAN IRRIGATION DISTRICT
- NEW YORK IRRIGATION DISTRICT



# CITY OF KUNA LIBRARY DISTRICT



**LEGEND**

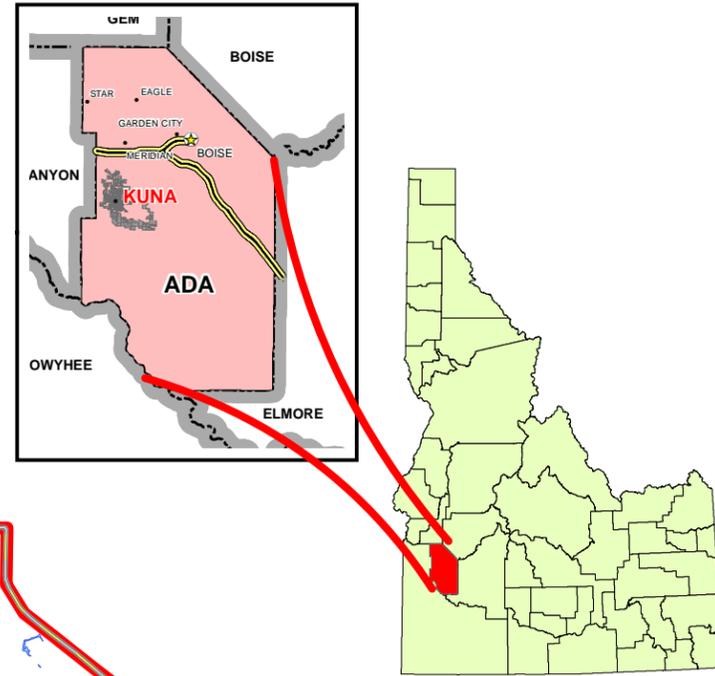
-  IMPACT AREA
-  WATERWAY
-  UNION PACIFIC RAILROAD
-  EXISTING ROADS
-  IDAHO COUNTIES
-  KUNA CITY LIMITS
-  KUNA WETLANDS
-  ADA COUNTY FREE LIBRARY
-  KUNA SCHOOL COMMUNITY LIBRARY



# CITY OF KUNA LOCATION MAP

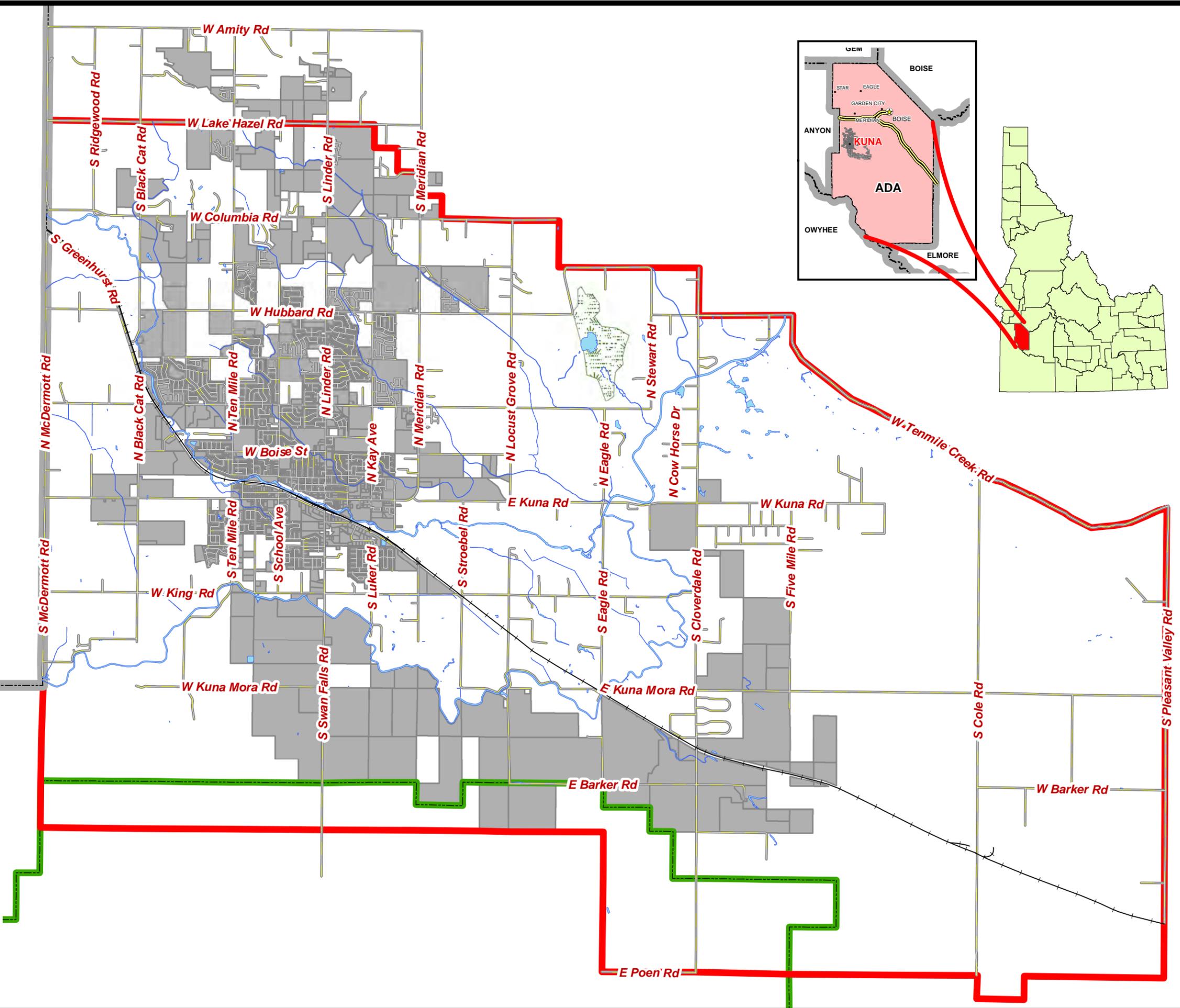


0 0.5 1 2 Miles



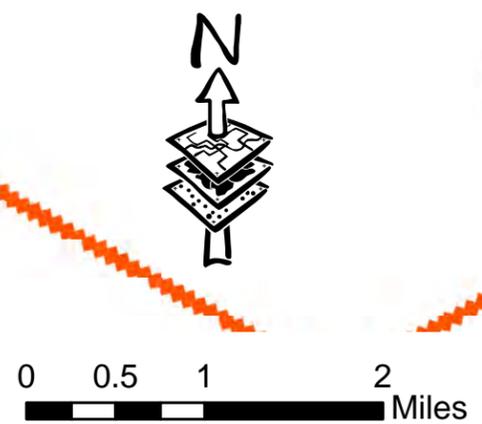
**LEGEND**

- UNION PACIFIC RAILROAD
- EXISTING ROADS
- IDAHO COUNTIES
- KUNA AREA OF IMPACT
- BIRDS OF PREY BOUNDARY
- KUNA WETLANDS
- KUNA CITY LIMITS
- WATERWAY





# CITY OF KUNA NATURAL HAZARDS

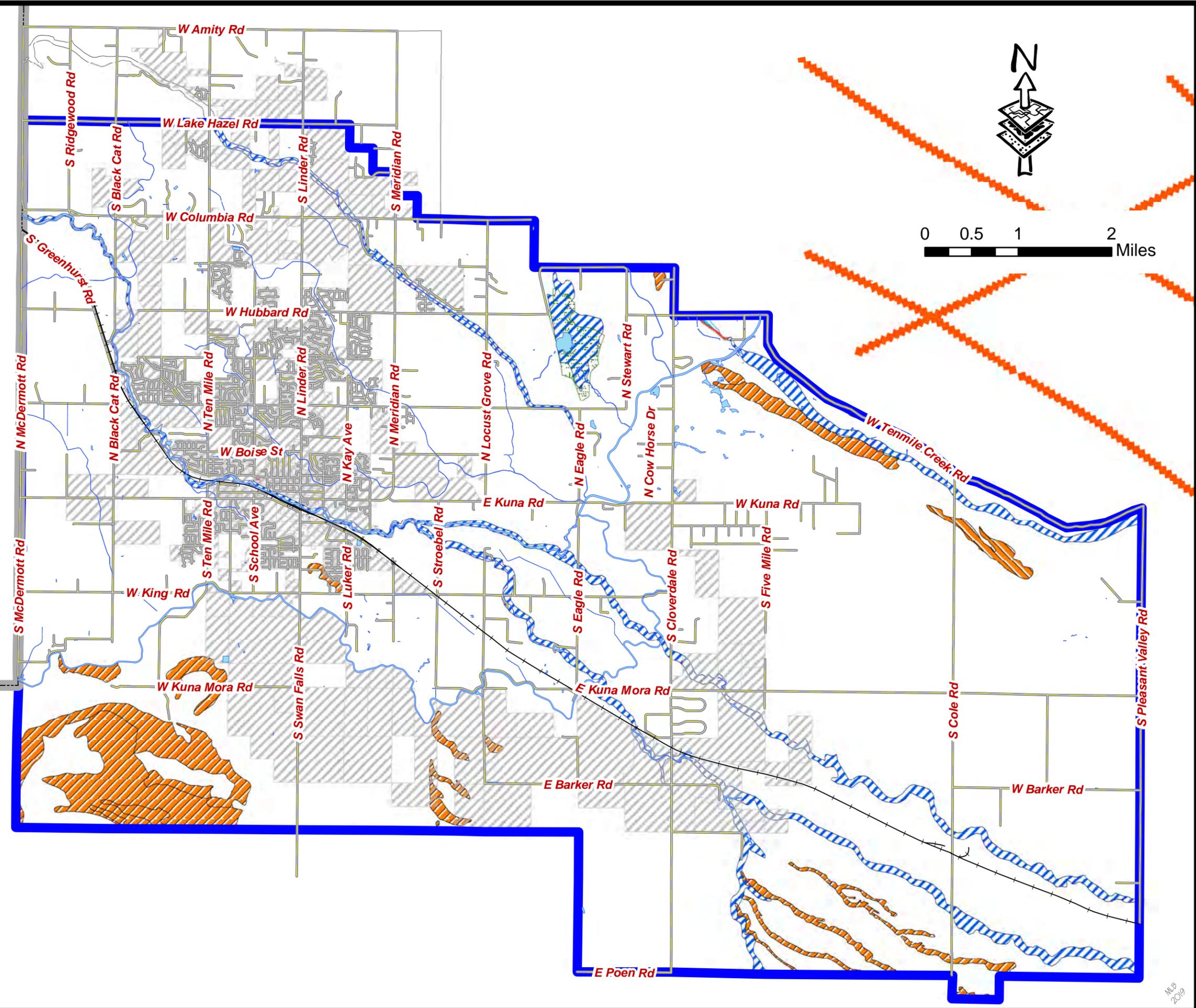


**LEGEND**

- UNION PACIFIC RAILROAD
- EXISTING ROADS
- IDAHO COUNTIES
- KUNA CITY LIMITS
- KUNA\_PLAN\_AREA
- KUNA WETLANDS
- WATERWAY
- FAULT LINES
- KUNA\_FLOODWAY
- 500 YEAR FLOODPLAIN (0.02%)
- 100 YEAR FLOODPLAIN (0.10%)
- ZONE AE
- ZONE X

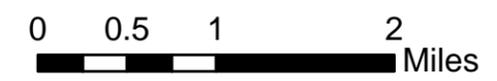
**STEEP SLOPES**

- 8 TO 12 PERCENT SLOPES
- 12 TO 30 PERCENT SLOPES





# CITY OF KUNA POINTS OF INTEREST

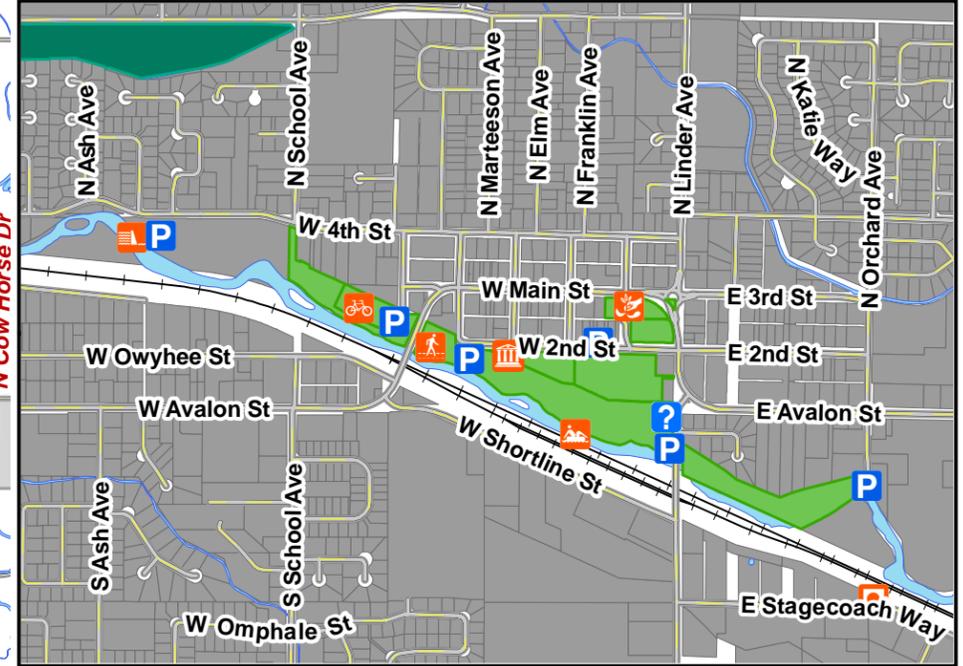
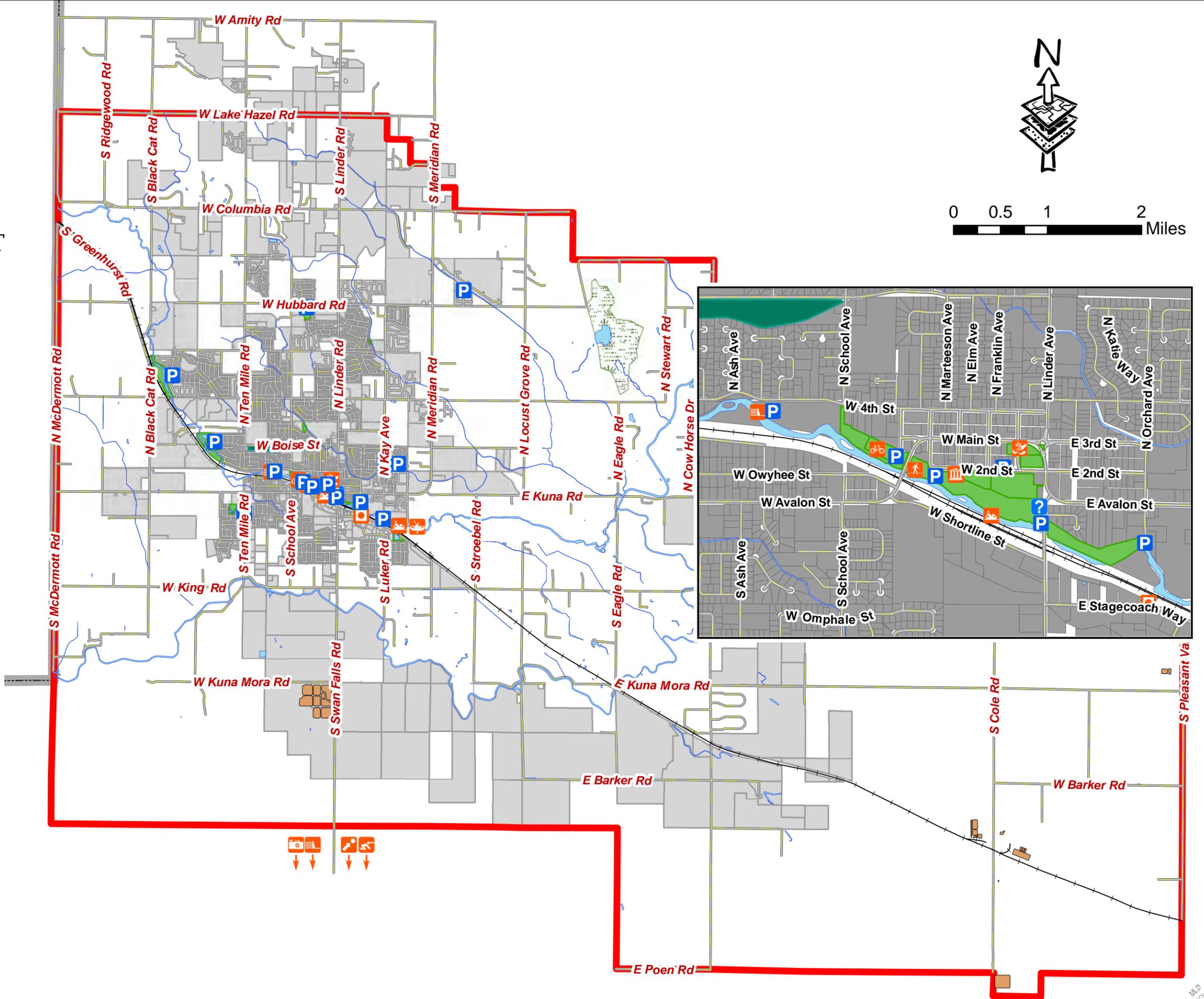


**LEGEND**

- KUNA IMPACT AREA
- UNION PACIFIC RAILROAD
- EXISTING ROADS
- IDAHO COUNTIES
- KUNA WETLANDS
- CEMETARY
- PARK
- KUNA CITY LIMITS

**POINTS OF INTEREST**

- BIKING
- PIONEER CEMETARY
- DAM
- INFORMATION
- INNER TUBING
- MUSEUM
- PARKING
- RAFTING
- SKATING
- VENDING
- WALKING
- DAM DOWN THE ROAD
- SURVEY MERIDIAN OF IDAHO
- VIEWING DOWN THE ROAD
- CAVES DOWN THE ROAD





# CITY OF KUNA SLOPE AVERAGES

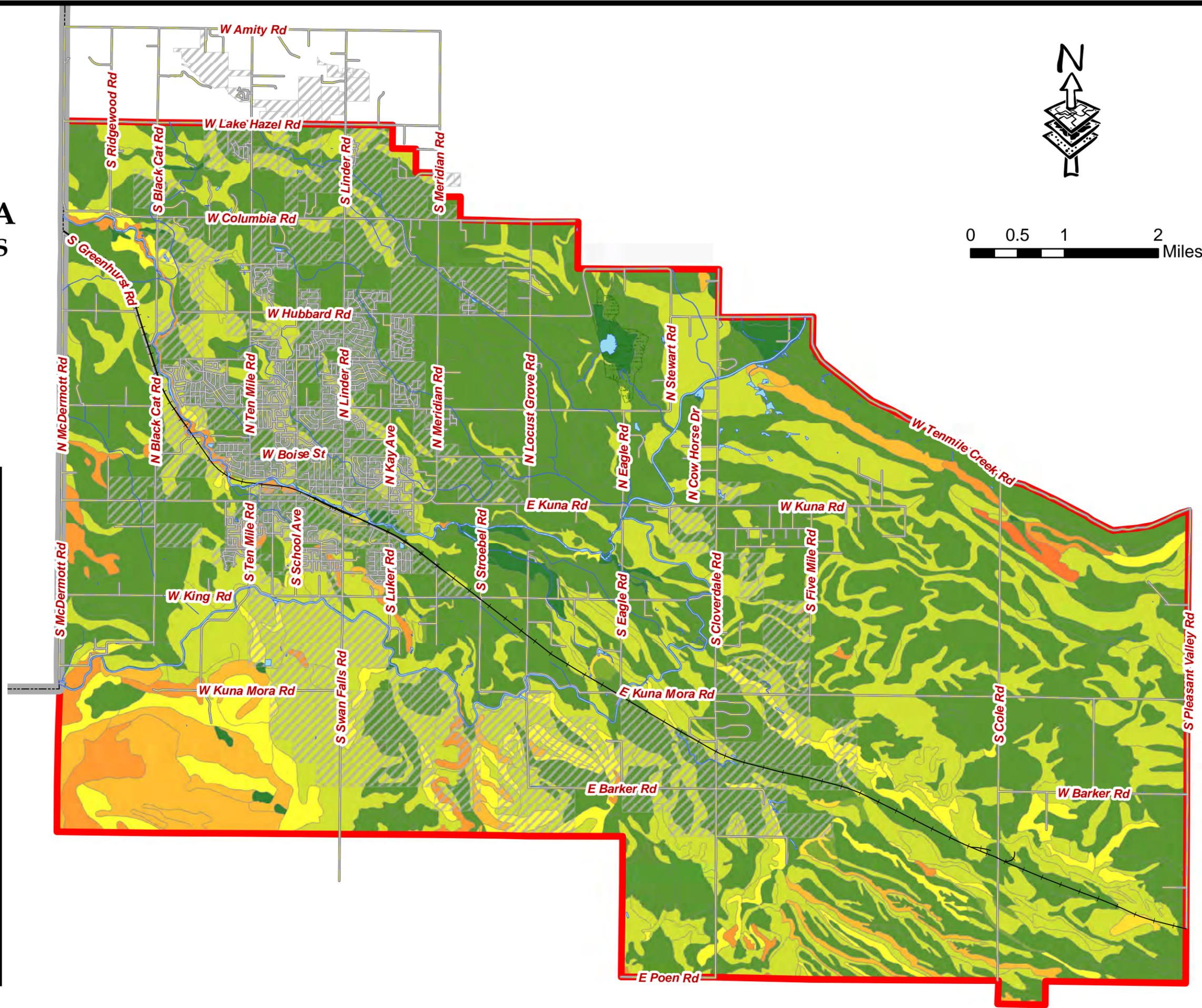


**LEGEND**

- KUNA IMPACT AREA
- EXISTING ROADS
- UNION PACIFIC RAILROAD
- KUNA CITY LIMITS
- IDAHO COUNTIES
- KUNA WETLANDS
- WATERWAY

**SLOPE AVERAGES**

- 0 - 0.9%
- 1 - 1.4%
- 1.5 - 1.9%
- 2 - 2.9%
- 3 - 5.9%
- 6 - 7.4%
- 7.5 - 9.9%
- 10 - 12.4%
- 12.5 - 20.9%
- 21 - 47.4%
- 47.5 AND GREATER



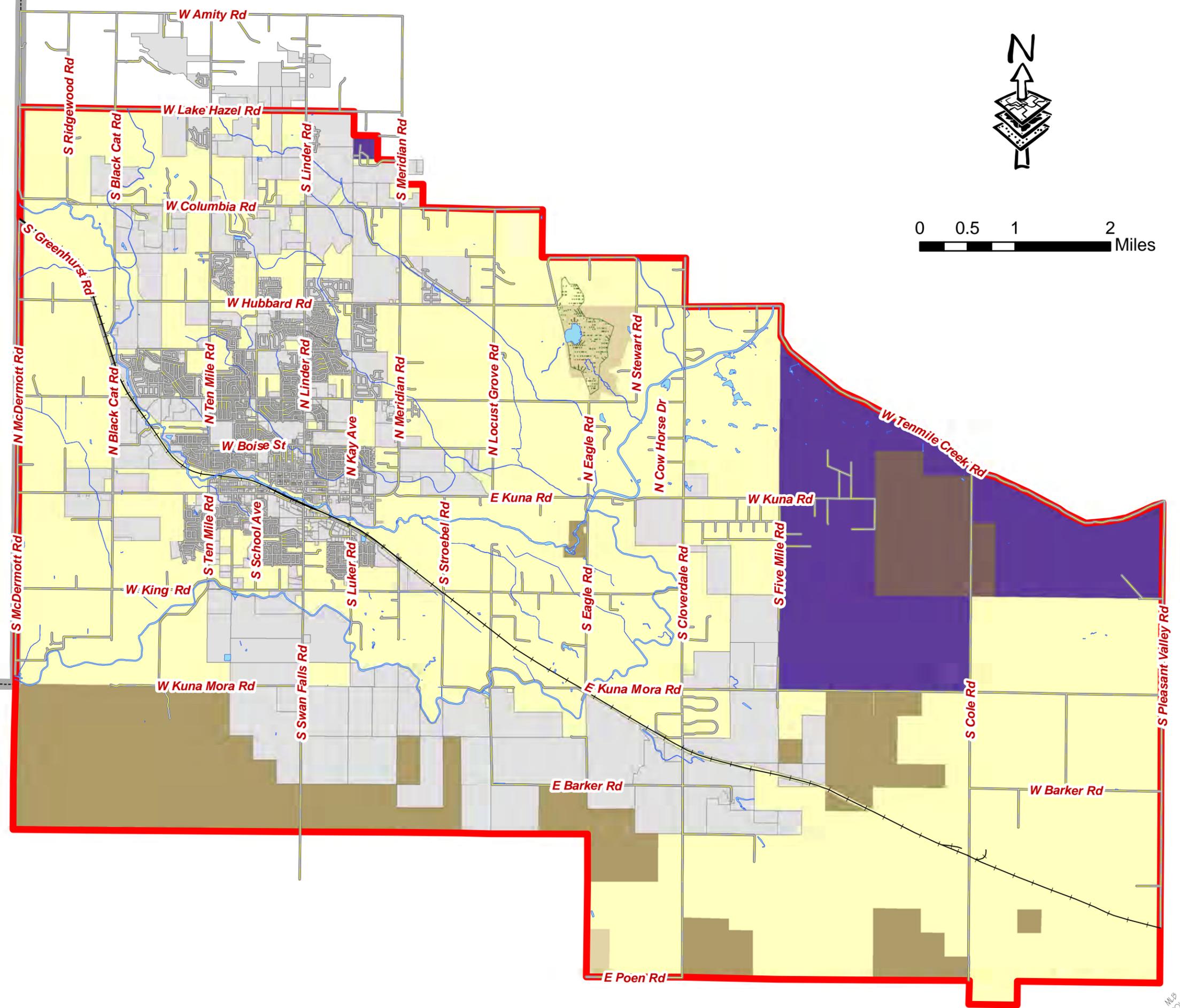


# CITY OF KUNA SCHOOL DISTRICTS



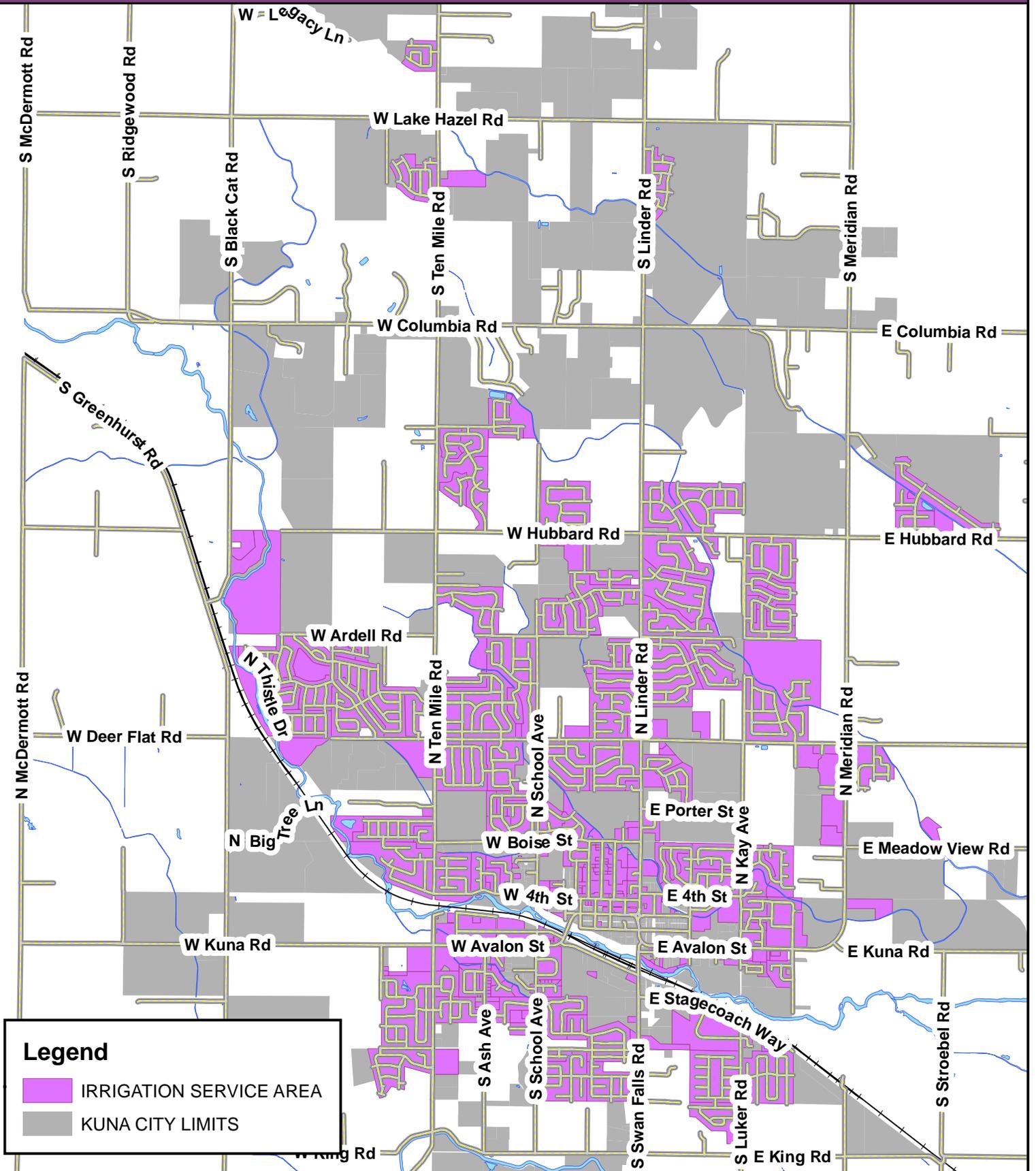
**LEGEND**

- WATERWAY
- UNION PACIFIC RAILROAD
- EXISTING ROADS
- KUNA AREA OF IMPACT
- IDAHO COUNTIES
- KUNA WETLANDS
- KUNA\_CITY\_LIMITS
- STATE LANDS
- FEDERAL LANDS
- KUNA SCHOOL DISTRICT #3
- MERIDIAN SCHOOL DISTRICT #2



# CITY OF KUNA

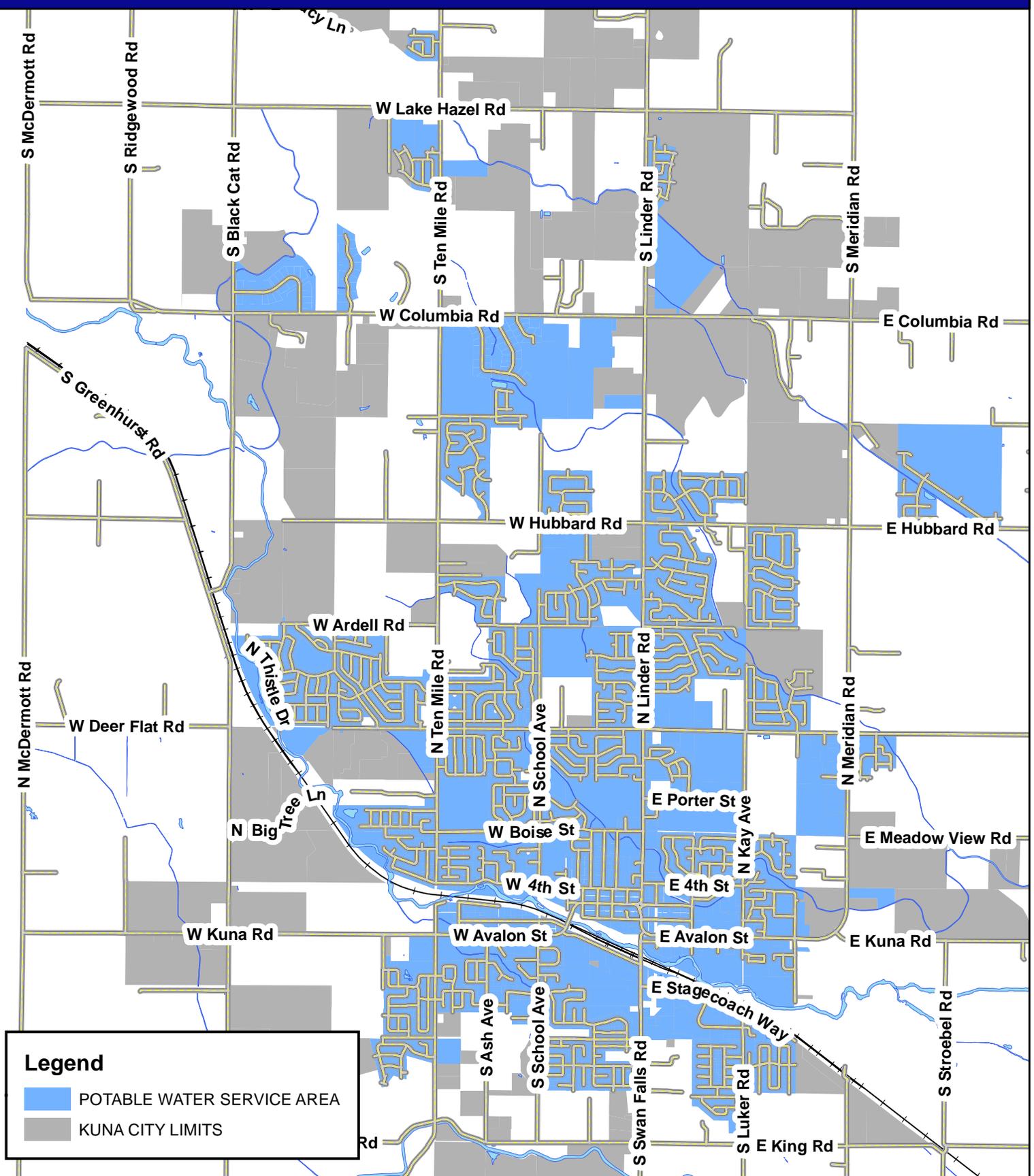
MAY 16TH, 2019



EXISTING SERVICE AREA - IRRIGATION

# CITY OF KUNA

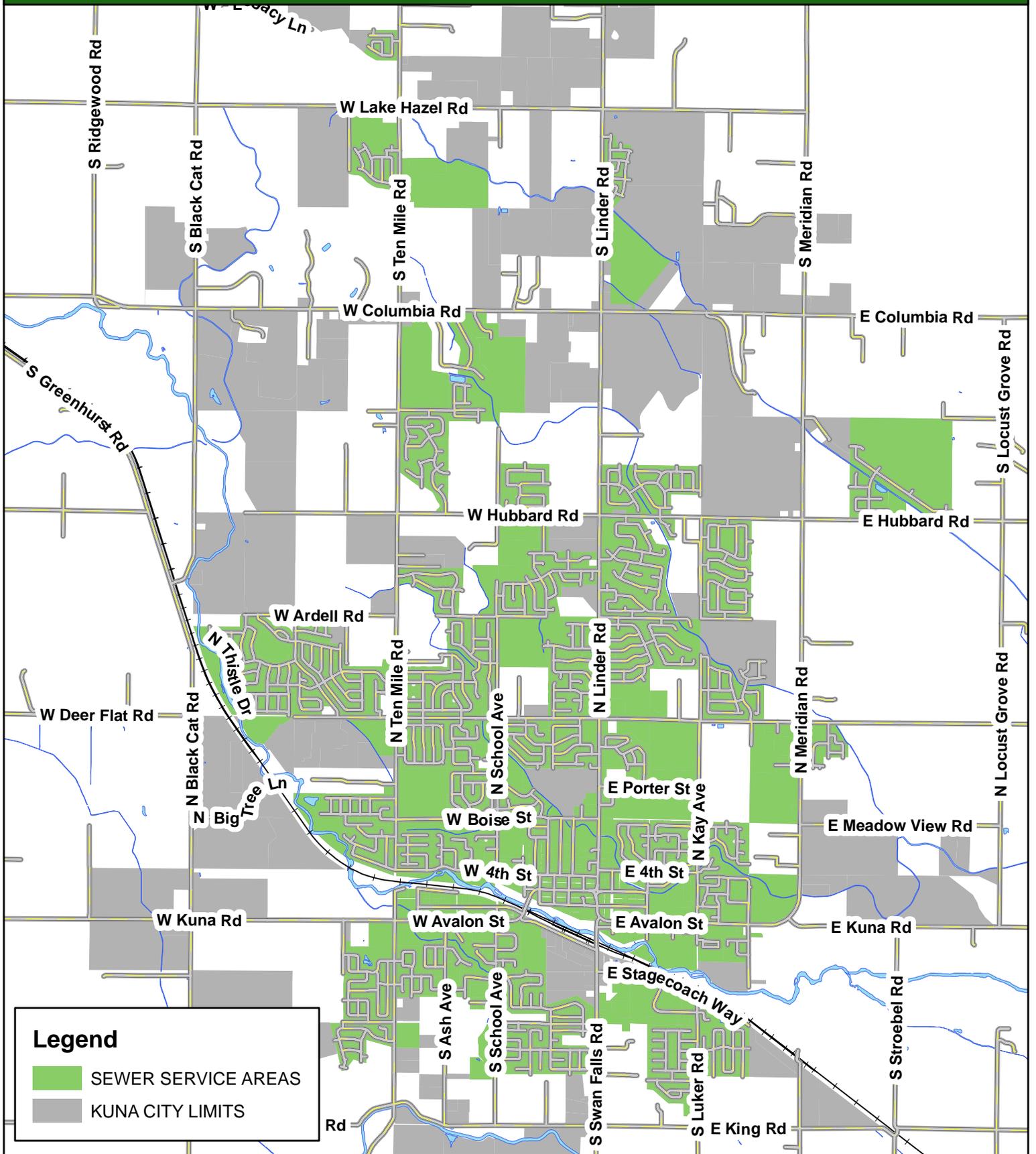
JULY 16TH, 2019



## EXISTING SERVICE AREA - POTABLE WATER

# CITY OF KUNA

JULY 16TH, 2019



## EXISTING SERVICE AREA - SEWER

## **Appendix B – Context and Existing Conditions**



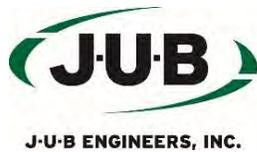
**City of Kuna Comprehensive Plan**

# **Listening & Learning Summary Report**

**December 2017**



Prepared for the City of Kuna by Agnew::Beck, J-U-B and PFM.



THE  
LANGDON  
GROUP



GATEWAY  
MAPPING  
INC.

OTHER J-U-B COMPANIES



# Contents

---

<b>Introduction</b> .....	<b>1</b>
Purpose and Organization of the Report .....	1
Comprehensive Planning Process .....	2
<b>Data Trends</b> .....	<b>3</b>
Key Trends and Emerging Themes .....	3
General Themes .....	3
Land Use .....	6
Quality of Life .....	9
Transportation and infrastructure .....	13
<b>Relevant Codes, Plans and Studies</b> .....	<b>16</b>
<b>What We've Heard (Public Input Summary)</b> .....	<b>19</b>
Process Overview .....	19
Online Interactive Map .....	19
Advisory Committee Meetings .....	19
Kuna Days .....	19
Kuna Senior Center Presentation .....	19
Kuna High School Football Game .....	20
Public Open House .....	20
Input Received .....	20
“What I Love About Kuna” Results .....	21
Public Input Summary Table .....	22
Public Input Summary Analysis .....	24
Transportation .....	24
Quality of Life .....	25
Land Use .....	26
Other .....	27
<b>Summary</b> .....	<b>28</b>
Areas of Change .....	28
Overview .....	28
Transportation .....	28
Quality of Life .....	28
Land Use .....	28

# Introduction

---

## Purpose and Organization of the Report

The purpose of this report is to provide a summary of the “listening and learning” phase 1 of the *Envision Kuna* Comprehensive Plan process. Throughout this phase, the project team conducted research and outreach to gain an understanding of the community needs, desires, and vision for the City. The project team consists of City of Kuna Planning Department representatives and planning consultants. The primary activities that occurred in this phase were:

- Extensive data collection and aggregation
- Review of previous relevant plans
- Preliminary review of the City of Kuna Zoning Ordinances and Code
- Completion of an online survey that received 621 public comments
- Public open house with broad public agency representation, designed to solicit input and ideas from Kuna residents and businesses
- Two meetings of the 46-member *Envision Kuna* Advisory Committee, which included a visioning exercise, Strengths, Weaknesses, Opportunities, Threats (SWOT) analysis, public comment and relevant data review, and identifications of key issues and areas of change within the community
- Additional outreach events in the community

The intent of this report is to convey the key themes and ideas collected in Phase 1 of the comprehensive planning process. Phase 2 of this project – “options and opportunities” – will focus on analyzing and adding to information collected in Phase 1 and will allow the project team to generate goals and strategies for public review.

This document is divided into three main parts:

1. key themes from the initial data collection,
2. summary of public input to date, and
3. an initial review of City of Kuna Code and relevant previous plans.

The document concludes with the identification of potential areas of change that will be discussed further as the comprehensive planning process moves forward. Ongoing updates about the project are available online at [www.envisionkuna.com](http://www.envisionkuna.com) or at [www.kunacity.id.gov](http://www.kunacity.id.gov).

# Comprehensive Planning Process

A comprehensive plan is a document that guides the future actions of a community. It presents a vision for the future, with long-range goals and objectives for all activities that affect the community. The plan is developed by Kuna’s citizens and the City, with input from a wide range of community groups, economic development interests and public partner agencies.

The timeline below shows the three phases of the Envision Kuna planning process. This report summarizes the work and public outreach from Phase 1. Phase 2 will focus on generating goals, actions, and strategies for the Comprehensive Plan and will culminate into the draft comprehensive plan. Phase 3 will put the plan out for public review and final edits, resulting in the final Envision Kuna Comprehensive Plan.

Figure 1: Envision Kuna Project Phases and Milestones



# Data Trends

## Key Trends and Emerging Themes

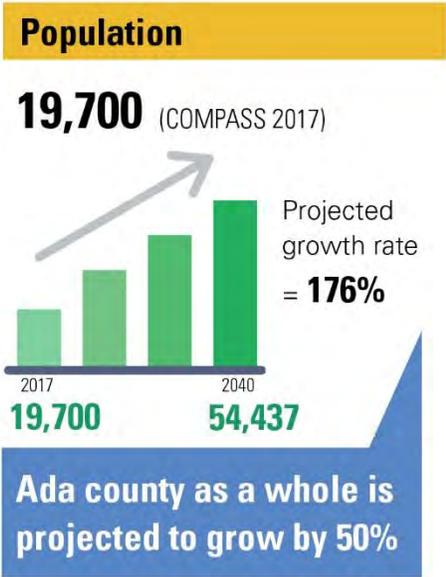
### GENERAL THEMES

1. The City of Kuna has experienced substantial population growth over the past 15 years and is expected to experience even greater growth over the next 20 years.

- Kuna’s population grew from 5,382 in 2000 to 19,700 in 2017<sup>1</sup>.
- Population growth estimates put the population of Kuna at 54,237 in 2040<sup>2</sup>
- Kuna’s population has a larger percentage of individuals between the ages of 5-9 when compared to Ada County and the other incorporated cities. The same is true for populations between the ages of 25-29 and 29-34. The City of Kuna has fewer individuals over the age of 80 when compared to Ada County and the other incorporated cities<sup>3</sup>.
- 34% of Kuna’s population is under the age of 19, compared to 25.1% for the City of Boise and 27.8% for Ada County<sup>3</sup>
- 61% of Kuna’s population is under the age of 35, compared to 55.6% for Ada County and 55.5% for the City of Boise<sup>3</sup>

2. Kuna’s economy is shifting from primarily agricultural production to government and service sectors. Kuna has the potential to become a thriving, mixed-economy with more local jobs, as opposed to a bedroom community for the Treasure Valley.

- In 2017, Kuna has a total of 4,549 jobs within the City between all Department of Labor sectors, it is projected that by 2024 there will be 4,888 jobs listed in the City, a growth rate of 10%. <sup>4</sup>

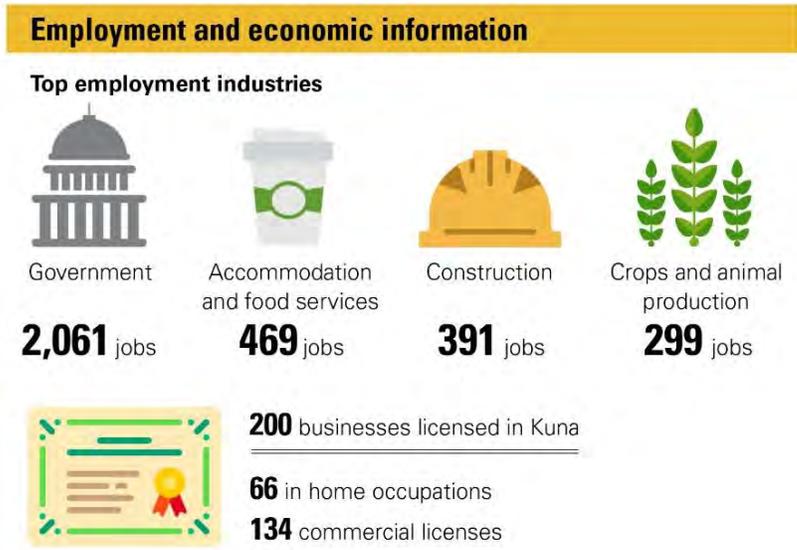


There are **5,335** occupied households in Kuna

The data in this report represents the most up to date information available. In some cases, this is data represents information from 2015, 2016 and 2017 depending on collecting agency and reporting timelines.

<sup>1</sup> Community Planning Association of Southwest Idaho (COMPASS). 2017. Historic Population Estimates by City Limits.  
<sup>2</sup> Community Planning Association of Southwest Idaho (COMPASS). 2017. Forecast Demographic Areas.  
<sup>3</sup> U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates.  
<sup>4</sup> U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates.

- In 2017, Kuna had a total of 299 crop and animal production positions, but is anticipated to lose 18% of those jobs by 2024. Comparatively Kuna’s governmental sector is expected to grow the number of jobs by 14% by 2020. <sup>5</sup> The government jobs category covers all publicly funded positions including employment with the Kuna School District, the City of Kuna, hospitals, recreation centers, parks and maintenance crew members, utility workers, safety inspectors, financial examiners and many other positions.



- Changes in land use patterns show a move away from large field cultivation to housing, commercial and industrial development. The below map series (Figure 3) highlights this shift.
- Kuna’s zoning shows the following breakdown of land uses, 31.6% residential, 1% industrial, 2.5% commercial, 64.8% Agricultural. <sup>6</sup>
- Figure 2 show a graphic representation of the Kuna’s location quotient analysis. A location quotient shows the concentration of an industry or occupation as compared to the nation. The size of the circles indicates the number of total jobs in Kuna for an industry, while the location of the circle indicates that industry’s location quotient for Kuna and its growth or reduction. As shown in the graphic, four industries in Kuna (Construction, Government, Accommodations and Food Service, and Warehousing and Transportation) have a location quotient larger than one, which means that these four industries have a greater presence in Kuna than averages nationally. A majority of the industries shown in the graphic have experienced a growth in location quotient since 2010, and the largest increase in location quotient growth was for the construction industry (as indicated by its position furthest to the right on the graphic).

<sup>5</sup> EMSI, Provided by the Idaho Department of Labor 3rd Quarter 2017 Report of Quarterly Employment and wages (QCEW)

<sup>6</sup> City of Kuna Zoning Percentages. 2017.

Figure 2: Kuna Location Quotient 2010 to 2016.

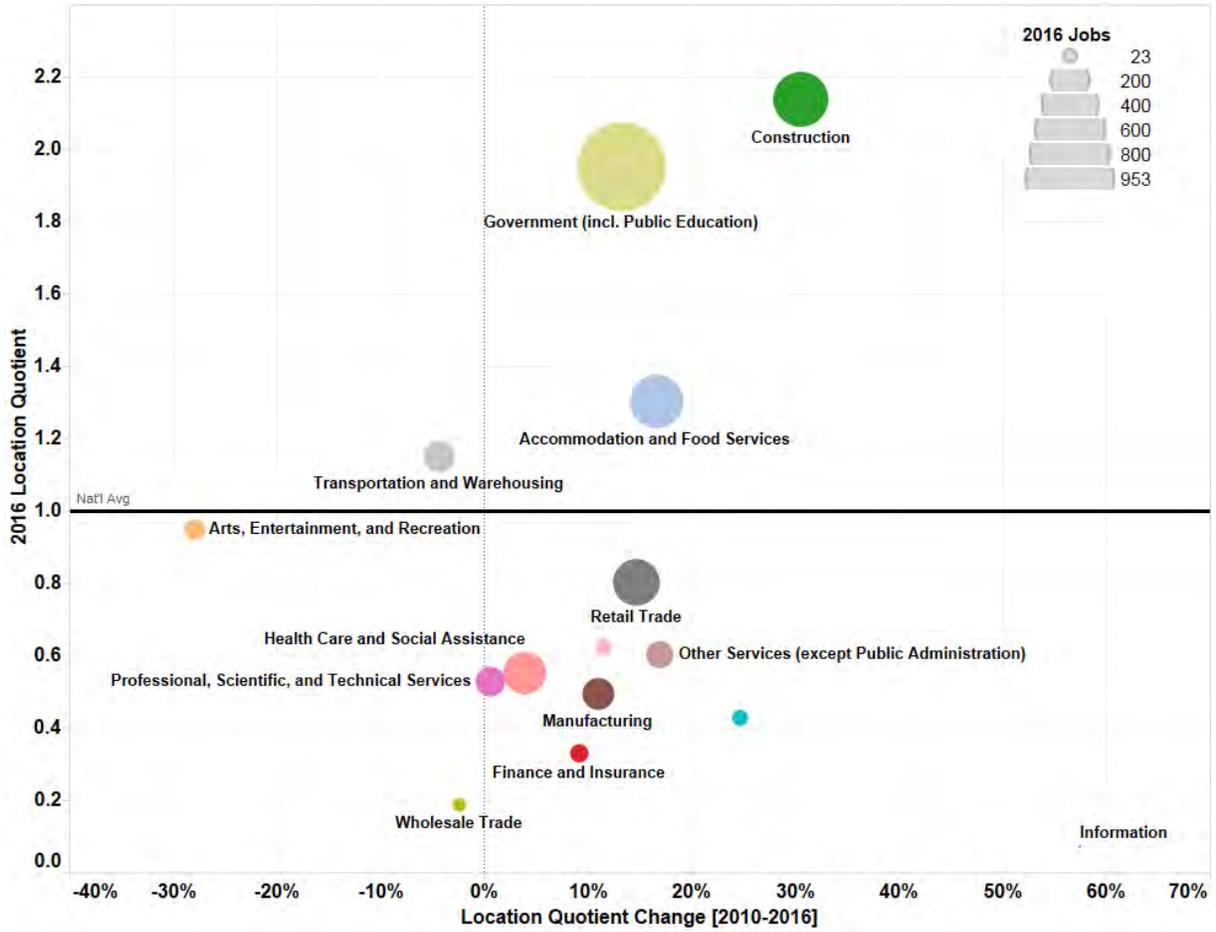
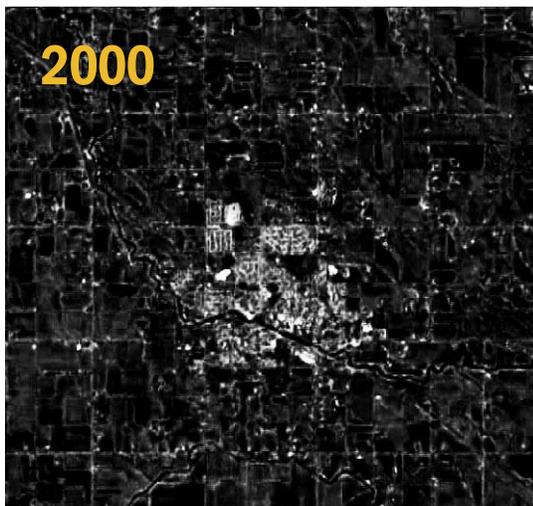


Figure 3: Land Development Time Series 2000 to 2015



**3. There is growing demand for housing in Kuna as the City and region’s populations rise. This may be partially driven by younger families and professionals seeking out less expensive housing options in the Treasure Valley.**

- The City of Kuna has a larger percentage of households with four or more persons when compared to Ada County, the same is true for three-person households.<sup>7</sup>
- 2016 estimates indicate under 1% housing vacancy in Kuna.<sup>7</sup>
- Kuna households are 82% owner-occupied and 18% renter-occupied. This is the lowest renter occupation rate compared to all of Ada County and incorporated communities within the county.<sup>7</sup>
- 82% of Kuna homeowners have a mortgage.
- More than 60% of Kuna’s housing inventory was constructed after the year 2000.<sup>7</sup>
- The median assessed home value for Kuna is \$183,500<sup>8</sup>. Which is lower than most other locations in Ada County aside from Garden City, The Boise Bench and West Boise.<sup>7</sup> However, the median home price for new construction in Kuna is \$256,958. Indicating upward movement in Kuna’s home value.<sup>9</sup>

The following sections describe specific trends related to various comprehensive plan elements and provide a more in-depth analysis of the data.

**LAND USE**

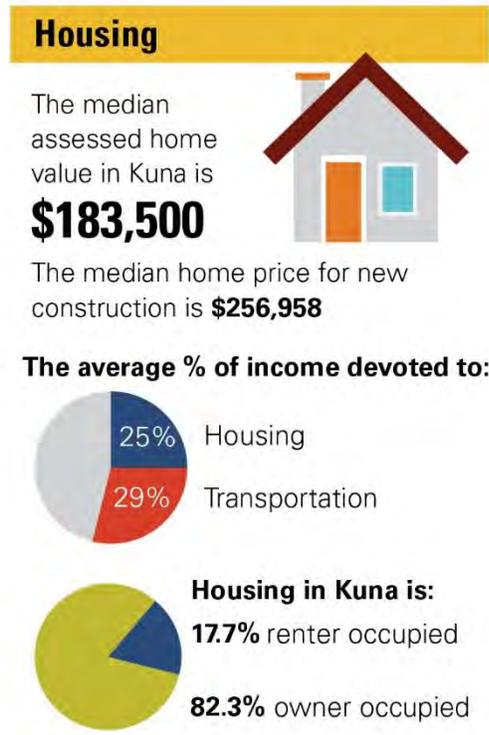
The following comprehensive planning elements are included in the broad category of Land Use in this report. The themes highlighted in this section reflect trends associated with these broad topics.

- Parks, Public Spaces and Community Facilities
- Housing and Neighborhoods
- Mixed-Use and Commercial Areas
- Natural Resources (including air and water, green infrastructure)
- Industrial and Agricultural areas and trends (including hazardous areas)

<sup>7</sup> U.S. Census Bureau, 2011-2016 American Community Survey 5-Year Estimates.

<sup>8</sup> Ada County Assessor.

<sup>9</sup> Idaho Land Report. Third Quarter 2017. New construction



**Land Use Key Theme A:** *The demand for housing in Kuna is mainly being met with smaller, single-family homes through subdivision development on raw land, rather than a mix of housing types on raw land and redevelopment in existing neighborhoods.*

- 2015 estimates indicate just over 1% housing vacancy in Kuna. <sup>10</sup>
- Kuna households are 82% owner-occupied and 18% renter-occupied. This is the smallest rate of renter-occupied housing when compared to Ada County and the other incorporated cities. <sup>8</sup>
- 82% of Kuna homeowners have a mortgage. <sup>10</sup>
- Over 60% of Kuna's housing inventory was constructed after the year 2000. <sup>10</sup>
- The median assessed home value for Kuna is \$183,500<sup>11</sup>. Which is lower than most other locations in Ada County aside from Garden City, The Boise Bench and West Boise. However, the median home price for new construction in Kuna is \$256,958. Indicating upward movement in Kuna's home value. <sup>12</sup>
- The number of new residential building permits has been steadily increasing since 2011 (six times as many permits were issued in 2016 when compared to 2011). The number of new building permits issued for residential uses in 2016 (337 permits) exceeds pre-recession development in 2007 (309 permits). <sup>13</sup>
- Kuna's residential zoning is heavily weighted to low to medium density housing development with 65% of residentially zoned land falling into the R-6 category (six housing units per acre) and 33% of residentially zoned land falling into the categories of R-1 through R-5 (one to five units per acre).<sup>12</sup> The majority of new housing construction has been single family R-4 to R-6 zoning.

**Land Use Key Theme B:** *Kuna is experiencing commercial development growth; however, additional commercial would provide the mix of essential services desired by residents. Currently, there are limited controls along key corridors to help concentrate development.*

- There is currently no mixed-use zoning category in City code.
- Kuna's only walkable, mixed-use district is the downtown core.
- Kuna had 18 new commercial development permits submitted in 2016, which is the greatest number submitted in the past 10 years. For comparison, 2007 had the second largest number of permits submitted with 10 new applications.<sup>14</sup>
- Commercial tax revenue for the City of Kuna has increased from \$60,471,100 in 2011 to \$86,117,200 in 2017. However, commercial tax revenues now account for 2.2% less of the total tax base, which is likely due to an even larger increase in residential tax revenue.
- In 2016, there were 18 new commercial development building permits processed, which is the largest number of new commercial development applications received in the last 10 years.
- There are 293 acres of land zoned for commercial use in Kuna. Most commercial development uses fall into office space, retail and restaurants.

---

<sup>10</sup> U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates.

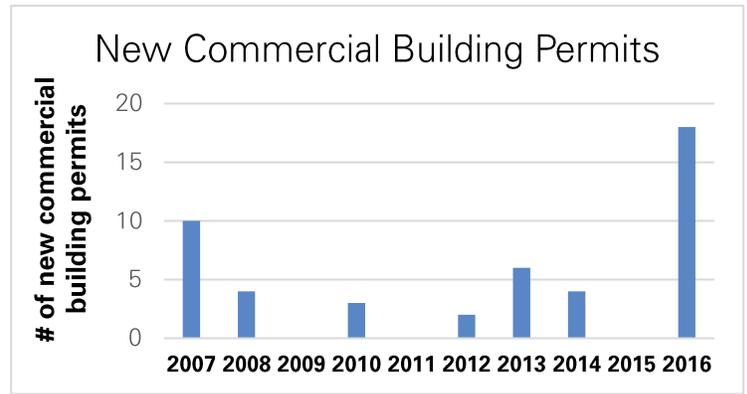
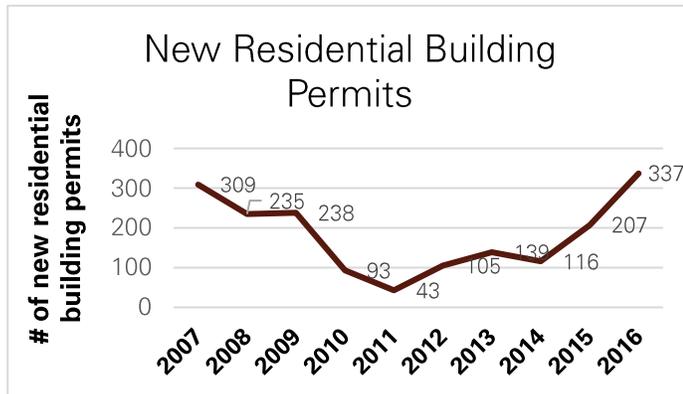
<sup>11</sup> Ada County Assessor.

<sup>12</sup> Idaho Land Report. Third Quarter 2017. New construction

<sup>13</sup> City of Kuna.

<sup>14</sup> City of Kuna

Figure 4: Kuna Commercial and Residential Building Permits 2007 to 2016



**Land Use Key Theme C:** *The city of Kuna has many well-loved parks and green spaces. As Kuna grows, additional parks, public spaces, and community facilities should be planned and developed.*

- As of August 2016, there is one acre of park and recreation space for every 105 residents in Kuna, which is slightly higher than their goal of 1 acre of park land for every 80 residents. There are 113.11 acres of City Parks in Kuna in 15 locations (3 bare ground neighborhood playgrounds, 8 neighborhood parks and 4 specialized recreation areas).<sup>15</sup>
- Many private parks and greenspaces have been incorporated within subdivisions. While only planned unit developments (PUD's) require open space, many subdivisions and developments incorporate open space and areas for recreation in their plans. Sidewalk and pathway connectivity is required in most new development.
- Indian Creek Greenbelt is well-used and could be extended further. Phase 2 of the planning process will look at opportunities to extend. The City has already identified some areas for expansion along the Indian Creek Greenbelt.
- The Hubbard Reservoir and Kuna Butte are other examples of recreation areas to be evaluated for connectivity and improvements.
- 3% of total land in Kuna is being utilized for Parks and Public spaces.<sup>16</sup>

**Areas for additional research in Phase 2:**

- Percentage of acreage zoned residential, commercial, industrial, agricultural, etc.
- Natural Resources (air, water, green infrastructure)
- Industrial uses/ manufacturing
- Agricultural uses (including hazardous areas)

**Parks, trails and green spaces**

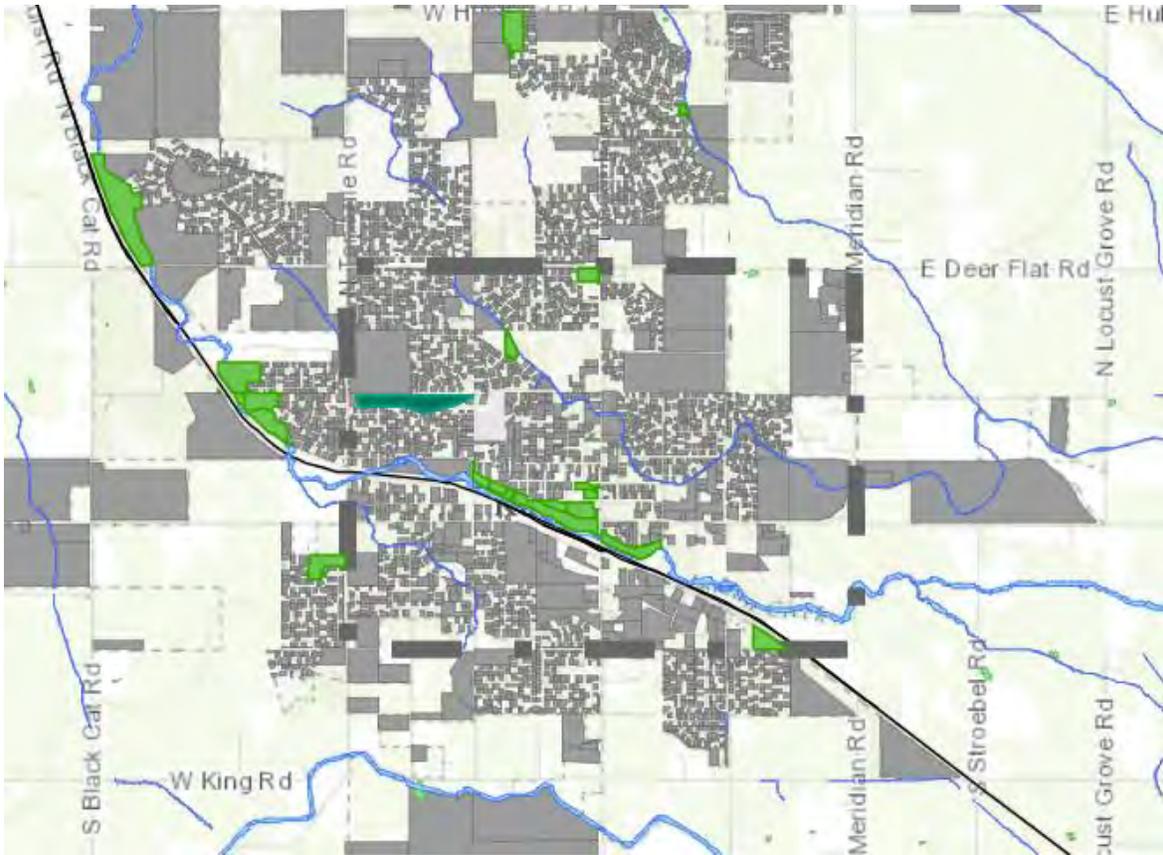
**15** city parks, playgrounds and specialized recreation areas

For every **105 Kuna residents** there is **1 acre** of city owned park land. Kuna's goal is to have **1 acre** of park land per **80 residents**.

<sup>15</sup> City of Kuna GIS

<sup>16</sup> Kuna School District, Growth Report 2016.

Figure 5: City of Kuna Parks Map



## QUALITY OF LIFE

The following comprehensive planning elements are included in the broad category of Quality of Life. The themes highlighted in this section reflect trends associated with these broad topics.

- Health
- Education, Jobs and Workforce
- Recreation and Visitation
- Public Safety
- Special populations – e.g., Seniors, youth
- Community character – e.g., community facilities, Kuna identity, beautification, events, clean-up, investment



**5,342** students  
enrolled across  
**10** schools



**61%** of Kuna's residents are  
under the age of 35

**Quality of Life Key Theme A:** *The city of Kuna is a relatively safe place to live.*

- In 2015 Kuna experienced 31.6 crimes per 1,000 population, which was lower than all other Treasure Valley communities, except the cities of Star and Eagle.<sup>17</sup>

<sup>17</sup> Ada County Sheriff's Office

- As of 2016, there are 0.79 police officers per 1,000 residents in Kuna, compared to 1.6 average officers per 1,000 for the state of Idaho. Kuna aspires to have 1.0 police officer for every 1,000 residents.
- The average annual cost of police services in Kuna is \$85 per resident, whereas the average cost for annual police services is \$228 per resident. <sup>18</sup>
- The Kuna Rural Fire District (KFD) has experienced an increase in call volumes along with Kuna's population increase. Over the last five years, KFD has experienced an average of 0.07 calls per capita. The estimated call volumes for 2017 reflect a one percent increase since 2016.

**Quality of Life Key Theme B:** *The city of Kuna is developing economically and is experiencing median household income growth.*

- The 2016 median household income for the city of Kuna is \$58,537 which is above the median income levels of the City of Boise, Garden City, Star, and Ada County. Kuna's median household income has grown ~14.7% over the past 7 years, which is the highest rate of growth in Ada County. <sup>19</sup>
- The 2016 U6 Unemployment rate in Kuna sits at 6.9%. The unemployment rate is up from 3.9% in 2009 and down from the high of 9.5% in 2013. This closely mirrors the trends of declining unemployment throughout Ada County. <sup>20</sup> The U6 unemployment rate measures all unemployed individuals as a percentage of the civilian labor force, along with those who are currently not working or looking for work but indicated that they want and are available for a job along with discouraged workers. This number also includes persons that are working part time for economic reasons who want to work full time but had to settle for a part time position. <sup>21</sup>
- As of 2016, U3 unemployment is 3.3% for Ada County. The U3 unemployment rate only tracks unemployed individuals who are actively part of the labor force. This number is also known as the official unemployment rate. For comparison, the U3 unemployment rate for the State of Idaho in 2016 was 3.6% and the national unemployment rate was 4.7%.<sup>22</sup>

2016 U6 Unemployment Rates	
Ada County	5.3%
Boise	6.0%
Caldwell	10.6%
Eagle	4.0%
Garden City	7.0%
Idaho	6.2%
<b>Kuna</b>	<b>6.9%</b>
Meridian	4.3%
Nampa	7.8%
Star	2.6%

<sup>18</sup> Ada County Sheriff's Office

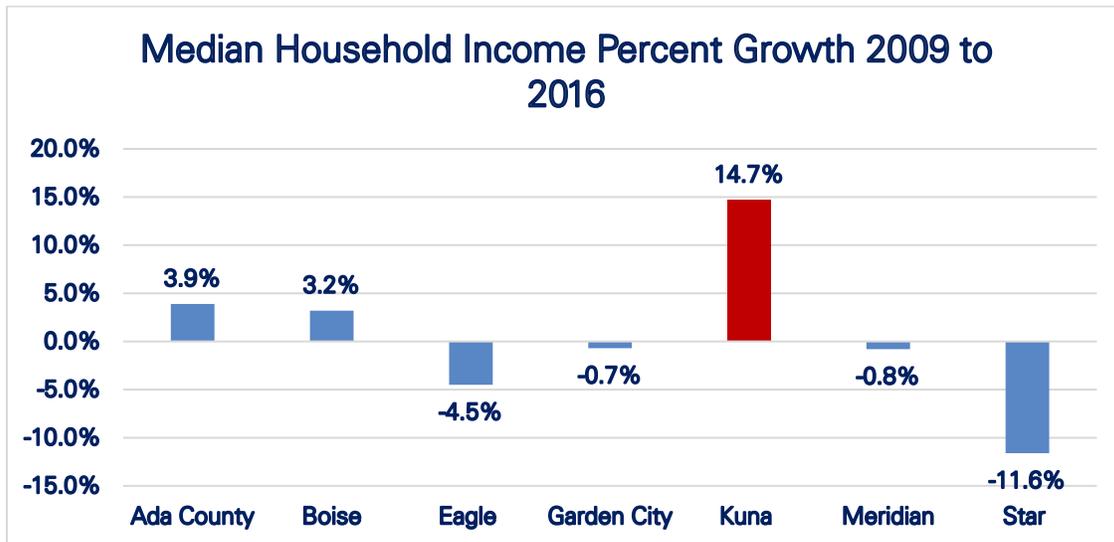
<sup>19</sup> U.S. Census Bureau, 2011-2016 American Community Survey 5-Year Estimates.

<sup>20</sup> U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates.

<sup>21</sup> Bureau of Labor Statistics. Alternative Measures of Labor Utilization.

<sup>22</sup> Bureau of Labor Statistics. 2017.

Figure 6: Area Median Household Income Growth



**Quality of Life Key Theme C:** *The City of Kuna has many opportunities to improve access to primary and behavioral health services as well as prevention and wellness efforts that include access to healthy foods, active living options, open spaces, and community resources.*

- Access to healthy foods, medical care and mental health services are all high priorities for ensuring the health of Kuna residents.
- Ada County ranked 3<sup>rd</sup> out of 42 Idaho counties in terms of overall health in the United Way 2017 Community Assessment. <sup>23</sup>
- Regular physical activity and a healthy diet are two of the most important factors linked with good health. The environments where we live, learn, work and play affect our access to healthy foods and opportunities for physical activity, which play a part in reducing the risk of being overweight and other chronic diseases.
- Currently, there is no public indoor recreation facility located in Kuna. Residents travel to Meridian, Nampa or Boise to access such a facility. Outdoor public recreation facilities in Kuna include a skateboard park, planned splashpad, existing (and expanding) frisbee golf course, new dog park, fishing ponds, potential new sports park, existing (and expanding) Indian Creek greenbelt and local parks.
- Phase 2 of this planning process will further explore health trends in the City of Kuna.

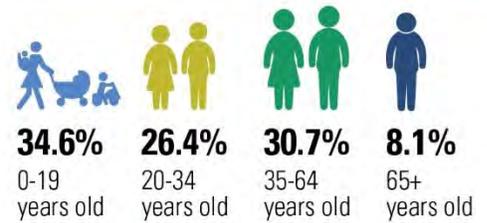
**Quality of Life Key Theme D:** *Kuna has a relatively young population, including high populations of youth under the age of 19 and few residents over the age of 65. Such a large youth population means a growing school district, and a need for new education facilities.*

- 34.6% of Kuna residents are under the age of 19, substantially higher than the Ada county rate of 27.8%

<sup>23</sup> United Way of Treasure Valley, 2017 Community Assessment.

- 61% of Kuna residents are 34 years old or younger, compared to 48.7% for Ada County as a whole. <sup>24</sup>
- 8.1% of Kuna’s population is 65 or older, compared to the Ada County rate of 12% <sup>24</sup>
- Kuna currently has 10 schools in the District including seven elementary schools, 1 middle school and 2 high schools. <sup>25</sup> There are two public charter school in Kuna that serves 705 elementary and middle school students.
- The current population of students in the Kuna School District is 5,318 (2016-2017), which is an increase from 4,698 students in the 2008-2009 School year. <sup>25</sup>
- Phase 2 of this planning process will explore additional information related to seniors and other specific populations.

### Age breakdown



**Quality of Life Key Theme E:** *The City of Kuna offers many public events and opportunities to engage as a community.*

- There are a series of well-attended annual community events throughout the year, including, but not limited to: Kuna Days, Mayor’s events, Mayor’s Table, Down-n-Dirty, Kuna Clean-up, Easter egg hunt, Kuna-Melba farmers market, auctions, Trunk R Treat, Veterans Day Assemblies, Punk in the Park, Kuna High School sporting events, the flea market, and the Down-Home Country Christmas event.

**Quality of Life Key Theme F:** *The population of school aged children in Kuna is exceeding the current capacity and is expected to grow.*

- For each new home built in Kuna, an average of .76 additional individuals between the ages of 5-19 will be added to the Kuna population. <sup>26</sup>
- 222 new students were added to the Kuna School District from 2015 to 2016. Since 2000, 2,526 new students have been added to the Kuna School District.
- Kuna School District anticipates the opening of a new high school by 2021, additions to Reed and Silver Trail Elementary Schools by 2019, and an expansion of the middle school by 2018.<sup>27</sup>

**Areas for additional research in Phase 2:**

- How is landscaping, branding, other beautification accomplished in Kuna?
- What is the development schedule for new Kuna school facilities? Current measure of over-capacity?
- Educational attainment and rate of matriculation at area colleges.

<sup>24</sup> U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates.

<sup>25</sup> Kuna School District

<sup>26</sup> Kuna Schools Growth Report. 2016.

<sup>27</sup> KSD Superintendent Update, November 2017.

## TRANSPORTATION AND INFRASTRUCTURE

The following comprehensive planning elements are included in the broad category of transportation and infrastructure. The themes highlighted in this section reflect trends associated with these broad topics.

- Greenbelt and Pathways
- Streets and Sidewalks
- Key corridors (Linder Road, Ten Mile Road, Highway 69, Kuna-Mora Road)
- Public transportation and commuting
- Water, Sewer, Storm water, Irrigation, Solid Waste
- Emergency Services – police, fire, ambulance
- Power, gas, transmission corridors, Northwest Pipeline
- Communications: Internet, phone, cable
- Airport facilities: public and private

**Transportation Key Theme A:** *Kuna has embraced pedestrian and bicycle connectivity through their current and planned greenbelts and pathways system; however, many parts of the community are not well-connected and the bike and pedestrian infrastructure could be strengthened.*

- Kuna has a walk score rating of 57, which indicates that the community is “somewhat walkable.”<sup>28</sup>
- Existing and planned bicycle and pedestrian facilities such as bike lanes, pathways, sidewalks and bike/ped counts, will be mapped and analyzed during Phase II, Options and Opportunities, of this comprehensive plan update process.

**Transportation Key Theme B:** *Residents of Kuna are highly dependent upon automotive transportation. The low cost of housing in Kuna is offset by high transportation costs.*

- Kuna has an average of 2 cars per household and an average commute time of 24.4 minutes. This commute average is longer than Boise, Nampa and Meridian.
- 88.7% of Kuna’s workforce drives to work alone, and 3% carpool.<sup>29</sup>
- The average commute time for City of Kuna residents is 24.4 minutes, compared to the 21 minutes for Meridian City residents and 17 minutes for City of Boise residents.<sup>30</sup>
- Kuna has no transit bus routes within City limits. The nearest Valley Ride bus pick-up location is in Meridian. There is one Park and Ride Station located within the Kuna Albertson’s parking lot, and one at Ten Mile Road and Overland Road for commuters leaving Kuna for work in Boise, Meridian, Nampa or Caldwell. Valley Regional Transit is currently working on implementing a route to Kuna as established in their master plan.
- There are seven Commuteride van pools that run out of Kuna heading to different destinations including, Gowen Field, the Boise VA Medical Center, Mountain Home Air Force Base, and Downtown Boise. In previous years there have been up to 15 Commuteride Van pools operating. Commuteride operates an additional 72 routes, many of which serve Kuna residents with stops at park/ride locations near Kuna.

---

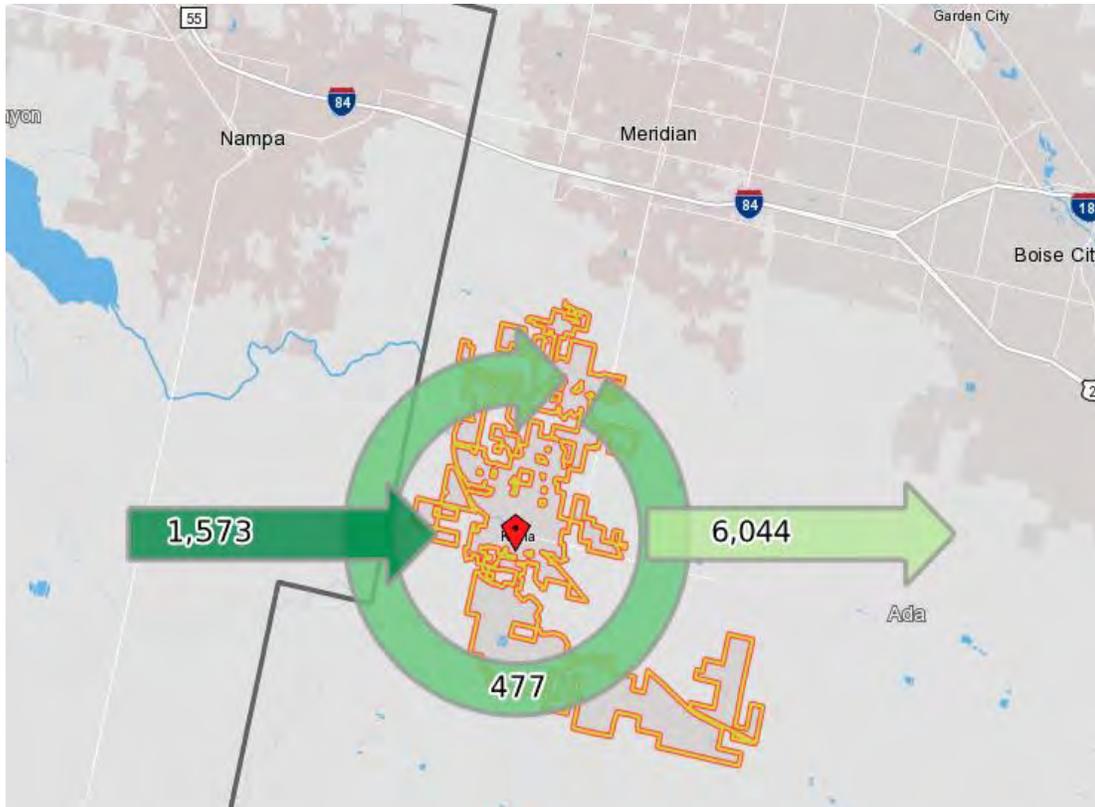
<sup>28</sup> Walk Score

<sup>29</sup> U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates.

<sup>30</sup> Data USA, Kuna, ID

- According to AAA in Kuna 29% of a household's income is expended on transportation costs. The FHWA indicates that an average American household spends roughly 19% of their income on transportation, and the average automotive dependent suburban resident spends roughly 25% on transportation costs.
- Figure 7 below shows the incoming and outgoing commuter traffic on a daily basis in Kuna. Roughly 1,500 individuals come into Kuna for employment, another 477 commute to locations in Kuna and just over 6,000 individuals leave Kuna for employment in the surrounding areas including, Meridian, Boise, Garden City, Nampa, Caldwell, etc. <sup>31</sup>

Figure 7: Kuna Commuting Patterns



<sup>31</sup> Idaho Department of Labor. 2016.

**Transportation Key Theme C:** *Key corridors are experiencing increasing volumes and are projected to increase as population grows and land is more intensely developed.*

- Based on past and current traffic data, traffic volumes have increased on Highway 69/Meridian Road, Ten Mile Road, Linder Road, Deer Flat Road, Kuna Mora Road, Swan Falls Road, and Kay Avenue within Kuna.
- The main north-south access roads into Kuna are Ten Mile Road and Highway 69/Meridian Road. Among other priorities, the City of Kuna has listed two transportation projects on their 2018 Prioritization Request to ACHD for Ten Mile Road:

- Widen Ten Mile Road to 5 lanes from Hubbard Road to Columbia Road
- Install a single-lane roundabout at the intersection of Ten Mile Road and Columbia Road

ACHD has listed the following projects in their five-year work plan:

- Ten Mile Road and Amity Road Roundabout project. The construction for the roundabout is currently programmed for 2022.
- Install an interim signal in cooperation with ITD at Highway 69/Meridian Road and Hubbard Road as well as at the intersection of Highway 69/Meridian Road and Lake Hazel Road; construction is programmed for 2018.

Idaho Transportation Department currently identifies a pavement preservation project scheduled for 2018 construction for the entire length of Highway 69/Meridian Road.

**Areas for additional research in Phase 2:**

- Water, Sewer, Storm Water, Irrigation, Solid Waste
- Emergency Services – police, fire, ambulance
- Power, gas, transmission corridors
- Communications: Internet, phone, cable
- Airport facilities

# Relevant Codes, Plans and Studies

---

## RELEVANT PLANS

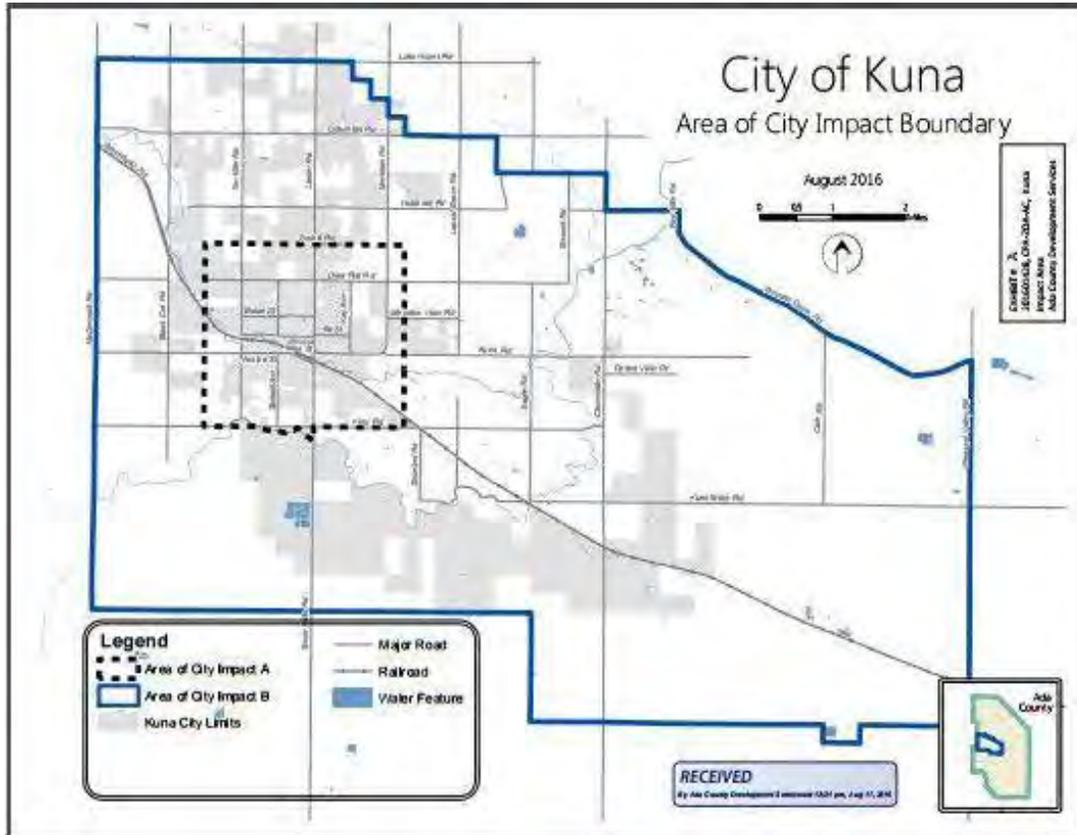
There are many previous plans, initiatives, and reports that have played a role in the development of the City of Kuna. The following plans are particularly relevant in the development of the Envision Kuna Comprehensive Plan:

- **1998 Comprehensive Plan.** The 1998 City of Kuna Comprehensive Plan was a complete revision to the City's 1993 Comprehensive Plan.
- **2015 Comprehensive Plan.** The 2015 comprehensive plan was an update to the 2008 Comprehensive Planning process. The 2015 plan is the most current version of the City's Comprehensive plan, however many of the sections still reflect strategic thinking from the 2008 update. The *Envision Kuna* Comprehensive Planning process is intended to generate a new, highly relevant plan to guide Kuna's future for the next 10-20 years.
- **2012 City of Kuna Downtown Corridor Plan.** The Downtown Corridor plan was adopted in 2012 and provides, recommendations for projects that could be funded to improve transportation for all modes of travel through, and around, Kuna. The plan used projections of future traffic volume, population projections, and intersection and corridor analysis to create concept designs for the City.
- **2015 City of Kuna Downtown Revitalization Plan.** This plan, currently in development, will serve as a roadmap towards retaining and building on what is great about Kuna's downtown, providing recommendations and strategies for Kuna's historic downtown core.
- Additional plans under review as part of comp plan include, the 2016, City of Kuna Parks Capital Improvements and Impact Fee Plan, Kuna public facilities plans (water, sewer, pressurized irrigation, Kuna School District Facilities plan, Kuna Crossing Feasibility and Implementation Plan, Kuna Streets Circulation map, Master Pathway Map, Gateway West Plan, Kuna Rural Fire District Master Plan, Ada County Hazards Mitigation Plan and the Ada County Emergency Response Plan.

## AREA OF CITY IMPACT

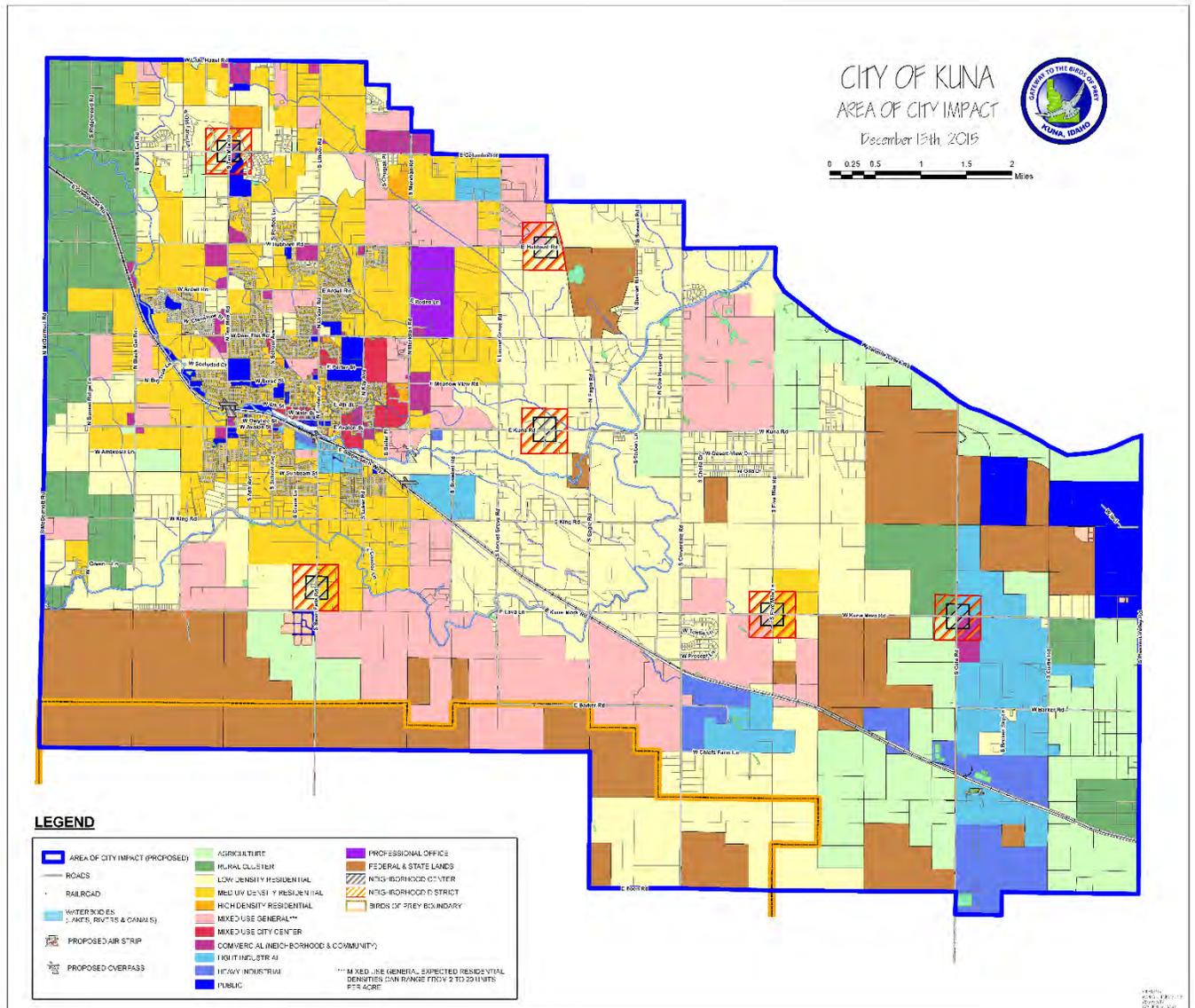
Kuna's area of city impact grew substantially in 2017 when Ada County Commissioners approved updated area of city impact boundaries. The below map shows the previous area of City Impact as a dotted black line, and the recently approved area of city impact boundaries are shown as the blue line.

Figure 8: Kuna Area of Impact 1999 to 2017



The map below shows the proposed future land uses for the City of Kuna and the updated area of city impact.

Figure 9: City of Kuna Future Land Use Map



# What We've Heard (Public Input Summary)

---

## Process Overview

Several public involvement techniques were implemented to facilitate direct and web-based interaction with the citizens of Kuna to discuss their issues, concerns and ideas related to the Kuna Comprehensive Plan Update.

The City of Kuna, Agnew Beck and J-U-B Engineers/The Langdon Group (JUB/TLG) employed a comprehensive public outreach strategy to evaluate the needs, issues and opportunities throughout the Area of Impact (AOI) within the City of Kuna. Multiple methods were used to notify stakeholders about the project and invite them to participate in the process. The many public outreach efforts included: a 3P Visual online interactive mapping tool, social media and newspaper ads, two Advisory Committee meetings, a booth at the Kuna Days event, a presentation at the Kuna Senior Citizen Center, a booth at a Kuna High School football game, and a public open house. Below is a more in-depth overview of those public involvement/outreach activities that occurred through the public comment period, which began in June 2017 and ended October 2017.

### ONLINE INTERACTIVE MAP

On August 17, 2017, the online comment tool, 3P Visual, was launched. 3P Visual is an interactive comment map that allows users to click on a specific location and provide a comment on that location for the City of Kuna, Agnew Beck and JUB/TLG team to consider during the planning process. Information and project details were posted on the City of Kuna's webpage with a link to the 3P Visual, which allowed members of the community to provide comments about the project area during the August 17 – October 4, 2017 comment period. A link to the 3P Visual interactive comment map can be found here: [www.envisionkuna.com](http://www.envisionkuna.com).

### ADVISORY COMMITTEE MEETINGS

The City of Kuna, Agnew Beck and JUB/TLG project team worked together to identify a comprehensive list of stakeholders (including property and business owners, as well as varying agency representatives) with potential interest in participating in the plan update. These stakeholders were gathered together on two separate occasions, June 28<sup>th</sup> and September 28<sup>th</sup>, 2017, to collaborate and provide input on high priority topics and establish new and innovative ideas.

### KUNA DAYS

Kuna Days was celebrated on August 4<sup>th</sup> and 5<sup>th</sup>, 2017 and the City of Kuna, Agnew Beck and JUB/TLG project team utilized the event to set up a booth and gather opinions from City residents about 'what they love about Kuna'. Large pieces of paper were written on with markers while information on the upcoming community Open House on September 20, 2017 was relayed to all interested participants.

### KUNA SENIOR CENTER PRESENTATION

A presentation was given to the Kuna Senior Citizen Center on September 15, 2017 to collect input from a different demographic of residents within the City. A brief explanation of what a comprehensive plan is and why it is important both currently and for future planning for the City of Kuna was given to the citizens prior to asking for input.

## KUNA HIGH SCHOOL FOOTBALL GAME

A booth was set up at a Kuna High School Varsity Football game on September 21, 2017 as a last ditch effort to collect input and opinions from staff, students, and family alike. Residents were asked, “What do you love about Kuna?” and wrote their responses on a larger piece of paper. In return, attendees that provided input were able to enter into a raffle that the City of Kuna coordinated along with local sponsors.

## PUBLIC OPEN HOUSE

On September 20, 2017, a public open house was held to visit with the public and collect feedback about the City of Kuna. Booths related to education, parks and recreation, transportation, safety and infrastructure and land use and economic development were made available to the public to discuss their ideas and concerns directly with representatives from agencies and city departments.

Additionally, maps, stickers and flipcharts were available for participants to add their feedback. Attendees were provided with three numbered sticker dots to place on large maps. Attendees then placed the numbered stickers on the comment maps and wrote the corresponding number and comment on a flip chart next to the map.

Finally, a station for attendees to indicate what they love about Kuna was another way for participants to provide input. Approximately 40 citizens attended the open house, with 57 written comments provided.

# Input Received

## Overall Comment Summary and Analysis

Comment Source	Number of Comments	Percent of Total
Online Interactive Map	621	91%
Open House	57	9%
<b>Total</b>	<b>678</b>	<b>100%</b>

## Breakdown by Comment Type

Topic	Number of Comments	Percent of Total
Transportation	315	46%
Land Use	152	22%
Quality of Life	182	27%
Other	29	4%
<b>Total</b>	<b>678</b>	<b>100%</b>

## “WHAT I LOVE ABOUT KUNA” RESULTS

As outlined above, at many of the public outreach events, members of the public and advisory committee members were asked to indicate what they love about Kuna. Some of the top responses from the public included: the people, small-town feel, sports, and the community. A Wordle was then created to display the responses received throughout the duration of the public outreach efforts, with the largest word(s) representing the most popular response.



**PUBLIC INPUT SUMMARY TABLE**

All comments received from 3P Visual, the open house, as well as advisory committee meetings were analyzed and separated out into four categories: transportation, land use, quality of life, or other. Comments were further analyzed to specify which themes received the most comments in the area of impact and the issues associated with those geographical locations. In addition, comments were analyzed to determine top priorities/improvements for high comment geographical locations. The table below identifies the topic, priorities, and issues/improvements identified by the public.

Topic	Priorities	Issues/Improvements	Specific Input
<p><b>Transportation</b></p>	<ul style="list-style-type: none"> <li>• Overpass to S. Kuna</li> <li>• Bike/Ped</li> <li>• Highway 69 &amp; Ten Mile access &amp; traffic flow</li> </ul>	<ul style="list-style-type: none"> <li>• Create ease of access for emergency services to S. Kuna</li> <li>• Add additional bike lanes</li> <li>• Sidewalks</li> <li>• Crosswalks around four-way stops, parks, and schools</li> <li>• Preserve traffic flow/access management along Highway 69 &amp; widen Ten Mile</li> </ul>	<ul style="list-style-type: none"> <li>• Extend HW 69 across Indian Creek and RR tracks to connect to south Kuna</li> <li>• Build an overpass over N Bridge Road or Ten Mile Road</li> <li>• Create better pedestrian crossing facilities along E Avalon Road</li> <li>• Install crosswalk to greenbelt off of S. Orchard Ave (this improvement will be identified on Kuna’s next priority list to ACHD).</li> <li>• Put in sidewalks from Linder roundabout to Albertsons on Avalon Road</li> <li>• Sidewalks are needed on W 4th Street</li> <li>• Finish sidewalks on “A” “B” and “C” streets (this improvement will be identified on Kuna’s next priority list to ACHD).</li> <li>• Create bike lane down 4th Street for kids to ride their bikes to Indian Creek and Ross Elementary School</li> <li>• Install crosswalk on W 4th Street between Linder Road and Ten Mile Road.</li> <li>• Sidewalks along both sides of Linder Road and Hubbard Road</li> <li>• Increase student safety and install sidewalks along E Deer Flat Road (will be part of Linder/Deer Flat intersection project)</li> <li>• Plan for pedestrian and bicycle traffic along major intersections of Meridian Road and Ten Mile Road</li> <li>• Sidewalks are needed along Avalon Road from South Ten Mile Road</li> <li>• Bike path connecting Kay Street to new businesses on Meridian Road (sidewalks are in the planning process, with the exception of the feedlot)</li> <li>• Limit new access to Meridian Road (stated in City of Kuna ordinance)</li> <li>• Add turn bays to intersection of Meridian Road and Deer Flat Road (this project has been requested by the City and ACHD for the developments that impact the intersection as warranted)</li> <li>• Require access roads on east to west roads to allow Meridian Road traffic to flow better</li> <li>• Put a stop light in at intersection of Hubbard Road and Meridian Road (planned ITD project)</li> <li>• Pursue funding opportunities through ITD for a corridor specific prevention and access management plan</li> <li>• Limit number of stoplights added to Meridian Road (commercial development has requested more access than what is allowed by City ordinance)</li> <li>• Add right turn lanes at intersection of Columbia Road and Meridian Road (?)</li> <li>• Add as stop sign or roundabout at intersection of Columbia Road and Ten Mile Road (?)</li> <li>• Put a light in at intersection of Ten Mile Road and Mason Creek Street to help with school traffic</li> <li>• Install a four-way stop sign at intersection of Hubbard Road and Ten Mile Road (?)</li> <li>• Widen Ten Mile Road to four lanes (planned to be expanded to 5 lanes)</li> <li>• Install an RRFB at intersection of Segoe Prairie Street and Ten Mile Road</li> <li>• Install a stop light at Deer Flat Road and School Avenue (possibly if warranted by a traffic study and/or after commercial and multifamily is developed)</li> </ul>
<p><b>Quality of Life</b></p>	<ul style="list-style-type: none"> <li>• Increased recreational areas</li> <li>• Diversify restaurants</li> <li>• Increased emergency and public safety services/facilities as growth occurs</li> <li>• Provide workforce development &amp; higher education opportunities</li> </ul>	<ul style="list-style-type: none"> <li>• Implement a community/rec center with a pool</li> <li>• More parks and green areas for kids</li> <li>• Add additional restaurants and fast food chains with varying types of food</li> <li>• Emergency Services on S. side of RR tracks</li> <li>• As schools are expanded, incorporate workforce development / technical programs</li> <li>• Evaluate possibility of higher education facilities in Kuna (City spoke with KSD and CWI about partnering on new high school location)</li> </ul>	<ul style="list-style-type: none"> <li>• Develop a city park with ample parking for tubers on S Strobel Road over Indian Creek (the City of Kuna is currently working on this)</li> <li>• Extend greenbelt east to S Strobel Road (the City is currently working on extending the greenbelt)</li> <li>• Indoor/Outdoor community pool off of Swan Falls Road</li> <li>• Put a community recreation center in Downtown Kuna – perhaps the Old 4th Street Gym</li> <li>• Build a park off of S School Avenue and W Sandbox Street</li> <li>• Extend greenbelt trail as far west as Nicholson Park</li> <li>• Put more parks in on the west side of Ten Mile Road in lieu of the bare open land (a majority of the land is privately owned; therefore, the City of Kuna would need to identify possible locations and evaluate feasibility)</li> <li>• Put a restaurant in at the intersection of Deer Flat Road and Linder Road</li> <li>• Fast and casual food options off of Deer Flat Road: Chipotle, Qdoba, Chik-fil-A, Five Guys, etc.</li> <li>• Build a ‘family’ style restaurant at the southwest corner of Deer Flat Road and Meridian Road (conversations have occurred regarding this)</li> <li>• Build a fire/emergency services station off of S School Avenue, south of the RR tracks (feasibility would need to be evaluated by the KFD)</li> </ul>

			<ul style="list-style-type: none"> <li>Bring factories so the southeast portion of Kuna's AOI for more job opportunities for Kuna residents and the recent high school graduates (currently being planned)</li> </ul>
<b>Land Use</b>	<ul style="list-style-type: none"> <li>Increased commercial/retail infrastructure</li> <li>Mix up the types of residential homes and lots built – not as many starter homes</li> <li>Utilize larger lots for new residential development (starting to occur)</li> </ul>	<ul style="list-style-type: none"> <li>More shopping locations for residents</li> <li>Larger lots</li> <li>Subsidized housing for seniors</li> </ul>	<ul style="list-style-type: none"> <li>Encourage commercial development throughout the City – not just off of Deer Flat Road</li> <li>A Target store off of Deer Flat Road and Meridian Road (there may not be enough residential to support a Target store)</li> <li>Build a gas station on the southwest corner of Deer Flat Road and Meridian Road (will be constructed in the next fiscal year)</li> <li>Put a Maverick in at the northwest corner of Ten Mile Road and Deer Flat Road (at this time, Maverick has not shown interest in the northwest corner of Ten Mile Road and Deer Flat Road)</li> <li>Encourage infill development along Linder Road – more apartments, condos, and townhouses</li> <li>Build mixed lot subdivision off of Ten Mile Road, just north of Columbia Road</li> <li>Bring in a large commercial development off of the southeast corner of Hubbard Road and Meridian Road</li> <li>Keep larger commercial development to the east side of Meridian Road (the City is currently planning this)</li> <li>Build larger, one-acre developments off of Kuna Mora Road and S Cloverdale Road (typically not sustainable for utility costs)</li> <li>Manufacturing site at the corner of Kuna Mora Road and S Cole Road</li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>Create a theme for downtown Kuna</li> </ul>	<ul style="list-style-type: none"> <li>'Old Western' theme</li> <li>Create consistency in aesthetics</li> </ul>	<ul style="list-style-type: none"> <li>Make all businesses along Main Street all look similar</li> <li>Create a more vibrant Downtown Corridor with outdoor seating along Main Street</li> </ul>

# Public Input Summary Analysis

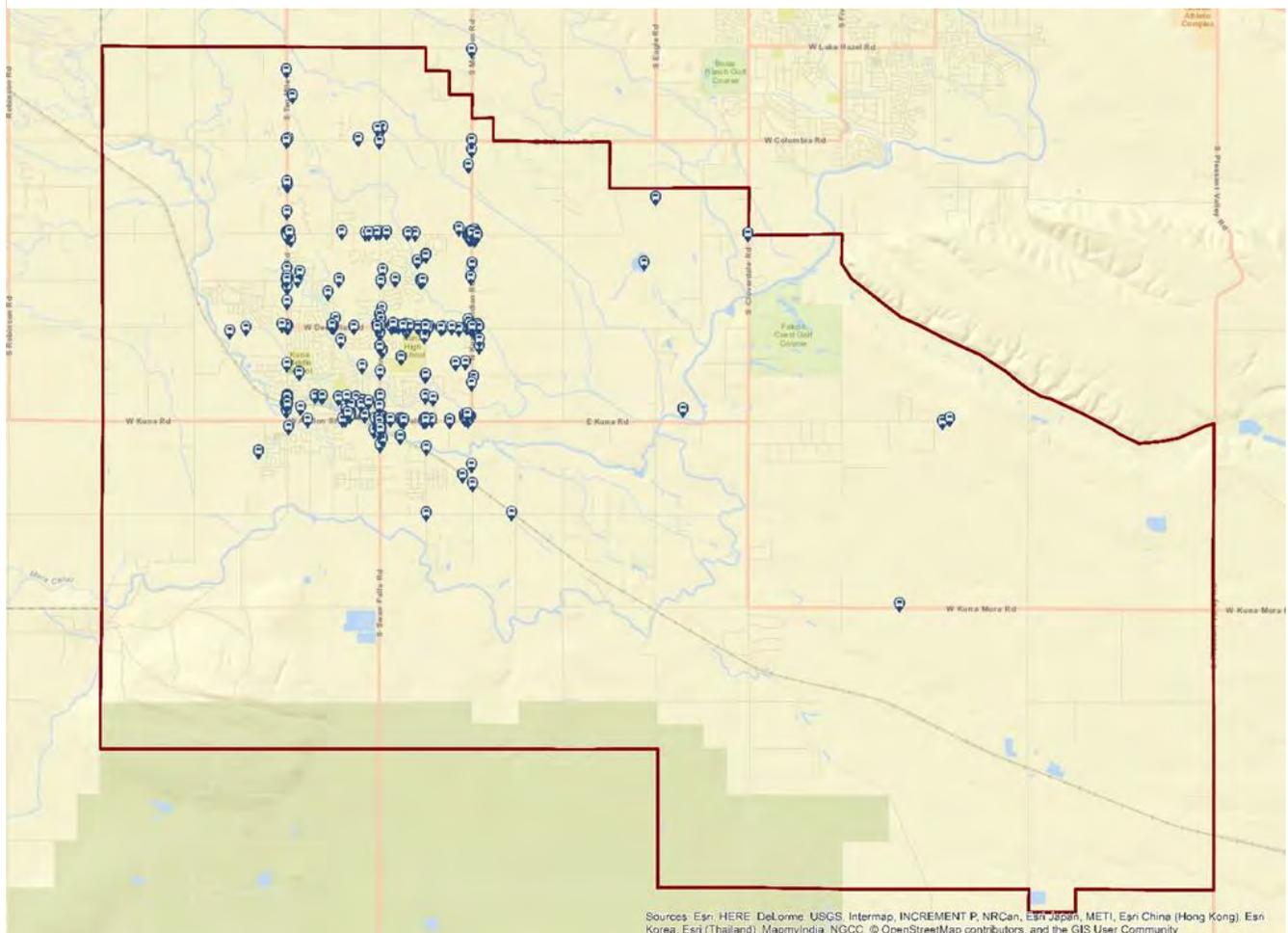
## TRANSPORTATION

Transportation concerns generated the most comments with 315 total comments. As shown in the public input summary table, the priorities for the community were associated with an overpass to connect north and south Kuna, bike/ped concerns, and access and traffic flow for Highway 69 (Meridian Road) and Ten Mile Road. Three main locations that the public commented on regarding an overpass include Ten Mile Road, Highway 69 or N Bridge Road.

Bike/ped concerns were displayed frequently throughout the Downtown corridor and near school locations as sidewalks, crosswalks, and bike paths were expressed as being extremely important to the residents of Kuna. Concerns were also expressed towards lack of connectivity throughout the Downtown corridor for pedestrians, which is currently being addressed by the City of Kuna.

Lastly, the traffic flow and access concerns related to Highway 69 and Ten Mile Road involved congestion and safety issues. Installing stop lights, four-way stops, and widening Ten Mile Road were a few of the reoccurring comments. While the majority of the comments from the public mentioned implementation tactics to relieve the congestion or access concerns along Ten Mile Road and Highway 69, some

Figure 10: Transportation Public Input Map



members of the public commented that taking no action would in turn be the best course of action in resolving these issues.

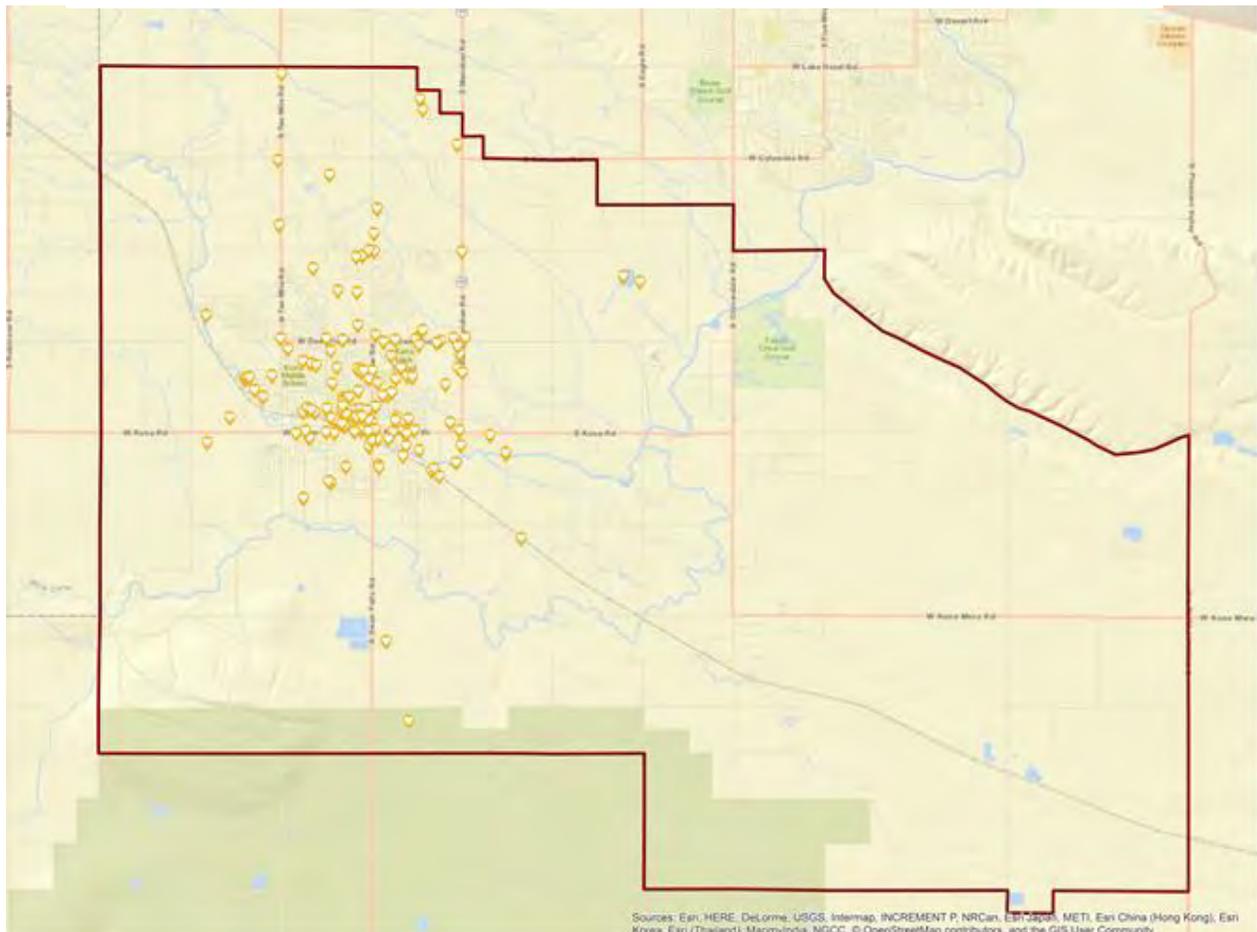
## QUALITY OF LIFE

Of the many concerns or ideas proposed for quality of life, the main priorities established after analysis included increasing recreational areas, diversifying restaurants throughout the City, increasing emergency and public safety services/facilities as growth occurs, and providing workforce development and higher education opportunities. Increasing park areas and green space was a priority that was iterated by recurring comments. Several comments were related to the desire to extend the Indian Creek greenbelt east and west. The City of Kuna is currently exploring a potential 87-acre sports complex, which is in line with citizen requests.

Regarding diversifying restaurants throughout the City of Kuna, a few suggestions included Qdoba, Chik-fil-A, and Five Guys. Another recurring restaurant idea that was mentioned was the need for an 'American' family style as well as other authentic dining options.

The concerns related to public safety services/facilities and workforce development and higher education are similar in that additional facilities to support the incoming growth were indicated frequently as being necessary for both topics. Public safety services/facility comments were specifically associated with having access to or having a facility permanently stationed to the south of Kuna to eliminate the delay in services to the public that can result due to the railroad.

Figure 11: Quality of Life Public Input Map

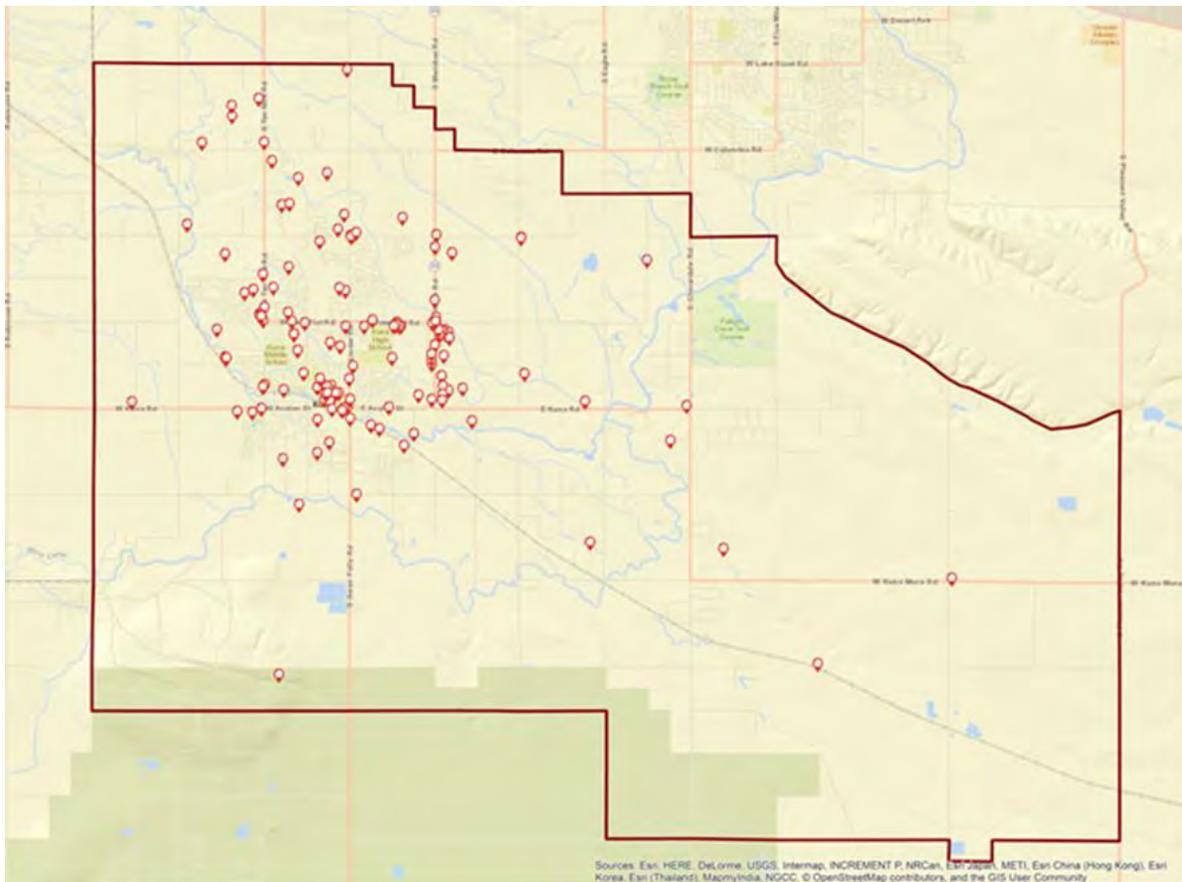


## LAND USE

Recurring themes related to land use include suggestions for mixed development, increased commercial development, and providing larger lots for residential development. Mixed development was mentioned numerous times as being a positive for the City of Kuna. However, some comments were opposing the mixed development of apartments and condos, especially those in close proximity to other residential communities that were concerned about home values being impacted. It was also continually stated that Kuna residents would like larger lots and larger homes, and to not just be viewed as a community made up of 'starter homes'.

A majority of respondents expressed an interest in increasing commercial/retail development as long as it is dispersed throughout all of Kuna and not only centered around Meridian Road, in turn creating a higher trafficked, but smaller version of 'Eagle Road'. The residents of the City of Kuna greatly appreciate the small town feel that Kuna provides while staying rich in its agricultural ties. As the community grows, the City and residents as a whole would like to actively preserve those characteristics moving forward.

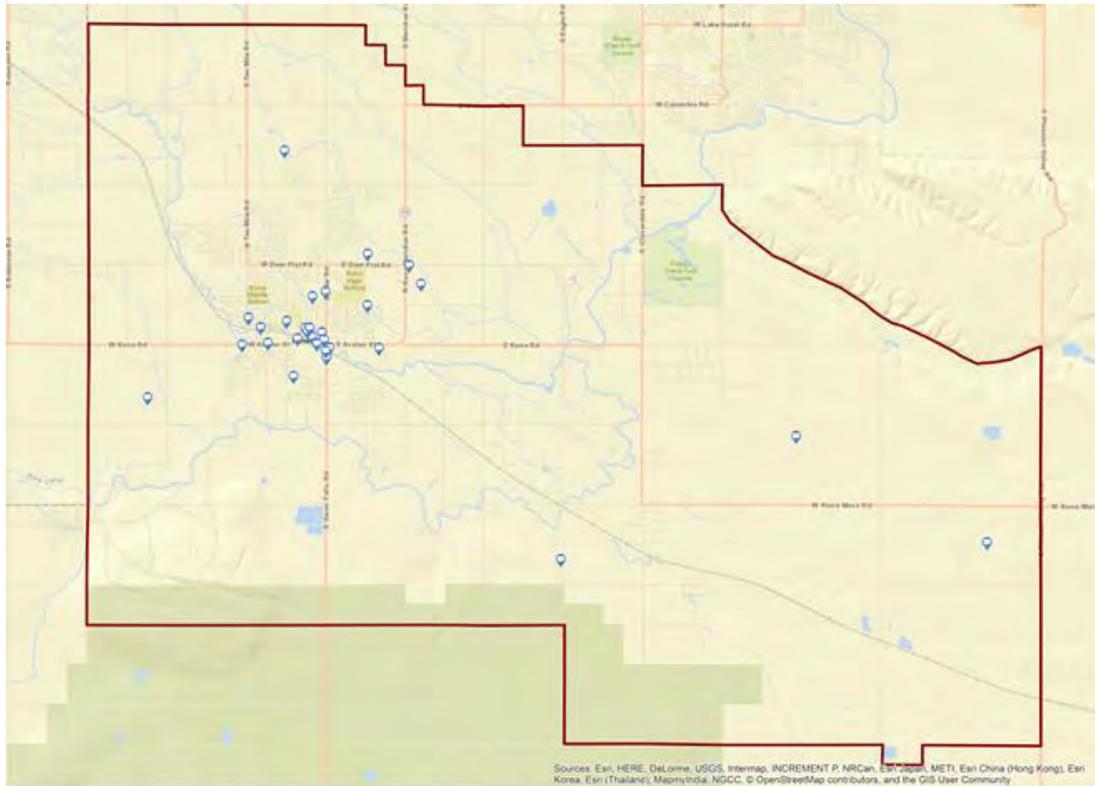
Figure 12: Land Use Public Input Map



## OTHER

The common theme or priority made abundantly clear is that the public would like to see consistency throughout the Downtown corridor. It was mentioned that having a theme throughout the Downtown would be an idea to create that sense of consistency.

Figure 13: Other Public Input Map



# Summary

---

## Areas of Change

### OVERVIEW

Since Kuna is growing at a rapid pace and many areas within the Area of Impact are newly developed or already have zoning designations (but are not yet developed), Areas of Change were identified by Advisory Committee members, the public and the project team. Areas of Change represent parts of the community that are anticipated to change within the near future or next 20 years, are particularly important areas, or represent vital opportunities for Kuna. Key Areas of Change related to Transportation, Quality of Life and Land Use are noted below.

### TRANSPORTATION

- **Major Entryway Transportation Corridors** – State Highway 69/Meridian Road, Ten Mile Road and Linder Road.
- **Future Overpasses** – Possibly at Linder Road and I-84 in Meridian, which could impact traffic and corridor function along Linder Road in Kuna. Possibly at McDermott Road and I-84 to connect the regional State Highway 16 corridor from the north to Meridian and Kuna.
- **Industrial Corridor/Alignment Changes** – Kuna Mora Road and Pleasant Valley Road.

### QUALITY OF LIFE

- **Wineries & Agri-tourism** – Winery/Vogel Farms and Indian Creek Winery, Vizcaya Winery, Sandstone vineyards, Syringa Winery, and Cabalo Orchards and Linder Farms.
- **Recreational Opportunities** – Kuna Butte, future fishing/water recreation spot and a whitewater park along Indian Creek, upcoming splash pad, Falcon Crest Golf Course, Hubbard Reservoir, and future park along Meadow View Road.

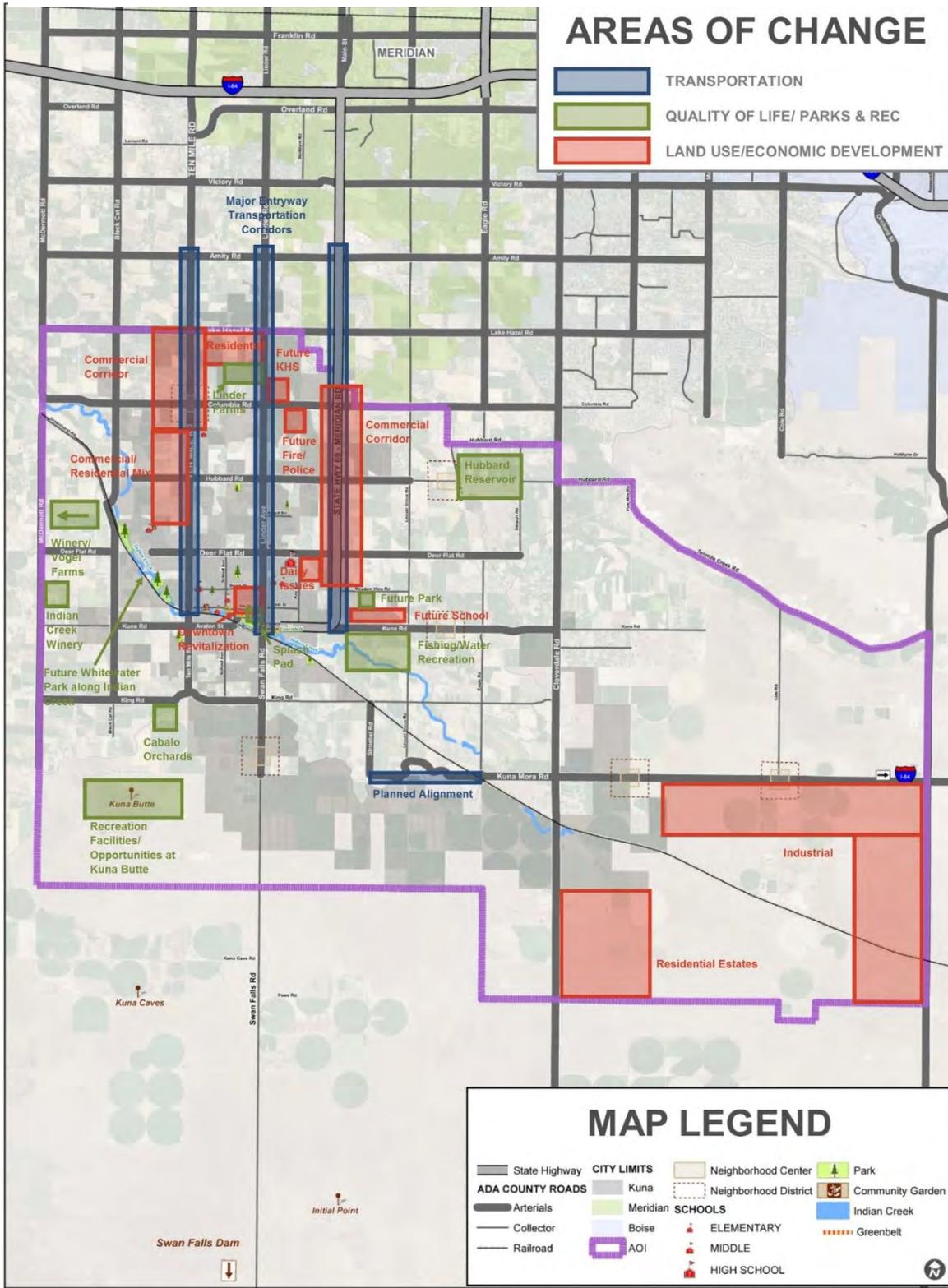
### LAND USE

- **Future Residential** – along the south side of Lake Hazel Road between Ten Mile Road and Linder Road.
- **Future Residential Estates** – along the east side of Cloverdale Road, south of the railroad tracks to the south Area of Impact boundary.
- **Future Commercial** – future commercial corridor along Ten Mile Road (currently being planned), from Lake Hazel Road approximately 1.5 miles south, then merge to a commercial/residential mix to 0.5-mile south of Hubbard Road. Future commercial corridor along State Highway 69/Meridian Road, from Columbia Road to 0.5-mile south of Deer Flat Road.
- **Downtown Core** – downtown revitalization is currently underway, with continued improvements planned over the next 10+years. 4<sup>th</sup> Street, parallel to and north of Main Street, is in a transitional state with a mix of residences and businesses.
- **Future Industrial** – along the south side of Kuna Mora Road, east of Cloverdale Road to Pleasant Valley Road, then along Pleasant Valley Road from Kuna Mora Road to the south Area of Impact Boundary.

- **Future Schools** – future high school at the northeast corner of Linder Road and Columbia Road, and future school site east of State Highway 69/Meridian Road along the north side of Kuna Road.
- **Future Fire/Police** – along the south side of Columbia Road, east of Linder Road.

These Areas of Change will be further analyzed and applicable information will be incorporated into the Comprehensive Plan and Future Land Use map. The map on the following page shows the locations of the Areas of Change identified throughout the community.

Figure 14: Areas of Change Map





## Envision Kuna Advisory Committee

Arisa McRoberts	Citizen Representative	Josh Hoffman	Citizen Representative
Alexis Pickering	Central District Health	Josh Ulmer	Citizen Representative
Amy Schroeder	ITD	Kelli Badashaim	VRT
Blake Watson	Idaho Power	Kim Bekkedaul	Kuna School District
Bob Bachman	City of Kuna	La Donna Tuinstra	Citizen Representative
Bobby Withrow	City of Kuna	Laura Landers	Saint Alphonsus
Brian Dale	HUD	Linda Sullivan	Citizen Representative
Briana Buban-Vonder Haar	Kuna City Council	Liz Warhurst	Saint Alphonsus
Briac Durrant	Citizen Representative	Mark Wasdahl	ITD
Carl Miller	COMPASS	Maureen Gresham	ACHD Commuteride
Cathy Gealy	Kuna Planning and Zoning Commission	Mike Smith	Business Representative
Cathy Smith	Business Representative	Mitra Mehta-Cooper	Ada County
Connie Tilley	Business Representative	Paul Schepper	Kuna Fire Department
Curtis Derr	Citizen Representative	Perry Palmer	Kuna Fire Department
David Corcoran	ACHD	Randy Shroll	Idaho Dept. of Commerce
David Gronbeck	Business Representative	Robert Henderson	Citizen Representative
Ginny Greger	Citizen Representative	Sandra Handerson	Citizen Representative
Greg McPhearson	Kuna City Council	Scott Noriyuki	Business Representative
Jason Ashby	Business Representative	Sid Anderson	Citizen Representative
Jenny Ulmer	Citizen Representative	Stephen Hunt	VRT
Joe Stear	Mayor of Kuna	Steve Damon	Kuna Planning and Zoning Commission
John Laraway	Kuna Planning and Zoning Commission	Terry Gamme	Kuna Fire Department
Jon McDaniel	Kuna Police Department	Theresa McLeod	St. Luke's Health Systems



THE  
LANGDON  
GROUP



GATEWAY  
MAPPING  
INC.



OTHER J-U-B COMPANIES

## Appendix C – Public Input and Planning Process



City of Kuna Comprehensive Plan

# Options & Opportunities Summary Report

June 2018

# Envision Kuna Options & Opportunities Summary Report

## Contents

- Phase 2 Outreach Summary ..... 2
  - Summary of Themes ..... 3
  - Survey Responses ..... 6
    - Demographics ..... 6
    - Feedback on the Vision and Policy Areas ..... 7
    - Draft Vision Statement ..... 8
    - Vision Statement Questions ..... 9
  - Workshop Overview and Results ..... 15
  - Advisory Committee Meeting Input ..... 20
  - Developers and Builders Meeting Results ..... 20
  - Reed Elementary Student Engagement Activity ..... 22
  - Take-Aways ..... 23

*Compiled by Agnew::Beck and J-U-B*

# Phase 2 Outreach Summary

Phase 2 “Options and Opportunities” of the *Envision Kuna* Comprehensive Plan featured extensive public outreach to narrow down and ask Kuna’s citizens about specific intent and policy directions for the plan. Specifically:

- Input on priorities related to economic development, health, transportation, housing, parks and trails and land uses was obtained.
- A vision for the plan was drafted and shared.
- A map series focused on obtaining feedback on future land uses, entryway corridors, parks, trails and downtown development.
- Sample land use patterns and designs were shared to help identify the desired characteristics of the built environment (at public workshop).

In Phase 3, the final *Envision Kuna* comprehensive plan will be drafted, shared for public review, and finalized. Work from Phase 2 will be combined with research and public input from Phase 1 to refine the vision, further develop the plan’s goals areas, identify specific strategies/projects/tools that will allow Kuna to implement its identified goals, create a series of maps and graphics for the plan, and develop the Future Land Use map.

Figure 1. *Envision Kuna* Project Timeline



The Phase 2 outreach included two Advisory Committee meetings, online survey, community workshop, a meeting with local developers and builders, and 6<sup>th</sup> grade student classroom outreach at Reed Elementary School. Over 500 individuals were engaged in this process to help shape the vision, values, goals and strategies in the *Envision Kuna* Comprehensive Plan. The following sections highlight key findings and results from each of the Phase 2 public engagement opportunities.

## Summary of Themes

Many recurring themes from all elements of the public outreach are shown below, grouped into common categories:

- Growth, Development and Land Use
- Transportation
- Housing
- Economic Development
- Community Character

### *Growth, Development and Land Use*

- Kuna residents see growth management as a high priority for the Comprehensive Plan. Development should be thoughtful and the impact on the community feel should play a role in development decisions.
- Kuna residents are experiencing the growing pains associated with a large population boom. For instance – roads are busier, there is more congestion, the perception of neighborliness has declined, and expressions of concern about safety have increased.
- Respondents do not want Kuna to develop and grow in the same style as surrounding communities but want to develop in their own way – preserving characteristics of the slower-paced, small-town, rural, friendly feeling that attracted them to Kuna in the first place.
- Identify and protect areas for agricultural lands, parkland and open spaces uses.

### *Transportation*

- Transportation infrastructure, particularly roads, should grow as the population grows. There is currently a perception of traffic congestion amongst survey respondents which many respondents believe to be a symptom of growth occurring faster than infrastructure.
- There is a fear that major arterials in Kuna will turn into congested roadways similar to areas of Meridian Road and Eagle Road, to the north.
- The train tracks at the southern part of town create a significant barrier to transportation for many residents, and many continue to express concern about emergency service access. An overpass or additional ways to improve connectivity to north of the tracks is a major interest amongst respondents
- Respondents commented that many roads in Kuna are in need of maintenance and repair.
- Pedestrian and bicycle access throughout Kuna should be improved. Currently, to access major destinations, pedestrians and cyclists have to utilize major arterials that are uncomfortable to travel on and/or do not have pedestrian and bicycle infrastructure.
- Complete sidewalks and improve intersection crossings for pedestrians.
- Some felt that there are too few ways to enter and leave Kuna, and that additional routes in and out of the community are desired.

## *Housing*

- Many respondents indicated a desire for the preservation and development of larger lot homes and subdivisions.
- New home developments have been too dense and lack stylistic diversity leaving neighborhoods without a sense of neighborhood character. Homogenous style development doesn't serve the full spectrum of housing needs.
- Create a mix of housing types that balances starter homes, medium density developments and large lot single family homes.
- Many respondents felt housing development is occurring too quickly and is approved without considerations to existing neighborhoods and surrounding areas.

## *Economic Development*

- Be aware of the balance between big box stores/chain restaurants and smaller local businesses. Too much of one type of business development is not good for the community.
- Respondents want to see job opportunities for individuals with a wide range of qualifications.
- Industrial development should occur in a way and in locations that do not impact the small-town feel of Kuna.

## *Education and Youth*

- Kuna's school system is struggling to keep up with the population growth. Classrooms are crowded, and new facilities are needed.
- Kuna's youth need opportunities to remain active with constructive and fun ways to spend their time.

## *Community Character*

- Respondents generally appreciate the small-town feel of Kuna. Take active measures to preserve this aesthetic and feel in the face of rapid development.
- Downtown businesses need to have some common branding to create cohesion and character.
- Kuna should strive to be unique and identifiable. Avoid development and styles that could be Anytown U.S.A.

Figure 2. Specific Project Ideas from Survey Responses

Transportation	Parks, Trails and Public Facilities	Attractions
Add a footbridge over Indian Creek	Recreation center	Increase the number and diversity of restaurant choices (Too many pizza places!)
Contiguous and connected sidewalks throughout Kuna	Municipal pool	Expand farmers' market
Widen E Avalon from Orchard St to Swan Falls Road	Community center	Movie theater
Widen Deer Flat from Meridian to Linder Rd.	Extend the greenbelt East from Orchard To Crimson Point Elementary	Bring in shopping mall or Village-at-Meridian-style development
Widen Linder Road from Deer Flat to Boise/Main St.	Provide activities and specific places for youth Boys and Girls Club Sports complex with ball fields	Create an RV park
Traffic light at intersection of Hubbard Rd and Meridian Rd	Create a community garden (note: one opened in 2018)	
Traffic light at intersection of Swan Falls Rd and Avalon Rd	Connect the library with the broader Ada County library system	
Update lighting on major streets	Improve access to health facilities	
	Firehouse/emergency responder station located south of railroad tracks	

# Survey Responses

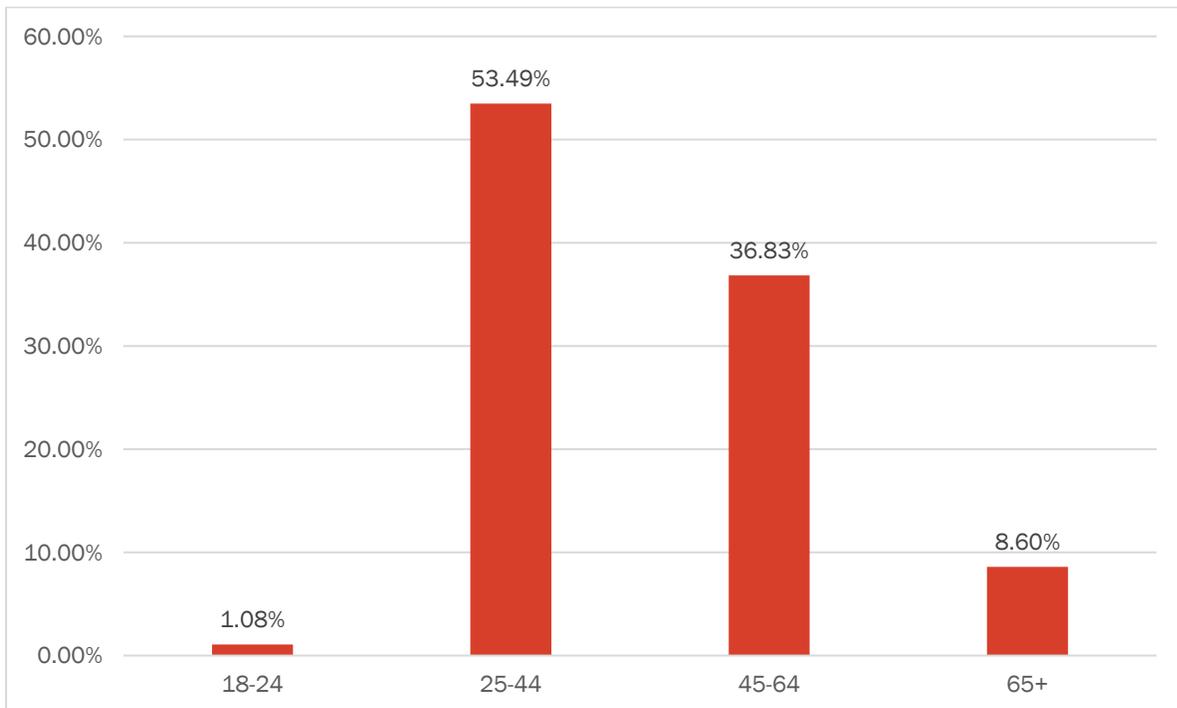
The second *Envision Kuna* Survey was open from May 1st to May 31st and received 443 responses. The survey was advertised through a City of Kuna Public Service Announcement, emails, social media posts, and through advertisement on banners, flyers and print ads throughout Kuna. The survey results and notable highlights are included below. A full compilation of verbatim survey responses is available upon request from the City of Kuna planning department.

## Demographics

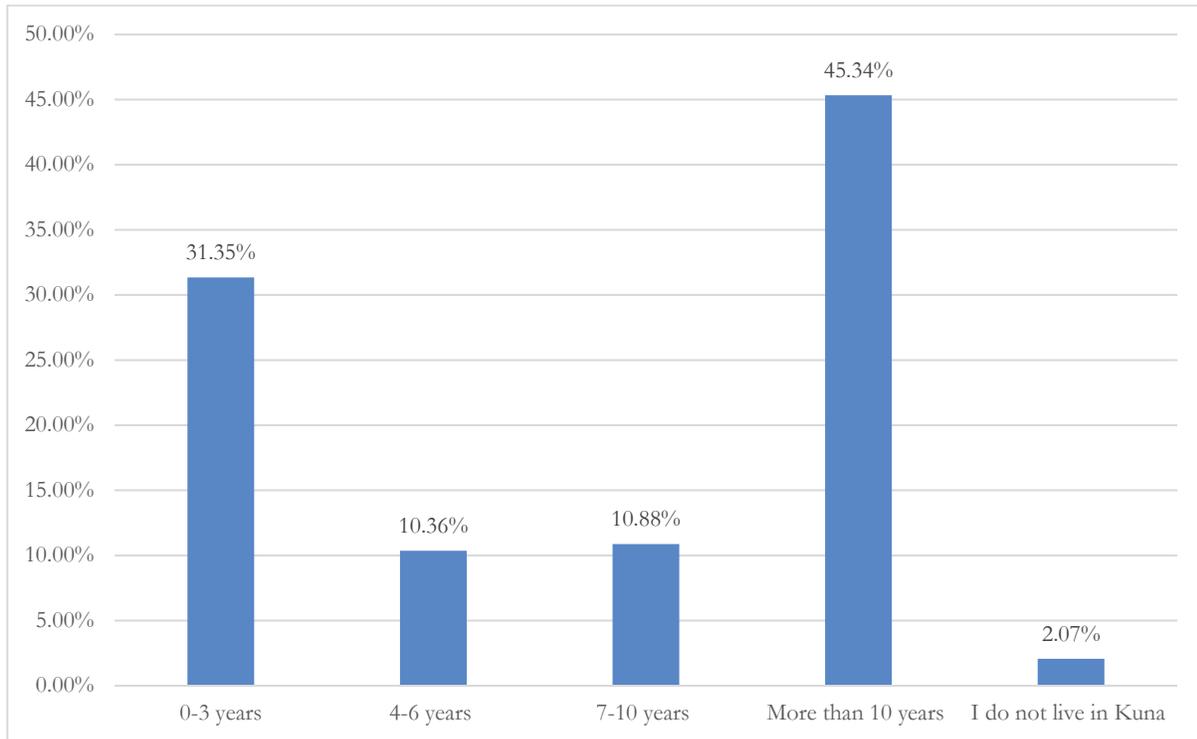
Two questions were asked in the survey to help interpret input received. Knowing who is providing input helps identify trends, and any potentially underrepresented groups.

### *Demographics Question1: What is your age? N= 372*

Survey respondents were primarily working-aged individuals between 25-64. 8.6% of respondents over the age of 65 closely mirrors the population demographics of Kuna where 8.1% of the population is over the age of 65. Younger individuals between the ages of 18-24 are underrepresented a fact that should be taken into consideration when evaluating responses of this survey.



## Demographics Question 2: How long have you lived in Kuna? N=386



## Feedback on the Vision and Policy Areas

The survey was designed to solicit feedback on a community vision statement and six broad policy areas covered in the comprehensive plan. The policy focus areas included:

- Economic development
- Health
- Housing
- Land Use
- Transportation
- Community Character

In general, survey respondents were widely supportive of both the vision statements and policy focus areas. This input will be used to revise the vision statement and focus areas and will be used as a factor in determining priority project focus areas. Amongst all ideas represented in the six policy areas, a few of the categories rose to the top as highest importance among all survey respondents. The top ten most supported categories, as indicated by their weighted score responses, are shown in the chart below.

Figure 3. Top Ten Most Supported Policy Focus Areas, All Survey Categories

Policy Focus Area	Weighted Score
<b>Open and recreational space</b> (preservation of open space for recreational uses and natural resources management)	4.49
<b>Environmental Exposure and Safety</b> (air quality, water quality, soil quality, healthy habits)	4.46
<b>Controlling traffic</b> (reduce congestion on major arterials, alternative routes, speed reductions, etc.)	4.44
<b>Agriculture</b> (preserve land for small and larger-scale agricultural production)	4.38
<b>Emergency preparedness</b> (respond to natural hazards, disease or damaging/disruptive weather patterns)	4.35
<b>Active lifestyles</b> (opportunities for recreation, walking and biking options)	4.34
<b>Energy and utilities</b> (sustainable infrastructure)	4.2
<b>Education</b> (local opportunities for workforce development, training and continued education)	4.19
<b>Community cohesion</b> (suitable housing choices, public safety, community projects)	4.16
<b>Business development</b> (encourage entrepreneurs, and support individuals starting businesses)	4.11

## Draft Vision Statement

Respondents reviewed and were asked to submit feedback on the draft vision statement, below.

### We Envision Kuna as...

#### ***Economically Diverse and Vibrant***

Kuna will have a coordinated, planned approach to build a diverse and robust economy that supports a mix of industries and businesses. A multitude of employment opportunities will provide a well-trained workforce for our community. As Kuna continues to provide opportunities to launch new business and expand existing businesses, Kuna will grow as an essential contributor to the regional economy.

#### ***Healthy***

Citizens will continue to enjoy ample opportunities for a healthy, active lifestyle and abundant recreation, including connected trails and open spaces, as well as increasing

opportunities for access to a range of quality, local health wellness services, clean air, water and soil.

***Distinctive Character and Well-Designed***

Kuna will retain its close-knit, small town, welcoming character and elements of its rural, natural and agricultural roots. Land uses should meet community demands for services and sustained economic growth. Development should be planned, designed and built to keep Kuna a desirable and distinctive community.

***Connected***

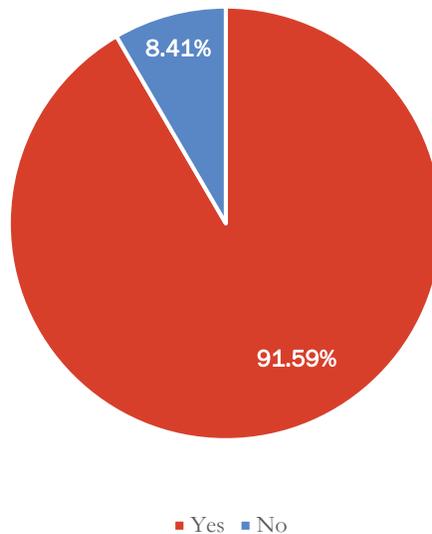
Kuna will have an array of transportation choices available to citizens and visitors. Kuna’s streets, sidewalks, highways, pathways, trails and rails will not only allow people to safely and efficiently move in, out and around Kuna, but also contribute to the community character. Kuna should be technologically connected with a strong, stable communications network, energy and utilities infrastructure that are sustainably maintained.

***Collaborative Government***

City government will be transparent, trustworthy, well-run, and encourage citizen participation at all levels. The City will continue to regularly collaborate with a variety of partners to provide the best possible services and amenities to citizens in an efficient, and cost-effective way.

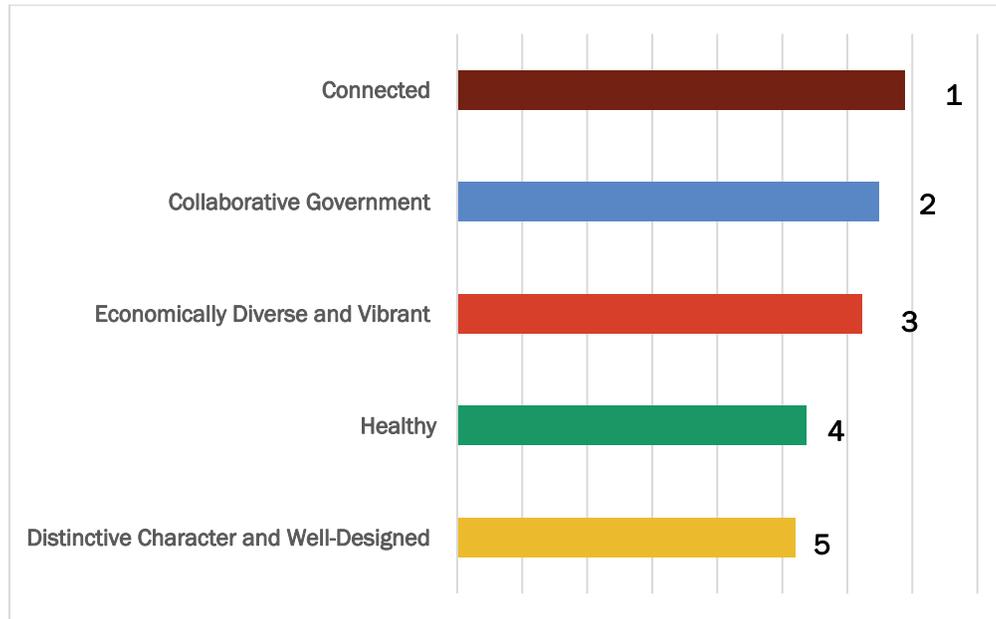
**Vision Statement Questions**

***Q1. Do you generally feel that the Vision Statements reflect what you want to see in Kuna over the next 10 to 20 years. N=440***



**Q2. Rank the vision statement topics in order of importance to you (1 being the most important and 5 being the least important) N=443**

The vision statements were generally well supported. Connected and Collaborative government were the highest rated amongst survey participants and distinctive character was ranked the lowest overall. The chart below shows the statement topics in order of importance.



**Q3. What changes, if any, would you make to the vision statement? Is anything missing? N=204**

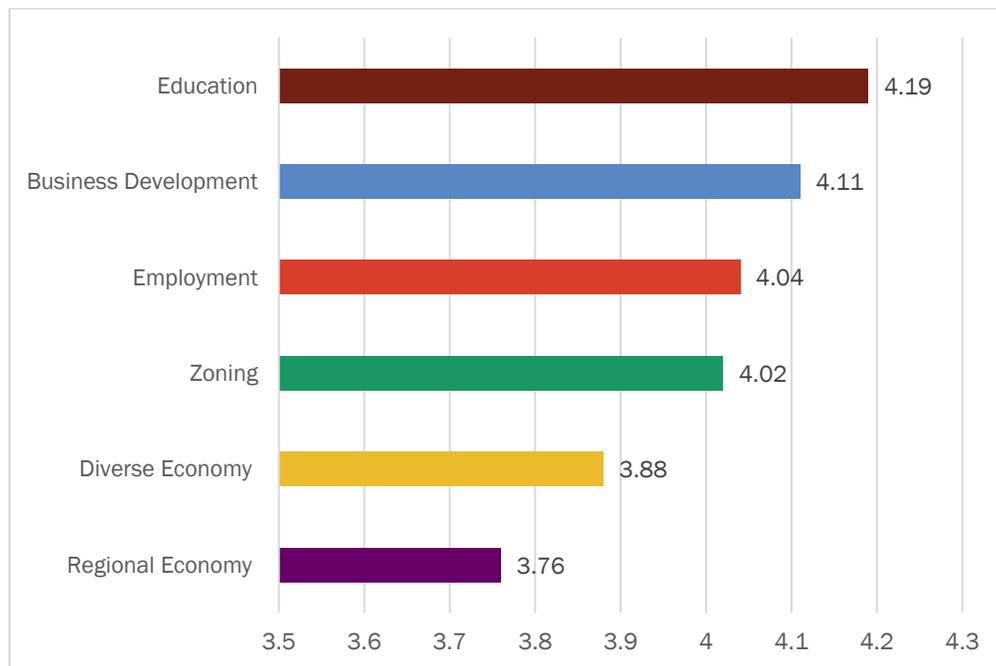
The below selection of responses shows notable themes and recurring ideas related to the vision statement. A full list of responses can be found in appendix A. Project specific ideas have been incorporated into the Ideas and Other Input section of this summary.

- Promote growth management and slower-paced development.
- Promote Kuna as a city for families with programming, activities, events and available spaces for play and gathering.
- Promote the development of strong infrastructure within Kuna.
- Promote a diversity of development (residential and commercial).
- Preserve farmland and agricultural spaces.
- Promote safety (police, fire, emergency response).
- Emphasize education.
- Highlight Kuna as a place with many entertainment options.
- Highlight Kuna as a place with strong parks and open space infrastructure.
- Promote art and historic preservation.

- Provide transportation options and access to all of Kuna’s residents, regardless of their location in Kuna.
- Highlight a small town feel and rural character as an important part of Kuna’s identity.
- Preserve wildlife in and around Kuna.

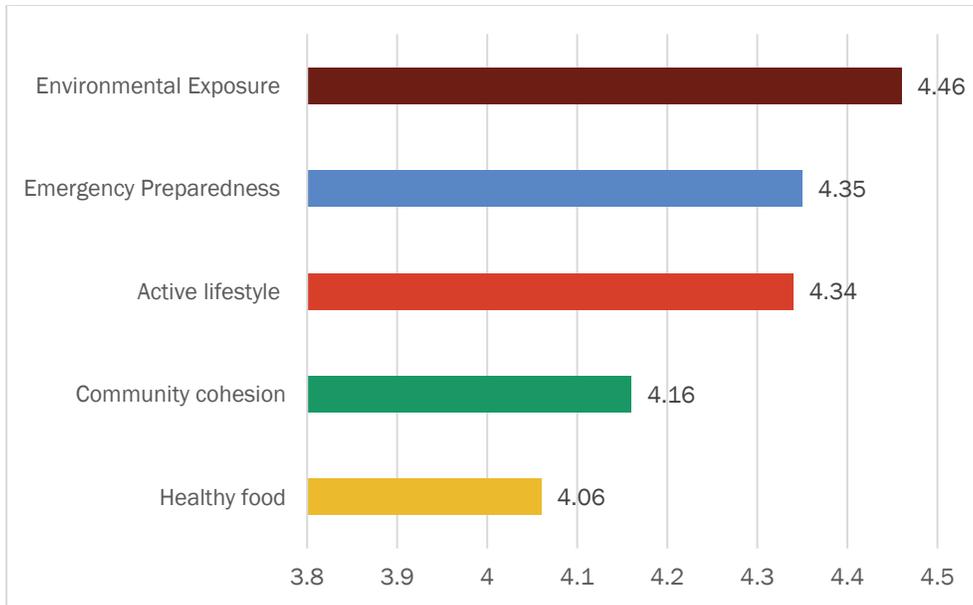
**Q4. Please rank each of the following Economic Development focus areas on a scale of 1 to 5 (1 being not important at all and 5 being very important) N=415**

All of the Economic Development focus areas listed in question 4 ranked towards the important side of the scale. Education (local opportunities for workforce development, training and continued education) received the highest weighted average of 4.19 followed closely by Business development (encourage entrepreneurs, and support individuals starting businesses) with an average of 4.11. Participation in the regional economy ranked the lowest with a weighted average of 3.76.



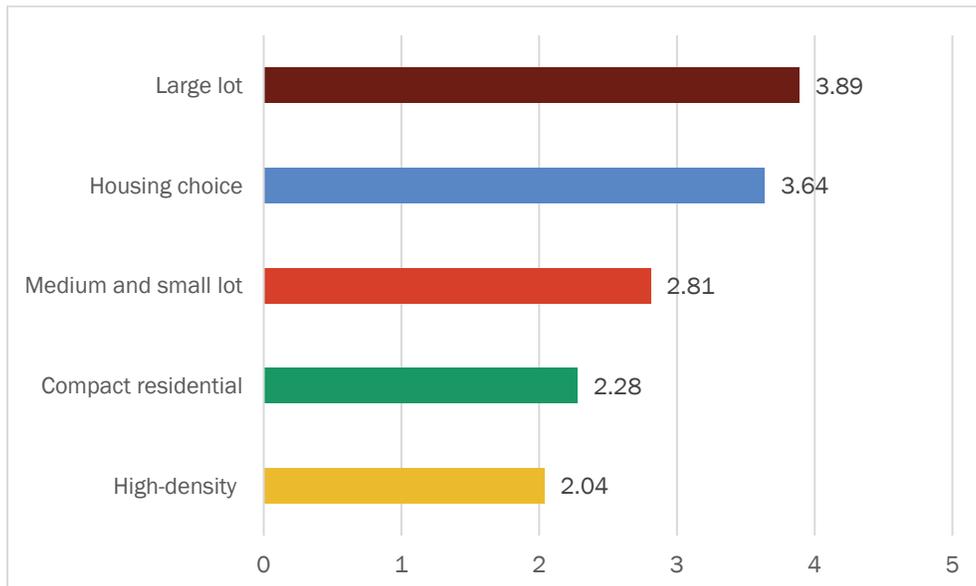
**Q5. Please rank each of the following Health focus areas on a scale of 1 to 5 (1 being not important at all and 5 being very important) N=408**

All five health focus areas received a weighted average greater than 4.0 indicating respondents felt that these were very important focus areas for the Envision Kuna Comprehensive Plan.



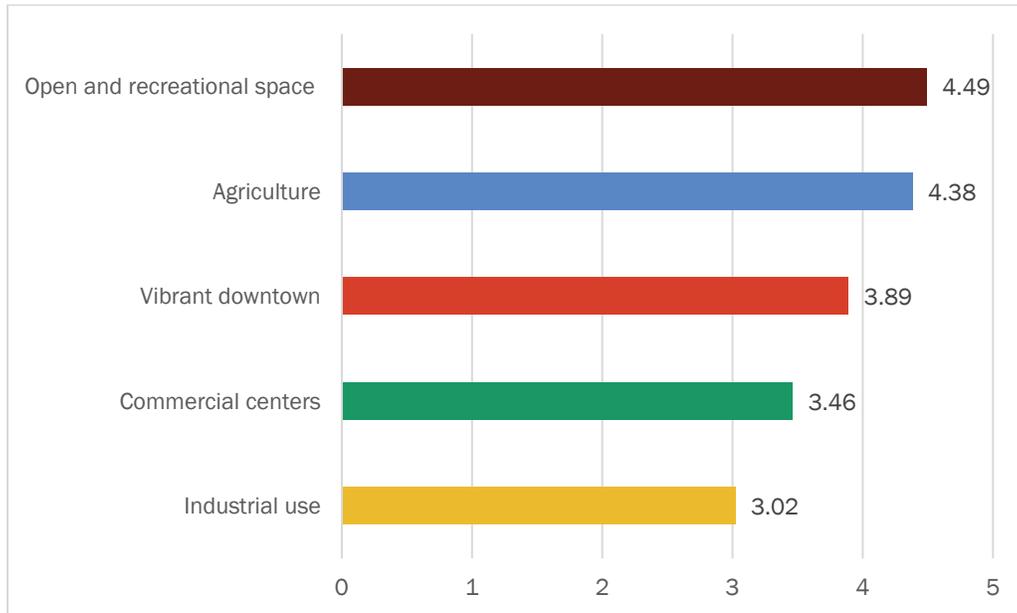
**Q6. Please rank each of the following Housing categories on a scale of 1 to 5 (1 being not important at all and 5 being very important) N=401**

Large lot homes were the most popular choice amongst survey respondents with a weighted average of 3.89. Both compact residential and high-density options ranked below an average a 2.5 indicating that a majority of respondents did not find these options to be important for Kuna. Housing choice maintained a rating of 3.64 indicating that respondents did want residents of Kuna to have a diversity of housing choices that would accommodate people of all ages, family sizes and income.



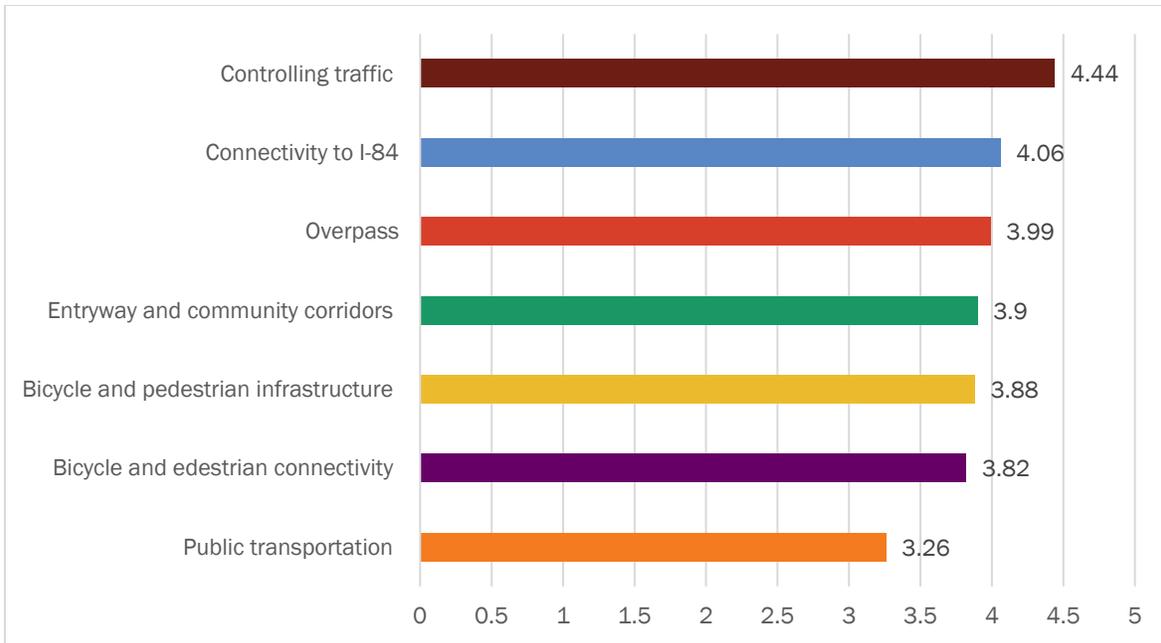
**Q7. Please rank each of the following Land Use focus areas on a scale of 1 to 5 (1 being not important at all and 5 being very important) N=402**

Respondents ranked open and recreational space along with agricultural use as the two highest priority focus areas. Industrial use rated somewhat important amongst survey respondents indicating that development of this type should be considered as an important part of land use in Kuna, but that the process should be methodical and avoid any negative impacts or disruptions to life in Kuna.



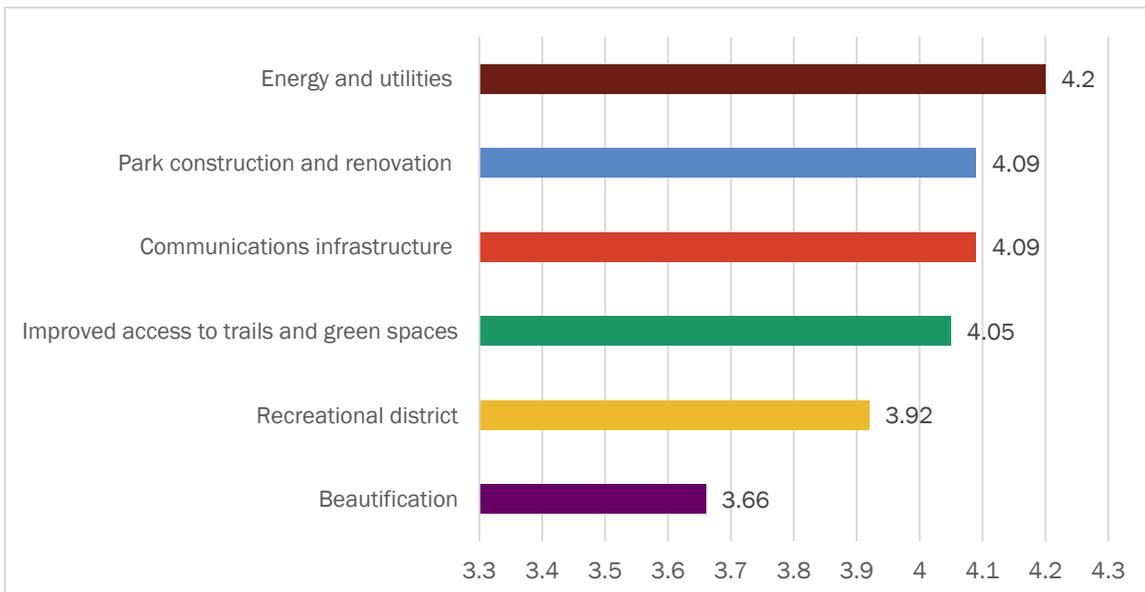
**Q8. Please rank each of the following Transportation focus areas on a scale of 1 to 5 (1 being not important at all and 5 being very important) N=402**

Responses to most of the transportation focus areas were tightly clustered between weighted averages of 3.8 to 4.1 indicating that respondents felt that these transportation focus areas were important for the success of the comprehensive plan. Controlling traffic was the most important focus area amongst respondents with a weighted average of 4.44. Public transportation was the only focus area category with a weighted average below 3.5, which indicates that this may be a lower priority and has more respondents who are not interested in seeing the development of public transportation when compared to other transportation focus areas.



**Q9. Please rank each of the following Community Character focus areas on a scale of 1 to 5 (1 being not important at all and 5 being very important) N=393**

The distribution of responses on community character focus areas is very homogenous. Respondents indicated that all of the listed focus areas are important with energy and utilities being the highest priority and beautification the lowest priority.



**Q10. Is there anything else you would like to let us know? N=174**

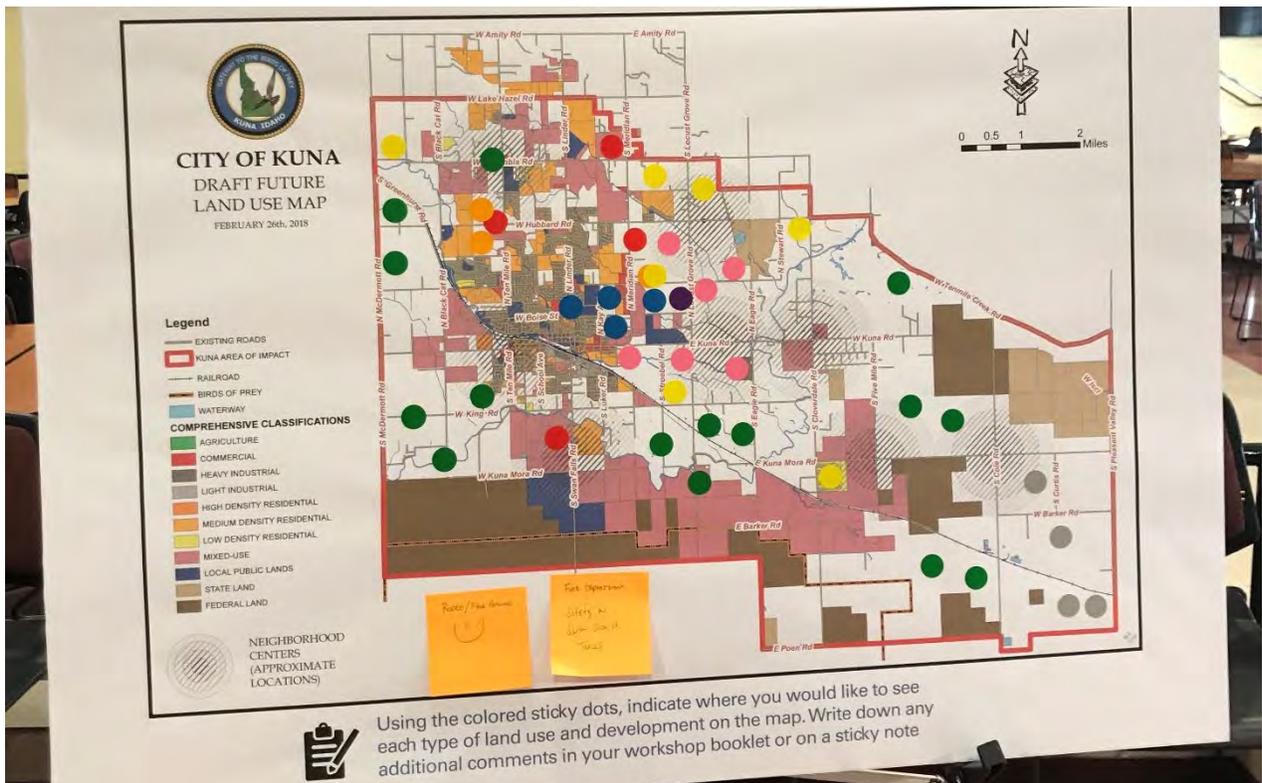
See Appendix A for the full set of responses from this question. Notable themes and highlights from these comments have been included in the Summary of Themes section as well as the Ideas and Other Input from Survey section of this report.

# Workshop Overview and Results

Around 40 people participated in the second Envision Kuna Public Workshop and Open House. Workshop participants were encouraged to visit the seven stations around the room and provide input in a workbook and on maps. The workbooks mirrored the online survey questions and included additional opportunities to provide input on a series of planning maps about parks, trails, entryway corridors, transportation network, future downtown development and land uses, including different types of residential development. The workshop input was recorded and incorporated into the above survey summary. Photos of the final maps from the workshop are shown below.

## Land Use Station Results

Participants at the land use station were asked to identify areas on a map where they would like to see different land uses in the plan's future land use map. The dots on the map below show where participants indicated a desire for various land uses. The dots are color-coordinated to match the land use classifications identified on the posters shown on the following page.



# Land Use

## Other Land Uses



### Regional Commercial Centers

Intended for use by for-profit businesses such as office complexes, shopping malls, service stations and restaurants

Handwritten note on a yellow sticky paper, partially legible, containing text about zoning and land use.



### Mixed-Use and Neighborhood Activity Centers

A walkable neighborhood area comprised of mixed land uses with interconnected residential, commercial areas, schools, civic and public spaces. These spaces are not connected to the city core and serve as standalone areas where people can live, work and play.



### Light and Heavy Industrial

**Light Industrial:** production and business that includes manufacturing and wholesale facilities that are clean, quiet and free of hazardous or objectionable elements such as noise, odor, dust, smoke or glare. Light industrial areas are typically more attractively designed and are in business-park type settings.

**Heavy Industrial:** intended to accommodate manufacturing, processing and warehouse activities. This area allows for the production of objectionable or hazardous noises, odors, dust, smoke and glare. This district is not intended for public use due to exposure risks.



### Agriculture

Intended to preserve, protect and assure the continuing viability of agricultural lands within the City and area of impact. Agricultural uses are typical of farming, dairy production, pasturage, horticulture, animal husbandry, agritourism and agritainment, etc.

# Land Use

## Housing Choices and Neighborhood Types



### Low Density Residential, Large Lot

Includes current R-2 zoning, not to exceed two dwelling units per acre



### Medium-Density Residential

Includes current R-4, R-6, and R-8 zoning, not to exceed eight dwelling units per acre



### Compact Residential, Small-Scale Multi-Family

Includes current R-12 zoning, not to exceed twelve dwelling units per acre



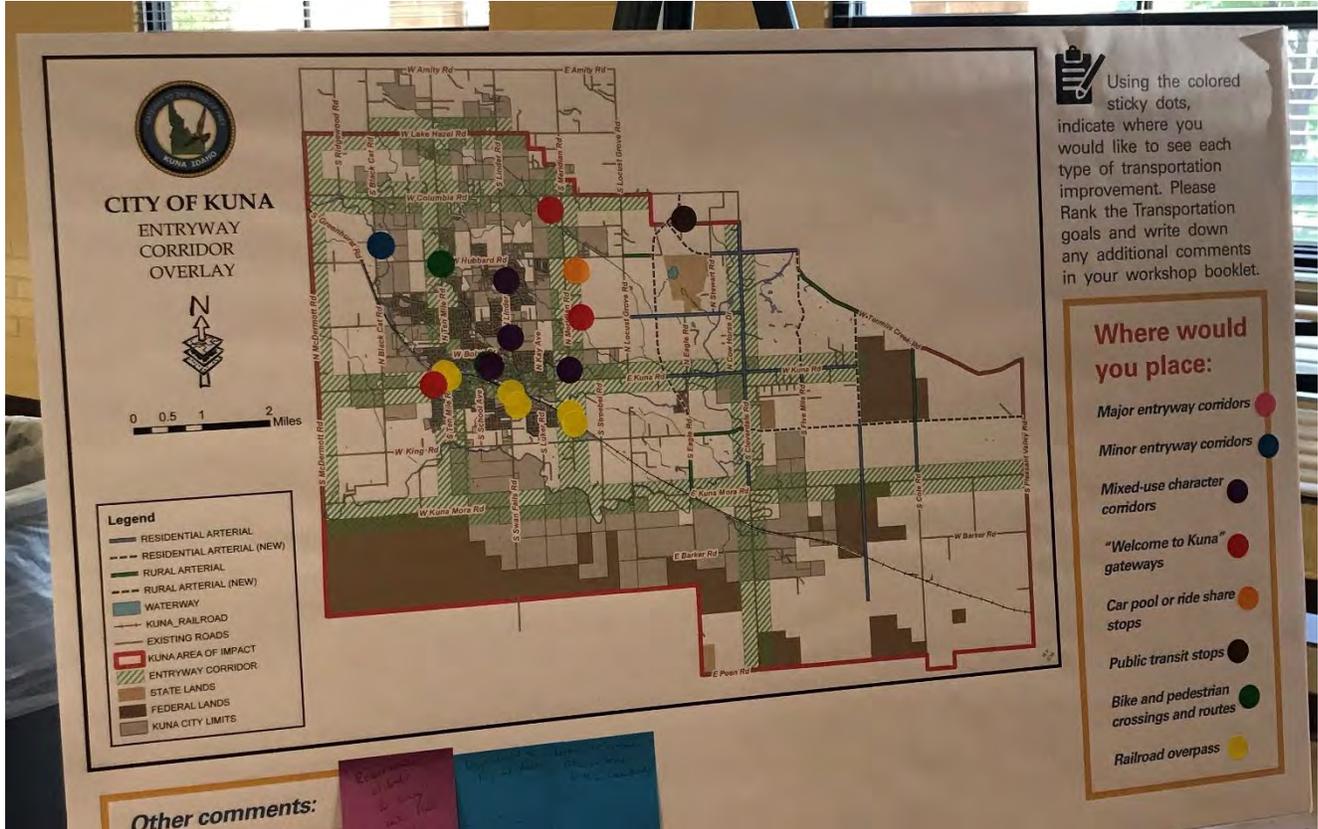
### High-Density, Multi-Family

Includes current R-20 zoning, not to exceed twenty dwelling units per acre

## Entryway Corridor Station Results

Participants were asked to identify the corridors on the map that they would like to see developed and utilized as entryways into the City of Kuna. Meridian Road, Linder Road and Ten Mile Road were all identified as north-south corridors that should serve as entryways, with Linder Road featuring traditional elements of a character corridor that features more design and slower traffic.

Other various transportation elements are also identified on the map including public transportation stops, car-pool and ride share locations and the location for a preferred overpass across the railroad tracks in southern Kuna.



## Downtown Development Results

The downtown map station asked participants to identify the area that they consider to be the downtown in Kuna, and where future downtown development should be directed. This station also proposed areas where a “welcome theme” should be applied, so roadway design and adjacent land uses would transition into/out of the downtown core.

Generally, participants felt that the current downtown boundary was appropriate, and supported identifying areas for future expansion. However, respondents were mixed in their feeling about which direction(s) the downtown should expand. Respondents generally were enthusiastic about the idea of a transition into downtown with a well-defined “welcome theme,” and supported the identified corridors while suggesting additions to apply the theme to Avalon Street and allow downtown even more interaction with Indian Creek.

The second poster featuring the full map of Kuna shows where participants identified other areas in Kuna that they would like to see developed as character corridors and community centers that serve similar functions to downtown.





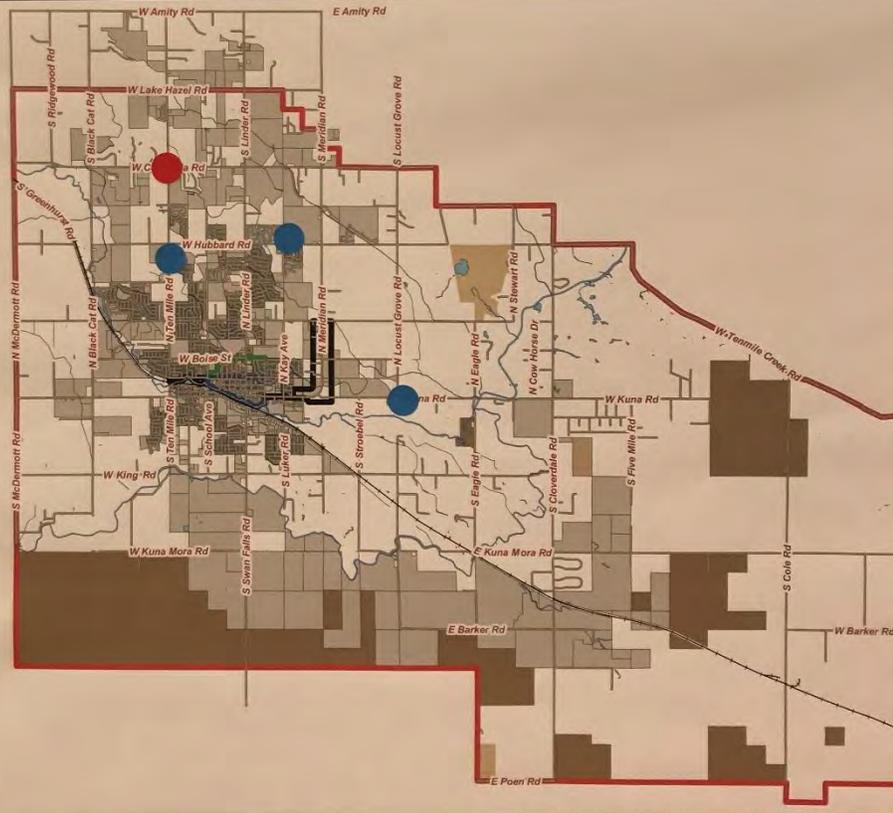
# CITY OF KUNA

## DOWNTOWN OVERLAY MAP



0 0.5 1 2 Miles

Legend	
	RAILROAD
	EXISTING ROADS
	KUNA CITY LIMITS
	KUNA AREA OF IMPACT
	DOWNTOWN CORE
	DOWNTOWN WELCOME THEME
	FUTURE DOWNTOWN
	WATERWAY
	STATE LANDS
	FEDERAL LANDS



Using the colored sticky dots, indicate other locations where similar types of character and development would be appropriate. Write down any additional comments in your workshop booklet or on a sticky note.

## Advisory Committee Meeting Input

The *Envision Kuna* Advisory Committee met prior to the survey response period and the public workshop to provide input on the vision, maps and generate ideas for goals and strategies. These comments were used to revise the vision statements shared in the survey, and the maps shared at the workshop. A summary of the results from this input is included as Appendix B.

## Developers and Builders Meeting Results

On May 10, 2018, a meeting was held to acquire input from the current and future developers/builders throughout the Treasure Valley area. Questions regarding general development, housing, and transportation were asked to evaluate the positives and negatives of developing and building within the City of Kuna. The questions and responses received are outlined as follows:

### *What do you like about developing in Kuna? What does Kuna do well?*

- Working with Staff – they have really great attitudes and customer service skills
- Kuna is a pro-growth area
- Kuna is very open to ideas and thinking outside of the box
- Smooth, quick processes – really fast turn-around on building permits

### *What are some barriers to development in Kuna? What can Kuna do better?*

- The utilities and rock
- Need to make information for building permits and entitlement applications more available electronically – easier access to permits and information on current development as well (similar to Ada County's web map)
- Entitlements processing has slowed, need more staffing for faster review times and turn-around
- Create a more streamlined process, preferably online: pay online, upload documents, etc.
- Kuna should attend/represent Kuna at monthly Building Contractors Association meetings – offers a good format to attract a wider variety of builders to Kuna
- In general, Kuna should promote themselves more to get the desired land use patterns, developments and variety of housing types

### *What is needed to make diverse housing options happen?*

- The current ability of an Administrative decision on deviating from dimensional standards is a good thing
- It would be good to have a supporting lot size for 1200 sq. ft. homes on smaller lots
- It would be good to revisit dimensional standards in the zoning code that actually allows the underlying zoning's density to occur. For example, it is not possible to get six units per acre in

an R-6 zone due to minimum lot sizes and frontage widths. This makes it harder during the public process, as it appears to the public that developers are seeking more intense density than will actually happen.

- Educate the public on how the process works and what the limitations are; create a standard public process – this would help alleviate neighborhood concerns when developments are proposed.
- Try to get away from the one-acre or larger-sized lots in Kuna; it is not feasible to provide city services.

***How can the City of Kuna incentivize builders/developers to make diverse housing options happen?***

- Implement a density bonus in exchange for clustering, amenities, and lot variances
- Promote use of the Planned Unit Development ordinance

***What are ways we can work with the development community to achieve uniform, functional and aesthetically pleasing corridors as development occurs?***

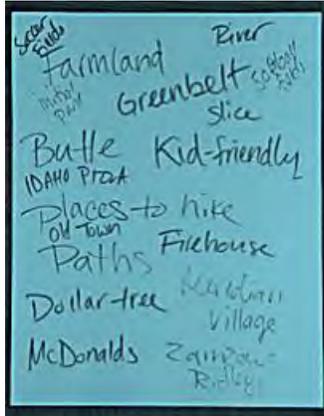
- Update COMPASS numbers, and get all figures updated as well
- Implement ACHD policy amendments to approve variances and create more latitude
- Educate the Planning and Zoning Commission and the Council on one-acre lots and larger, they do not pencil out “(no less than 3/acre)”
- Work to create a more business-friendly community; housing demand will follow job types available just like housing creates the demand for commercial
- Highway 69 and Ten Mile Road needs more density housing behind commercial development
- Highway 69 and Ten Mile Road are different than Linder – Linder is more adequate for multi-modal
- Create a low stress alternative transportation network (example. Sacramento)
- Mason Creek and Indian Creek should be identified and preserved
- Show future pathways ahead of time to create neighborhood connectivity

***Other general thoughts and comments:***

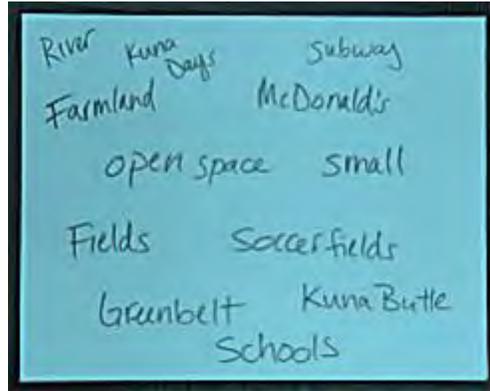
- Kuna is expensive in the Treasure Valley for building permits (example: water and sewer hook-up fees for new multi-family buildings)
- There is a demand for density – townhomes and 4-plexes are filled faster than they can be built
- Zoning is the key to do density
- Housing costs are rising faster than wages
- Develop boundaries and impact fees

## Reed Elementary Student Engagement Activity

An outreach effort occurred to receive input from children living within the City of Kuna. On May 6, 2018, City staff and consultants met with three sixth-grade classes from Reed Elementary. The students were asked to mark on maps to indicate where and what they would like to see in Kuna in the future as well as write down what they currently love about the City on large poster boards.

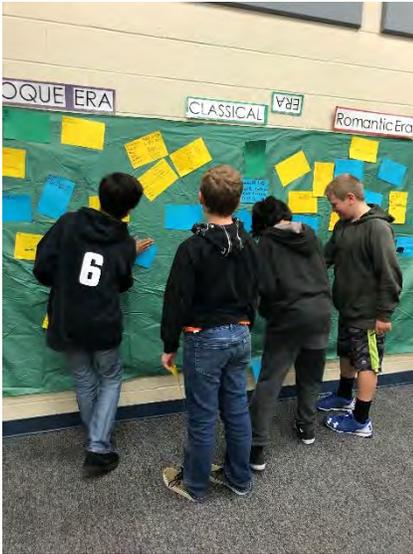


What we  
♥  
about  
Kuna



A wordle was created to display the answers received from the students regarding what they would like to see in Kuna in the future. The responses appear larger the more repetitive the response was amongst the students.





## Take-Aways

The information collected in Phase 2 of the Envision Kuna Comprehensive Plan project will be used to tailor specific recommendations and strategies for the final comprehensive plan. Below are highlights of how citizens' desires will likely shape the final plan.

- *Strong support for the existing vision statements, with some slight, but key revisions.* The updated vision will reflect the key themes identified in the sections above including specific additions relating to the importance of education, safety, open space/agriculture, public facilities and a controlled growth management approach.
- *Details about the location and feeling of entryway corridors.* Adjustments to the definitions, locations and design/development strategies along entryway corridors, adjacent land uses and methods will be articulated to encourage high-quality character along key corridors.
- *Refinement of the Future Land Use map.* The revised map will focus on retaining agricultural and open space areas, accommodating space for larger home development, allowing mixed-use development in many areas to meet desired commercial and residential needs.
- *Integrate health, economic development and community character into all goal areas.*
- *Identify growth management techniques while still encouraging needed development.* Recommendations will be tailored to focus on directing and managing growth in ways that support the beloved character of Kuna.
- *Identify specific ways to develop more activities for youth, recreation.* Both the survey and the school outreach expressed strong desire for more options for things to do in Kuna.

# Appendices

## Appendix A: Open Ended Survey Responses

**Question 3. What changes if any, would you make to the vision statement? Is anything missing?**

- roadway travel
- Manage growth
- We need more child friendly activities and programs. A playground or 2 in the Deserthawk subdivision would be great. There a tons of young kids babies to 7 yrs old that live here. Holiday events geared towards toddlers and young kids would be well appreciated by the community. Love this town so far as it is.
- More emphasis / focus on diverse development including larger commercial developments (anchor stores like Target or Fred Meyers) and diverse residential development. There is WAY too much cookie cutter small lot starter homes in and around Kuna (mostly CBH homes). There needs to be more larger lot residential developments to provide diversity, a stronger tax base and sustain values.
- none
- no
- Focus more on quality of life than saving our small rural town feel...
- Really need a connecting pass over the tracks.
- We are new to Kuna. The goals for the area seem reasonable. We just hope that the vast farmland will be preserved. That farmland adds to the vibe and charm of this area. And it is so vital to life.
- Right now, I feel like Kuna isn't fulfilling the vision because they continue to approve very small homes on very small lots all over the place. And they also make it difficult for businesses to come here. They have chased away a movie theatre and Reed's Dairy just as a couple of examples.
- Please add a brewery and more Restaurant options... Not pizza places. This would, I guess, be under economically diverse.
- Would like to see a growth plan that would keep growth at a slower pace. Like to see agricultural land not rezoned for residential or mixed use all the time. Need a plan in place for natural resources as town grows.
- "I hear a lot about schools and daycare needs. I would like to ask about what is being done to engage those children after school is out?"
- Kuna is going to attract a lot of younger and middle-income families over the next twenty years. I would like to know about what is being done to retain and increase a diversity of population. There is a dangerous level of rental properties within Kuna. These properties and their occupants are often in a state of transience. These presents a number of social and community pressures that are hard to deal with once out of control. Drugs and shootouts in our streets potentially could really increase. What is being done to prevent this brewing storm?
- Diversity... Race seems to be the major draw of attention in regards to this subject. However, we need to attract all levels of social and economic class. We need to attract people of all ages into

our community. People of faith should be encouraged to locate within our community. Our farmers and dairymen need to be retained and encouraged to remain a vital and real part of our community and heritage.

- I am also speaking to the diversity of our presentation to one another within the community. How about planning for diversity of neighborhoods. IE. In Meridian, one can drive for miles and the houses begin to all look alike. The intersection gas stations, store fronts, malls, offices... They all look alike. Meridian has failed to provide diversification between its neighborhoods. They all share the same look, character, and feel. Business parks need not be isolated all by themselves away from their customers and employees.
- DON'T LISTEN to the whiners about a RR overpass for S. Kuna. Instead, consider a Firehouse with EMT on the south side one day. Also, some dedication to the immediate clearing of our streets of snow/ice.
- Health AND SAFETY ...
- Our community needs to strive to be proactive and not reactive to the dangers before us.
- EXAMPLE: A blind corner with high speeds will result in traffic accidents and potential death(s) at the corner of E Stagecoach Way(Traveling West) and S Swan Falls Rd(Traveling North). DEATHS WILL HAPPEN !!!
- Thank You for your Request/Poll and requesting our feedback. We are excited to see the process ahead and how this community will face into the wind in regards to these coming changes."
- Nothing needs to be changes.
- Safety of our community and children
- The connected aspect is most important to me. Missing from the connected statement is the mention of parking. Many people, both from Kuna and the surrounding areas will need to drive in to town. If there isn't adequate parking they will not be able to use and enjoy the pathways, shops, sidewalks, etc. that are important for business and community interaction, healthy lifestyle, and distinctive feel of the town. They will be discouraged from coming if there isn't enough convenient parking. For instance, the recent enlargement of the sidewalks that created a too-narrow street and more difficult parallel parking on Main Street was a missed opportunity to use the road space to make slanted parking like they have in downtown Nampa. Because that section of street is now so congested for drivers not only does it give downtown an uncomfortable feel, it discourages people from patronizing that area of town.
- Safety, for the kids
- None.
- Railroad overpass for god sake!!!!!!
- Railroad crossing.
- None
- A Bigger emphasis on education
- None
- N/A
- No
- A bridge over the Union Pacific rail tracks is a necessity. No more slow response times for first responders!!!!!!
- don't have anything off the top of my head

- In regards to being economically diverse and vibrant, I don't mind businesses coming in to support the community needs, but I don't want to see the city of Kuna turn into a business hub (no high-rises, no freeways, no hotels, new/used vehicle lots...), which would threaten to quash the town as a bedroom community. As far as land use and planning goes, I am already upset about the density of homes and the lack of schools. The builders reap huge revenues for themselves by building as many homes as they can on the smallest sized lots they can, attracting budget-wise families into a community that can barely sustain our current education infrastructure. Make builders responsible for adding to the needs of the community... if we can't force them to build schools and parks, shopping and recreation areas, then charge them more to build so that the money can be used toward those community needs. Can't get a Fred Meyer to come to town, so let's build another dollar store. Can't pass a recreation district to bring in a YMCA and Boys and Girls club on property that was donated, then let's fill it up with more homes! At the other end of town, Silver Trail Elementary was already at capacity, and then the city lets a builder add 400+ more homes right next to it. What is going to happen to the recently restructured school boundaries once all those homes are built and occupied? For one thing, we'll certainly need a few more elementary schools. Builders will have moved to the next project, while the residents have to pay more taxes to build much more needed schools. If the city is going to keep allowing homes to be built, then we need more premier subdivisions and parks, not just fast money pits that benefit rich builders getting richer. Sure, the apartments at Deer Flat and Ten Mile are needed, but they look hideous! Terrible layout, landscaping, and colors. Just a bunch of stacked boxes in a dirt lot without any internal community amenities. Is it just me, or am I the only one that noticed Slyce Box, Dominos, Firehouse, Papa Murphy's, and Pizza Hut now have to share more of the pizza market with the competition of Little Caesar's? Do we really need six pizza shops?? Where's the diversity in that decision? A lot of good things are happening, but a lot of undesirable nonsense is happening, too, that threatens the desired growth of this city.
- None
- "Does the rail that you mentioned mean that the overpass for the train is a thought? I hate living on the southside of the tracks & have to stress about getting to work on time. If I miss the school bus, I miss out on hours of work not like other people & their jobs.
- It would be nice to have a dog park more like Meridian or Nampa. Sorry this one sucks! Please NO more pizza places we need restaurants. The is really improving. Thank you?? "
- Quit taxing the shit out of us
- None
- N/a
- Looks great!
- Nothing
- "It sounds good, but you don't listen to your patrons!
- no
- Voices of the existing citizens REALLY need to be heard when expanding the community. There are some people living here that have been here their whole lives, or for a very long time that know what Kuna was like when the population was 1,000 and smaller. The boom that is happening is a really big deal and their/our ideas of expansion could be of great help to relieve some of the congestion, or at least bring different businesses or eateries to the community that would thrive.

- Keep Kuna an agricultural town
- Looks good sounds about right
- Control the growth.
- The Kuna park planning is shit. Why the hell would you put a splash pad in the middle of the Fisbee golf course. Kids are going to get hit in the head all the time. Don't be foolish like this again. I don't want my tax dollars being wasted.
- More walking trails
- Find alternative ways of communication with the population at large. Many never hear or know about activities or changes.
- Under Healthy, clean air is a current problem right here (literally) the cow farm across the street from this high school creates a very uncomfortable air to breathe in a big surrounding area. It should be moved!
- Not sure
- Yes, we need to start limiting the commercial permits I see a Another pizza place is coming in on deer flat. I have no problem with commercial but let's get some variety in here instead of only pizza permits. We have to drive to Meridian to get anything that's different
- I'd like a statement that involves an educated populace.
- None at this time
- Greenbelt, City parks with more amenities such as tennis courts, pickle ball
- no
- Halt the growth, wait... Make farming more lucrative
- I would add that Kuna includes entertainment opportunities for people of all ages. Otherwise, the statement encompasses all important topics.
- Child activities/entertainment
- Not that I can tell.
- Stop building homes and bringing in large box stores. Stop ruining the small town. Push the city limits towards the desert and not west of town. Stop shoving 6 homes on an acre and only put 3.
- More art, in all forms. outdoor seating
- not that I can think of right now
- N/A
- There are not any changes that I would make to the vision statement.
- Make sure that it is followed. The managed growth of our community to make it better, not just bigger is critical for a future community we will value and want to be part of.
- Safety. With our town growing rapidly we need to keep all these kids safe while walking, riding bikes, etc. Larger population, more shopping/activities, more schools, more kids, more cars, more roads....
- None
- Slow the growth down
- Committed to building and maintaining a strong infrastructure, family recreation areas for all (ie pool, golf, parks, etc), quality medical care, robust local WiFi, and promoting Kuna as a model community with city amenities while keeping the small-town flair. I love Kuna and am proud to be part of the Kuna family however it is a concern when I hear Kuna is just full of bars and the cheapest place to live in the valley.
- Infrastructure. Many of the roads around Kuna are desperately in need of repair. Ten Mile Road, Linder Road and Hubbard are horrible.

- No
- Movie theater needs to be priority. As well as a possible big box store, Fred Meyer, Target or Walmart
- Adding to this statement would be that the array of transportation should be available to all citizens including those living on the other side of the railroad tracks where commuting and emergency services are limited to those of other citizens of Kuna.... that Kuna will have an array of transportation choices available to citizens and visitors. Kuna's streets, sidewalks, highways, pathways, trails and rails will not only allow people to safely and efficiently move in, out and around Kuna, but also contribute to the community character.
- Keep Kuna Rural. so many house and businesses coming it takes away the small town feel, increases traffic and decreases the beautiful peaceful farmland. Kuna doesn't need to be the next Meridian.
- "Undeveloped large areas needed for diverse plant, animal & bird life. We are losing our wildlife & it is very sad.
- You will need to address how to stop the vandalism, littering & graffiti that is happening on the Indian Creek Greenbelt. It is already a mess. How will you add more areas like this if you let the kids run rampant now?"
- Education and children- youth engagement programs available with healthy living and activities. Arts and music included. Events to draw people away from Kuna to come to Kuna and spend money then leave. Roads and services established prior to increases in building.
- Restoring historical sites, keep and add to community events, art in the park Kuna style, a nice restaurant or two featuring steaks, bbq ribs, & healthy choices, dog park toys donation box, and road maintenance and expansion.
- When will Kuna have a public pool and water play park?
- I like it
- I don't see a need to any of this. The changes that I feel like need to be made is that this all needs to disappear.
- Stop planning everything. Get government out of planning. Allow property owners to do with their property as they wish without government needing to give consent. Stopping taxing everyone and everything. Government should only be about protecting life, liberty and property, not providing or planning for life, liberty and property.
- Kuna should be focused on truly community amenities and planning and NOT health/wellness personal services. The city's job is to ensure a nice place to live where we invest, not personal services on +how+ we live daily lives.
- That growth should be carefully planned. So much growth in housing - is Kuna government (I.e. police, city services) able to keep up?
- none
- The functionality of the environment is important.
- I just don't agree that we are moving toward a distinct character and well designed. Traffic is horrible for a small town, and we are starting to look like "any town USA" with the chain stores and restaurants.
- It lacks connection to public safety.
- Put up a sign that says "Visitors, welcome to Kuna... NO GO HOME AND STAY THERE!!!!!"
- We need a way over the railroad tracks on Swan Falls
- no

- It is a sufficient, if necessarily broad, vision statement.
- None
- Proper zoning of land to retain as much open and agricultural space as possible
- None
- Provide new types of business not just a variation of the same type of business.
- More community involvement
- Not losing roots as an agriculture community
- I hope to see Kuna not get so big like Meridian. Keep the small community feel
- What to do about the railroad crossings. What can we do to make access over the tracks when they are in use or stopped over the crossings!?!
- ok
- Avoid narrowing streets to increase walking areas like the rejuvenation project of down town. Don't remove bike paths like in the rejuvenation project of down town. adjust streets as needed to incorporate 1-way travel to increase parking. Enforce traffic rules including j-walking in the downtown corridor. Eliminate small starter housing in future subs.
- Prior planning of roads before housing is built.
- Kuna needs a recreation center for all residents. This would be place like a YMCA where young and old can go to swim, play basketball, run indoors, etc..
- retain a small farm town feel
- "Education.
- There are not enough schools to support the growth that is happening right now, and our children are suffering because of it. "
- More community input
- Prioritize Education ... quality, safety, classroom size, & infrastructure
- Grow slower. Schools need to be able to catch up & police force.
- I wouldnt change anything
- Rec center for families/kids. There's so many kids here and so little for them to do. It's a shame with as many families that are here you have to go into Boise meridian or Nampa for many sports, lessons or extra classes. I've spent 18 years driving my daughter into town most days for dance, cheer, swimming etc.
- With this growth, what plan are there to support the schools?
- Stop all the growth in this town some is good but for real your doing so much that you are just bringing in the crime and no way to handle it
- A recreational center with a pool and hot tubs to teach swimming, rescue skills and provide water exercise classes for people with mobility issues who cannot ride, walk or run on trails. A rec center where yarn hobbies can be taught like knitting, loom work, yarn spinning and dyeing. When not in use, rooms can be rented out for meetings for income. Pool and hot tub can also be rented out for family gatherings and holidays for 3 hour blocks.
- Kuna needs to provide its own police force instead of paying the county.
- Roads & infrastructure is maintained & expanded
- No
- .
- Nope
- None
- Budget control save city funds for future

- Infrastructure is completely ignored. Lack of road space causes great animosity in this community.
- It sounds good. It just needs to come true. Industry and jobs. Not much now. Transportation choices. None. How are you technologically connected? Santa Monica has free WiFi throughout the city. Downtown looks better but now the roads are too narrow and people park outside the lines making main street even harder to get through. The new Kuna sign seems to be in a strange place. Why down there and like a foot off a busy street.
- None
- STOP BUILDING SUBDIVISIONS!!!
- None
- We need a few more higher end subdivision. As families grow and can afford a larger home they move away because they can't find one here.
- We need better infrastructure planning for future growth.
- The schools and education need to be improved. Zoning and roads already are an issue. Kids / teens need activities and centers to do year round within a radius that they can get to safely.. The Y on eagle is not an option for most Kuna residents
- I wouldn't change anything
- Less subdivision development. Infrastructure needs to be improved first. Traffic is horrible.
- No more large housing subdivisions
- Please add educational opportunities. Let's invest in our youth and make sure that they have access to quality education. Also, for connectivity, internet access is a concern that should be added even though it is virtual. Much of Kuna has very poor-quality service that will only worsen as population increases.
- None - it's been well thought out
- Please stop allowing the same type of businesses to build here. Too many pizza places etc. We don't need a D&B that will probably run the new tractor supply place out of business. We need more diverse businesses
- No
- Looks good. Let's work on it.
- Not missing, just misdirected. Kuna was a small, lovely clean community that is now falling prey to the demands of big-city people moving in and wanting conveniences that they moved away from. Keep Kuna a COMMUNITY. Keep Kuna local. Keep out big box stores and let small businesses flourish. I'm sad sometimes to see that Kuna is becoming what Meridian used to be, and I'm worried that this lovely town I grew up in will be changed irrevocably by an ugly tide of greed and laziness and selfishness brought on by someone's desire to not have to drive ten minutes to buy anything they think they want, and forcing the rest of us to fall in line for the sake of Getting Along. Bring the farms back so our kids can appreciate hard work and hard-earned money. I spent many hot days working the fields for a local farmer to put money in the bank for my first clunker. Make a curfew. Keep kids off the streets and in church or the library or at home where they belong. Keep Kuna clean on more than just the exterior. I love this town. I always have. But I fear for her future.
- "I would like to see planned, thoughtful growth for both residential and commercial
- "
- N/a
- Schools/education and professional development

- Roads and education.
- No
- Protection for the community in the way of a well-funded fire department and police department.
- N/A
- "The land use plan could be more clear
- "
- "I'm worried about roads and schools.
- "
- Should you say something about quality of the schools?
- I would add to maintain Kuna being a family oriented a safe place for families to raise their kids
- No
- There is no discussion of housing
- It needs to be more realistic.
- Big box commercial businesses
- No more subdivisions
- None
- Keep rural and agricultural community thriving by keeping farming as our number one industry, and strive to develop areas that will least impact agricultural areas.
- What's missing is it's not being followed. Too many minimum wage jobs, too many pizza places and too many spit and toilet paper cheap houses (CBH Const). Quality needs to be brought in.
- More kid friendly! Boys and Girls Club, we need things for kids and families. Bowling alley, pool, movie theater, YMCA. I would have loved having access to facilities like this when my child was growing up, instead I found myself spending my money in Boise and Meridian, had Kuna been more kid/family accommodating I would have much rather spent my money here, in my hometown.
- Keep it small that is what makes Kuna desirable as well
- Insure variety of housing to keep both large and small families coming to Kuna.
- None
- NO MORE R6! OR 4.25 ZONING. Bring in higher incomes, nicer properties.
- "'Land uses should meet community demands for services and sustained economic growth. Development should be planned, designed and built to keep Kuna a desirable and distinctive community'.
- Also to maintain all other aspects of the mission statement (i.e. health, distinctive character and connected).
- These five categories in the vision statement are also missing one important category of public service and support (police, fire and community service). "
- Transportation for physically handicapped would be great
- Stop the house building the roads and traffic are getting terrible day by day. Move hear for the small town. Crime is increasing as well
- Sounds good, now apply it. Treat business owners equally without favoritism and bias. City government will be honest.
- Actions that back up the words
- Don't get caught up in the "sustainability" culture until Kuna is on a sound economic footing. Otherwise, a lot of money will go into planning and less will be accomplished.
- None

- N/a
- A free and clear crossing from South Kuna to North Kuna. Preferably, Ten Mile road.
- Equal growth between businesses and homes need to be addressed. Too much too fast, Kuna will not be able to handle.
- Stop building
- We need more diversity in property. We need more 1/2-acre lots & the builders need to give more to the community than just houses.
- I would like to see a percentage of land dedicated to agriculture so that it truly preserves the rural feeling and prevents the city from becoming completely suburban.
- "More industrial
- Less crackerjack box subdivisions"
- Retaining the roots of Kuna and not getting blinded by the money that government can make off the growth. The growth is already faster than the common sense of city planning. Traffic is horrible, bottle necks everywhere, Meridian road is going to be the next Eagle Road. Infrastructure should be established before continued growth. I've lived in Kuna forever and its obnoxious to get anywhere. There has been no foresight to traffic, and it is painfully apparent with the current growth that this is the true Kuna vision and future plan. There is more construction of commercial buildings and subdivisions than there is roads etc.
- Something about your accountability in destroying the education system with your irresponsible subdivision approvals
- Looks great
- I would like to see less fast food restaurants and apartments. A bus line would be nice.
- Let the business side catch up before allowing more housing developments to go up
- No
- None, it looks thorough.
- No
- no, it hits all the topics that affect the citizens of Kuna and the surrounding areas.
- Include growing school district into development plans. Highways and roads are already congested and planning to expand roads needs to be included as well.
- Less development- cut back on subdivisions for now
- I don't want Kuna to be the next Garden City in the valley. We need to plan the new growth of the city to reflect a well-planned and organized effort. It needs to be "classy not trashy". PLEASE do not let Walmart come to town.
- "Re-word
- Healthy
- Citizens will continue to enjoy ample opportunities for a healthy, active lifestyle and abundant recreation, including connected trails and open spaces, as well as increasing opportunities for access to a range of quality, local health wellness services."
- Education, libraries, extended learning, community education and after school options
- The importance of children in this community.
- A SAFE small town!!
- None
- No
- None
- Maybe take a look at our schools and teacher pay?

- Agriculture, agritourism, history, historic preservation
- "Getting in and out of Kuna. Soon, because of crazy growth of homes, Kuna will be landlocked. Meridian Road, 10 Mile are not able to handle today's population, it'll never support 5000 new homes. That's at least 10,000 more cars. Plus, Meridian is building another 10k plus homes from Overland South towards Kuna.
- You can have the best City in the World, but, if no one can get to it....."
- I think there should be mention - and focus - to recruiting large, blue collar companies to relocate to Kuna. It still affords reasonable housing for employees and plenty of room for growth & expansion at reasonable rates.
- Slow down housing growth approvals until our infrastructure and schools are caught up. We will forever be behind unless something changes
- None
- Slow down the growth! Stop decimating our farmland!
- I wish the vision made me feel like you cared more about the families who live here now than those you hope to join our community later.
- there is nothing in there (or I probably missed it), about our old infrastructure. too quick of growth will surely take away our small town feel.
- Increase in trails and open space, parks
- Economically diverse and Vibrant should be ranked #1 but I ranked it #5. In the past, Kuna has overemphasized the positive impact of industry and downplayed the negative. The comp plan has had huge industrial areas but industries have ignored Kuna. There are good reasons for this, and the first one is transportation. Kuna is at the end of highway 69 so we have no infrastructure for through truck traffic. We are on the UP mainline and that track is NOT available to deliver rail freight to the Kuna area. It is a scheduling issue, unless a spur track is built into the Nampa switching yard, UP will not allow any local train traffic to interfere with mainline train schedules. And I doubt they will set aside right of way on their mainline to build a spur track. The type of industries we will attract will be the ones that are not welcome in the Boise/Nampa/Caldwell area, industries like Best Bath that will impact the quality of life in our town. Kuna will continue to be a bedroom community with a mix of local services. I believe our best path forward will be to plan to be an outstanding bedroom community. I know this is tough from a revenue standpoint because houses don't provide the level of revenue industry provides, but if our past returns on investment to attract industry are any indication, we will be better served to make the best bedroom community we can and attract higher valued housing investment.
- Open space being a priority and more diverse homes.
- "Development needs to be managed to pay for the growth.
- The community must grow better, not just bigger.

## 1Q 10. Is there anything else you would like us to know?

- roads as we are growing
  - "WE WANT A POOL!!!!
  - :-)"
  - We are growing at a ridiculous pace right now. I would rather our economy slow down a bit to allow for our infrastructure to keep up. I don't want us to turn into another Meridian with overcrowded roads and schools. Otherwise there is no reason for my family to commute an hour every day to work, and might as well live closer to where we work.
  - Reduce the number of small, high density, cookie cutter (CBH) subdivisions - especially in the outer areas of town. Need more larger lot, diverse looking homes and subdivisions. Preserve ag lands to in areas away from main roads (Meridian Rd) Promote, recruit more commercial, especially a larger anchor type store like Target or Fred Meyers along Meridian Rd.
  - Please repair the roads where they cross the train tracks. They are extremely rough in places.
  - "We need more restaurant choices besides Mexican & Pizza!! Preferably fresh, made from scratch options. Stay ahead of growth (streets, public transportation, utilities, pathways, parks (inc. dog park), gas station options etc. Encourage other builders besides just production builders (Corey Barton & Hubble Homes).
  - Encourage businesses such as self-dog washing, computer repair, dry cleaning, movie theater, nail salons, and grocery options like Boise Co-op & Rosauers."
  - No
  - I love Kuna and I understand growth. The major downfall is pedestrian/biking access. Right off my neighborhood my family has to walk next to meridian/kuna/avalon rd with no safety in place. Also the greenbelt extended east from orchard and a bridge over indian creek to gain foot access to the south would be AMAZING. I am a disabled ex police officer who cant drive anymore so foot access is a priority to me and my family.
  - We don't want to see Kuna become another Meridian.
  - Nope!
  - "Thank You for Asking and Listening !!!
  - Blessings !!!
  - David & Carleen Kemp"
  - To improve safety for the residents south of the tracks. We must figure out a way to put in an over pass. Trains increasing, now rental train car storage in city and increasing delays which could mean someone life if emergency services can not get over the tracks.
  - Keep Kuna a small town. We dont need to be like any other town. Kuna is peaceful and its open. But as soon as you build more houses, its gonna be less peaceful. Especially out Pleasant Valley way. My neighbors and I love to look out our back doors and see the sod farm, if that land turns into apartments or more houses, we will end up moving out of the town that we love and have been here for 16 years.
  - I wholeheartedly love Kuna and appreciate that improvements are being made. I appreciate the community leaders' efforts. I will add that a very important aspect of town that was not mentioned in the plan is convenient and safe access to schools. The morning congestion on the
-

southwest entrance to town is a huge problem especially because it is the access point for so many school busses and students and families. Another crucial area of congestion that needs addressed is the access to Kuna High School from the west. Please remember that students coming into town and to and from schools by bus, car, and on foot make up a significant amount of the transportation activity in Kuna. Please make it a priority! Contiguous, i.e. connected, sidewalks throughout the entire town are essential for the safety of our children. Basically there should be sidewalks along every street and frequent, safe crosswalks. This is not yet the case. Also, for Kuna to be enjoyable for everyone the focus should expand well beyond the downtown area. Projects such as widening the sidewalks on Main Street are evidence of a limited view of the community as a whole. There are only a few business spaces on Main Street and with our large and growing community equal if not greater emphasis should be placed on the more diverse areas that are actually frequented by a higher percentage of residents. Thank you for allowing and considering residents' input.

- Kuna is overall very very poor for the safety for Pedestrians incomplete sidewalks or no sidewalks. No asst crosswalks lights etc. ten mile and deer flat flags were placed, but a teen almost got hit again, their were many witnesses and tears. Kids are walking in the road to school. Come on kuna!
- We need multiple places for kids of all ages to keep them busy and active and out of trouble.
- I forgot to add in the mission statement, id like to see something of welcoming all types of people, while holding onto the values of Kuna and small town community
- I want to emphasize the importance of roadway infrastructure and repair. Southern Kuna suffers due to the railway. I have been late to work on many occasions due to a ?? blocking both Swan Falls road and West Avalon, and being blocked in by traffic making it impossible to go back out on King/Stroebel. Also, Stage coach needs painted lines near the curve by the Auction House, it is unsafe and west going traffic cuts the curve.
- No
- No
- Keep kuna small. It doesn't need to be a big city.
- Sounds like a lot of hard work ahead. Good luck and listen to the public - no more bars, pizza places, etc. Need variety so we don't have to leave town.
- Enforce beautification in HOAs and non-HOA neighborhoods by citing homeowners/home occupants for violating common sense and dignity regarding unkempt and unsightly home fronts.
- not off the top of my head
- Bigger name restaurants
- We need to review why so many starter homes have taken over our growth and have the strength to start saying "Too much". Too many Cory Barton, and Hubble homes.
- Please enact and pass policies that are forward-thinking that won't lead to increased traffic/Eagle Rd. situation/etc. The culture and feel of Kuna won't be maintained if the city council continues to approve large lots and big box stores. Please add more mixed use and high density housing with anchor institutions that benefit the entire community. Please work more closely with county and state policymakers to advocate for policy change that affects how you make your growth sustainable, healthy, and intentional. Think more regionally because the issues affecting Boise, Meridian, etc. do and will continue to affect Kuna. By collaborating, listening, and engaging with the other local leaders, you'll have a greater success in making policy change.

- Kids need to be considered, more activities/friendly places for them
- I would like to see the green belt be extended to the Crimson Point subdivision, passing by Sego Prairie Pond and then on to Indian Creek Elementary
- I don't want to see Kuna be overtaken by big industries. I like our quaint town and I hope we can find a happy medium.
- Would like to see less Pizza Stores. When stores are being built there is more Pizza places. Do we really need all these Pizza stores.
- I just moved to Kuna this month and really love the small town feel, open fields/pastures and larger home lots. I'd encourage Kuna to identify and protect specific areas for farming and parks/recreation or even as open spaces. I'd hate to see Kuna turn into nothing but subdivisions and high density housing like Utah.
- "Start enforcing city codes to clean up some of the old subdivisions!
- Stop building so much in Kuna, our schools can't handle what we already have to deal with!!!!!!!"
- 1. Provide a Boys and Girls club so our children have something to do besides get into mischief.  
2. Provide a sports complex with multiple ball fields so our community can stay active. 3. Provide a LONG pathway where runners and walkers can exercise safely and without the interruption of traffic. Perhaps around the sports complex?
- There NEEDS to be either an overpass over the Swan Falls railroad tracks (preferred) or a firehouse/emergency responder on the south side of the tracks.
- Tell the big housing developers to eat shit and get out of town, we don't need or want them!
- BRIDGE OVER TRAIN TRACKS PLEASE.
- Use Idaho contracting companies. Buy Idaho!!
- We have a very well designed skate park! However, it is not supervised and a great hangout for kids who are not interested in skating, only disrupting kids who want to actually use it for its purpose. Consider some city supervised times for younger and interested families to use the area. Should be patrolled by police more often.
- Please bring a desirable shopping center, such as Ross, big box store. Restaurants like Olive Garden, steakhouse, chain type eateries. Attract other cities to want to visit Kuna. Avoid apartments! I think the apartments on deerflat and ten mile are hideous and does not fit where they sit.
- More fish ponds
- Reserve the ROW even if ACHD does not. For parkland, plan ahead and buy the land.
- Add a light at Kay and Cleveland. I like most of what I see here.
- "Creating job opportunities/ opening businesses that will cater to all ranges of qualifications will be great.
- Have a first come/urgent with some imaging services in Kuna
- Consider trails for bikes for near and to the new high school
- Not small clusters of housing, more commercial!
- Downtown needs a big makeover, we are not a little town anymore. More parking areas, businesses with modern store fronts, more beautification and easy access.
- As the city grows, we need to make plans to make it efficient and also safe and beautiful. "
- Thank you for being thoughtful and doing this!
- Slower speed limits on Linder. Stop the housing development. Thanks for doing this.
- Yes let's get some diversity in here and places to eat we are spending our dollars in Meridian because all that Kuna has is pizza

- Please turn current garden at the south end of Orchard where the green belt begins onto a community garden. Keep the house and turn it into a restaurant. (The house the city just bought.)
- Managed growth that mixes all compatible uses such as multi-height residences in a live/work situation or parks and single family homes.
- Not at this time
- Widen E Avalon from Orchard St to Swan Falls Road! Widen Deer Flat from Meridian to Linder Rd. Widen Linder Road from Deer Flat to Boise/Main St.
- Having been in Kuna once and put a down payment on a retirement home , a traffic light is really needed at the intersection of Hubbard & Meridian. During non rush hour it took way too long to merge out in the direction of I 84.
- Incorporate the beauty around us when thinking of our vision statement such as the Birds of Prey, historical buildings, etc.
- You ask about bike lanes, yet you removed the lane we had!
- More art, more businesses, outdoor seating. Sidewalks, updated lighting on major streets. Farmers market on thurs and sat
- a central site where residents and people can come for any service they might need instruction or complaint podium, that whatever can be addressed.
- Haven't been here long, but I feel Kuna is just the way I like it, as is. That's why I moved here. Nice, enough services and not congested due to overbuilding of commercial and residential areas. I like the agriculture and to see the sunsets/rises w/o many obstructions. Love the small community feel with already easy access to big box stores/event centers etc. within 10 miles.
- Please manage the growth of the community for the majority of the citizens, not outside organizations that want to make money off of us, or the few rich citizens that want to get richer off of the masses. Make those that want to be part of our community pay their fair share.
- Please keep our agriculture community in your sights. That was where Kuna came from and grew on. It is quickly becoming a thing from the past and breaks my heart.
- It was disappointing to see the bike lane through town being removed... But please continue adding sidewalks, bike lanes, and expanding the green belt!! All areas within the "city limits" should be connected to the city by parks and pathways.
- I support Kuna and its planned growth. I would like my taxes to go towards funding Kuna as a up and coming place to be desired.
- Improve/expand roadways fast! Before massive subdivisions go in! Meridian Rd already feels like the dreaded Eagle Rd at peak times. Ten Mile needs a gas station - the only one is across freeway at Pine. No more pizza places, for the love of God. Places kids can play, people can go on dates, etc. - a movie theater, bowling alley, drive in??? Our library also needs to be connected to all the other Ada County libraries - it's the only one that's not.
- A light at walgreens would be nice, especially as town grows and becomes busier
- traffic lane is to close to park cars
- Again, we need some undeveloped open areas with diverse habitat for unstructured, outdoor recreation like Hubbard Reservoir area. There are plenty of opportunities for bikes, walkers. We need areas for birdwatchers, etc. Clean up the area across Indian Creek where the mayor has allowed kids to build dangerous bike ramps.
- Keep up the excellent work Mayor
- More community events easier to access and enjoy for the elderly and the disabled.

- Newer parks that will likely over time not have a play structure near a busy road. Not enough Kuna parks have the play structure at a very safe distance from a busy road.
- More recreational/educational opportunities for kids and adults alike. Give kids constructive, fun things to do to stay out of trouble. Keep people physically active.
- Please no more copy cat stores or Pizza!! We have a Tractor Supply we don't need a D&B also we have enough Pizza places!
- "Keep communication going. Community should be updated on progress.
- Curious to restaurants and economical progress in the next year-3 years. "
- Stop using taxpayer money
- Stop trying to plan everything. Let the market decide what businesses, houses, etc. will be developed. Community recreational opportunities should be paid for privately, not with taxpayer money. Same with "beautification" and any city renovations, which are actually private businesses who should pay out of their own pockets.
- Public pool/ rec center is one way to divide the community....
- "More things kids can do like a movie theater.
- Also fine dining. "
- No
- Kuna hopefully won't loose its identity by loosing the green areas of cultivation and farming.
- SMART growth. Too much too soon and not planned out well. The congestion already is very alarming. The look of this being any other town and not losing it's uniqueness is alarming. We should move more towards towns like Bend or Sisters, or Hailey, or Ketchum that have more character and small town appeal, instead of moving into looking like just another town with the same house, same restaurants, same architecture, same, same, same. I miss small town Kuna, that's for sure. It would be nice to grow but still keep the agricultural, small town ambiance.
- Yes, will the city of Kuna finally get it through their heads to put up a traffic signal at the intersection of Swan Falls Rd and Avalon Rd.
- we have way too many pizza places, need a variety of other places to eat.
- We love Kuna need and want indoor rec area, health facilities traffic control meridian rd, where is the Kuna Mall if ever.
- By far the most important thing in the entire survey is the over/underpass for the train tracks for access to South Kuna. Even if you ignore the convenience aspect, the Emergency Vehicle access is simply vital with new homes and neighborhoods being built over there. At this time, it is simply not safe to live South of the train tracks, in my opinion.
- While larger industry would help raise revenue it would harm the small town charm of Kuna, medium density residential housing would bring in greater revenue in the form of taxes, while allowing Kuna to focus on the "small town" feel, while still having the facilities and infrastructure of a larger city
- Love to see the cow farm on Deer flat move out of the town. The smell is not a plus for this community to grow
- A Kuna Village would be nice like the one in Meridian would be nice.
- No
- Traffic congestion. We need traffic control from the roundabout to I-84. Tired of impatient,risky drivers.
- nopers

- Too much of our open land is being developed and transformed way too fast. Time to pause and take a breath and let things stew for awhile. We need to keep our small friendly farming town feel.
- I love this town, but there is definitely a problem with the roundabout. People refuse you yield and you can sit in a direction for up to 5 minutes before you can get on your way. Speed in subdivision is not adhered to by many and that is dangerous condition for children in the subdivision, talking about mine Heritage Farms off Linder. Motorcycles as well as cars.
- Don't let the Comprehensive Plan go through with no industrial zoning. Industrial and commercial is what's going to make Kuna more sustainable/profitable.
- There needs to be more balance between starter homes and homes with larger lots that people want to put down their roots and stay in the community. In a town that is mostly starter homes, there will be less people who want to invest in their community because those starter houses end up being rentals in 10-15 years.
- Education, school overcrowding,
- As Kuna ages many of us suffer from knee issues, older bodies, fibromyalgia, etc. Many of us have been recommended a pool per physical therapy. Our town still needs lap swimming. I do wish we could slow down the growth. Schools need to catch up and police services. We've lived in Kuna for 15 years ... we've given up on an overpass.
- I think you've got it covered!! Now how to implement and make it happen?
- Stop the growth until you can control the situation with what's coming with it like crime one cop or 2 cops that you barely see as it is doesn't cut it you need to think about that first your creating a bigger problem good luck with the crime that you now have coming with all the new housing
- The trend for people living alone has been increasing for the last ten+ years. Living spaces for single-dwellers, within a connected community for conveniences, is a very good investment for the future. Almost all one bedroom apartments in surrounding areas are completely sold out. Also, there are many people who cannot exercise on hard surfaces. A pool & hydrotherapy is also a good investment for Kuna, so people do not have to travel out of town for something Kuna could provide AND make income on, to rent out meeting spaces & pool/hot tub. If you shift a bit from family thinking & from just young people, Kuna could be unique in providing more services for older & single Americans; but families can also take advantage of a rec center with a pool. Hydrotherapy for dogs can also be offered with an easy facility installation and veterinary oversight when the owners are taught. If the community thinks about having many one bedroom apartments with easy pool access and recreation center, this would support small business in Kuna, when residents do not have to travel out of Kuna for their needs when we have offerings a bit different than most communities provide, which caters to families for the whole of focus. By shifting a bit to the single person Kuna can tap into the trend of single living and offer small living spaces, with plenty of social contentedness, small businesses and conveniences. The Boise area has been touted as a great place to retire, so the PR for the area is already out there in the media. Kuna could go the next step and create a value-added opportunity to provide more single-occupant dwellings and a rec.center with swim exercising, dog therapy and hobby center, and make income off these offerings.
- Your doing a good job
- Having access over the tracks is huge. With all the housing going up south of the tracks, it's more important than ever to get first responders where they need to go.
- Widen 10 mile Rd & make it into another corridor to the freeway

- No
- No
- I think the city of Kuna needs to require developers to contribute to the improvement of the infrastructure of the city
- Hate the way new sidewalks downtown and by park are narrow and at intersections sidewalk sticks out. Hard when you are stopped and a car tries to turn right into you. Like near the Grange.
- No
- STOP BUILDING SUBDIVISIONS !!!!
- More up scale housing less multi family housing
- I love Kuna because it is similar to the small town I grew up in. I know it is growing rapidly but it would be great if we could find a way to keep that small town feel.
- No
- Keep Kuna a small knit town.
- I am very concerned about the 4,000 homes that are going to be built in Kuna and how we are going to support that kind of growth in terms of education, traffic, and internet connectivity. I also would like to see more relevant stores being brought into Kuna. In the future, if Kuna can support one with all of this growth, I would love to see a Fred Meyer built.
- More roads to get in and out of Kuna. The rush hour commute is so heavy now that it's almost a deal breaker for us. It's way to frustrating.
- I feel we need to show down on building homes and subdivisions so that the infrastructure can catch up.
- Slow down on the new housing until the new school is built to support all of the new families
- No more pizza places ! Maybe a Fred Meyer or winco , Costco . More variety for fast food . Houses built in less congested areas . Bigger post office . Thanks for the survey !
- No
- No more pizza
- I would like to see the growth that we are experiencing slowed down, with more thought given to the impact the large subdivisions are having on schools, roads, crime, etc.
- Work on making the school district better and not ranked so poorly in the state.
- We love the open farm land so much. Also the larger home lots and affordability
- Please keep Kuna a warm community and don't give in to money and developers.
- Extend greenbelt walking trail as far as you can in both directions and plant trees along it for summer shade so it becomes a "destination" like Boise has
- I am worried crime will skyrocket because there is not enough for the youth to do. Additional youth activities would be great.
- "Everything you've listed is important!
- Key words would be sustainable and diverse."
- "Encourage other businesses other than pizza companies to come to Kuna"
- There has got to be a crosswalk with lights going from Albertsons to Walgreens area. That is so dangerous!!
- South of the track overpass should be looked at first and for most over all else.
- Ikea would be a wonderful addition and bring lots of tourism.
- Kuna is a beautiful little community. But what makes it beautiful is that it was a a small town, with open ness and isn't built up with a lot of housing. Until now. And what's being built is crap and is on little tiny lots. People want room. Make lots bigger and have the option for RV parking.

It's ridiculous how there are very few homes with RV. Bigger lots. Better builders. You're selling out a great community. Stop it.

- Please bring more diverse restaurants into the community somehow, we really don't need a 15th pizza place. Traffic along certain roadways is becoming a problem. Especially around the high school in the mornings. Also we should try and move the dairy farm away from the high school, as most people I know in the valley from outside Kuna quote it as being stinky from this dairy farm right as you enter town.
- Too many subdivisions coming. Kuna is losing the country feel. I will gladly drive the extra miles to big businesses to keep Kuna small. The roads, schools, and emergency responders aren't keeping up with the growth. There are many fixed income families in Kuna. Taxes will eventually force them to leave if we keep adding.
- No
- We need more restaurants. Not more pizza places.
- Luna's growth is inevitable. Managed well it can be very successful. Keep up the good work
- Too much housing being built not enough school space. Keep Kuna small. Crime is getting out of control. Up police patrol
- "I fear that although good people, City administration lacks the expertise to handle the growth, let alone the management of it.
- A simple example, look at the website or any of the Communications that are from the city. They lack professionalism."
- Stop building apartments!
- Don't sacrifice commuterride for a circulator. Bad decision otherwise.
- The overpass for the train tracks needs to be planned for a different road. Not Swan Falls Rd!
- Less public funding, more private funding. In other words, I'd not want to pay for bicycle repair stations nor a healthy lifestyle initiative as that isn't what government is there for .
- N/a
- Keep Kuna as a rural community, if we allow big commercial places to move in then it will be another suburb and completely lose itself.
- Kuna really needs more parks for kids to play at.
- We need to be prepared for the growth. We don't have to say "Yes" to every CBH plan.
- "Tell these big developers to suck a dick, we don't want them here!!!
- They are liars and don't do any good for the community!!!
- They will tell you whatever you want to hear and then go behind your back to get what they want"
- Keep Kuna the best small town around
- Let business catch up with housing before approving more housing developments.
- We need more Subs with larger lots! Pretty much every one going in right now has small lots...it makes the homes starter homes and the School District is not getting any \$ due to tax exemptions. In the long run this is going to hurt our schools. We need more .25, .33 and .50 acre lots.
- It would be helpful to have street lights around the schools for dark winter mornings when students are walking to school.
- Please, please, please stop approving CBH subdivisions for now. It's time to have a variety of builders come to town to bring housing diversity and higher quality homes. Better quality, custom, larger lots will attract more affluent households which will boost local economy through taxes and higher earnings being spent locally. Kuna is on the verge of either going downhill with

too much congestion, cookie cutter starter homes and not enough schools or can really become the next Meridian/Eagle with our elected officials putting their foot down and approving what's best for future growth and attraction.

- An overpass for Ten Mile is a much needed improvement.
- A recreation center would be very beneficial to our town, especially with a pool!
- These questions seem steered for feel good answers, I AM not from California and want to see balance in business and commercial and residential, not just feel good bedroom community. Slow the residential until the rest is solid and stable.
- "Keep arterial streets every half mile
- Limit access to Meridian Rd to existing driveways. Establish transportation task force. Continue to focus on the children in this town. "
- Quit putting in roundabouts. They are ridiculous and people do not know how to use them.
- No
- Please no Walmart...ever!
- Everyone i know echoes the same thing: Kuna growth is great, but it's happening too fast. Too many subdivisions. Too many pizza places.
- What a critical time for new growth. Having only lived in Kuna and Idaho for three years I see that we could end up just like Nampa with too much, crime, and people. Let's not be afraid to keep our small town vibrant and charming. Growth can still happen along with it.
- This is all pretty generic stuff and yes, we need all of it. How will it be paid for?
- "Instead of public \$\$ funding a YMCA, how about using those funds to encourage local gyms to step up, add pools, etc with a scholarship fund available.
- Continued focus on attaining large companies to relocate or start up in Kuna. "
- Community Center would be awesome. Same as a pool, some place the kids could go to stay out of trouble.
- Please slow down housing!
- Need more restaurants that are not pizza. Tired of having to drive to Nampa or Meridian for shopping.
- A community center where classes like sewing, canning, gardening, genealogy, etc...are taught and are open to all ages. A swimming pool/rec center similar to the one Cascade built which has a cover for wintertime use.
- "Please slow/stop letting developers come and flood our city with so many homes. I feel like the city council is setting up the school district to fail our kids because you all are so eager to grow Kuna. The schools can't keep up.
- Having a district that is rated so low isn't a pull to Kuna. Having great baby sidewalks doesnt makenus great, spending money on pretty street lamps is worthless if our schools can't educate the kids that already live here. "
- Down town businesses need to have somewhat of a common facade, including signage, colors, store fronts. Pleasing colors and schemes that align with the City envision plan.
- lets just take a breathe and slow down the building
- Important to keep Kuna and it's uniqueness along with structuring the town around family and great people! Open spaces, parks, and definitely safety along with education!
- "Of course we need to attract and manage growth. If we recognize that being a bedroom community is our strongest asset, then we must defend the commute time to Boise/Nampa/Caldwell. Kuna will never be an autonomous city. Having local employment,

entertainment, cradle to grave housing opportunities, and industry will always be in competition with the local metropolitan area.

- The bridge over the railroad track is important for future growth south of the tracks for two reasons. First is emergency services, and second is the traffic blockage of roads if more traffic including trucks have to wait for a train. It is my impression that Kuna has consistently underestimated the size and scope of the bridge project. UP will not give up an inch of their mainline right of way, not in width or height. That will make the bridge big enough to span both the tracks and the creek, which is an even bigger bridge. If the bridge is located in town, the approaches will consume a significant area of existing structures. Get a realistic estimate of the size of the bridge before you include it in your plans. "
- Please put the tax paying resident ahead of business. Business does not make the community, the community makes it possible for businesses to exist. Right now, the direction of the city is to sacrifice the citizen for business. And those in positions of leadership are business owners first, citizens second.

# Appendix D – Advisory Committee Prioritization Results

## Overview:

In the final Envision Kuna Advisory Committee meeting, members were given a sheet of 30 sticker dots and were asked to place these dots on the projects and actions that they felt were the highest priority for the community. The projects listed below represent the committee's ideas for the most important priority projects in each goal area and broadly. The number in parenthesis at the end of each strategy/action show the total number of votes given to that particular strategy at the Advisory Committee meeting.

## Top 10 Priority Projects for all Goal Areas

1. Work with ACHD, ITD and the Union Pacific Railroad to conduct an overpass feasibility study at major roads crossings (21)
2. Develop a City of Kuna housing needs analysis to address future housing demand, inventory and strategies to increase affordable housing options. (11)
3. Apply for Idaho Department of Parks and Recreation Recreational Trails Program (RTP) grants to implement pathway extensions, trailhead improvements and footbridge crossings. (11)
4. Create an official orientation and training program for appointed and elected officials. (11)
5. Define "mixed-use" designations in Kuna's adopted zoning code. (10)
6. Seek grant funding opportunities through the Economic Development Administration to develop specific infrastructure plans (i.e. water, sewer, roads, utilities) to enhance services for existing and new industrial areas and develop. (10)
7. Develop a coordinated Strategic Economic Development Plan (9)
8. Develop a Kuna business retention and attraction plan (8)
9. Develop an Indian Creek Greenbelt Master Plan. (8)
10. Greenbelt extension from Orchard to Crimson Point Elementary. (8)

## Top Economic Development Projects and Actions

1. Develop a strategic coordinated Strategic Economic Development Plan (9)
2. Develop a Kuna business retention and attraction plan (8)
3. Educate city staff on CID funding as a developer infrastructure funding mechanism (7)
4. Develop an incentives program to competitively attract and retain new businesses (7)
5. Conduct a communications, transportation and public infrastructure assessment on future/key industrial areas (6)
6. Work with Ada County and incorporated cities to create a regional Comprehensive Economic Development Strategy (CEDS) (6)

## Top Health and Safety Projects and Actions

1. Work with ACHD, ITD and the Union Pacific Railroad to conduct an overpass feasibility study at major roads crossings (21)
2. Develop an Indian Creek Greenbelt Master Plan. (8)
3. Greenbelt extension from Orchard to Crimson Point Elementary. (8)
4. Create parks or preserves at Hubbard Reservoir, Kuna Butte, Initial Point, and other open space areas of significance in cooperation with the appropriate agencies. (7)
5. Create an emergency response plan.(5)



## **Top Distinctive and Well-Designed Projects and Actions**

1. Develop a City of Kuna housing needs analysis to address future housing demand, inventory and strategies to increase affordable housing options. (11)
2. Define “mixed-use” designations in Kuna’s adopted zoning code. (10)
3. Seek grant funding opportunities through the Economic Development Administration to develop specific infrastructure plans (i.e. water, sewer, roads, utilities) to enhance services for existing and new industrial areas and develop. (10)
4. Implement the Downtown Revitalization Plan. (7)
5. Identify and implement mechanisms to preserve and encourage agricultural land uses at small and large scales and create policy that supports agriculture. (7)

## **Top Connected Projects and Actions**

1. Apply for Idaho Department of Parks and Recreation Recreational Trails Program (RTP) grants to implement pathway extensions, trailhead improvements and footbridge crossings. (11)
2. Develop a wayfinding system plan for key areas such as Downtown Kuna, Indian Creek Greenbelt, and expanded pathways systems. (8)
3. Develop standards to incorporate art, aesthetically pleasing elements and welcoming theme into entryway corridors. (7)
4. Design and implement Indian Creek Greenbelt extension projects. (7)
5. Develop design guidelines for all or select entryway corridors. (6)
6. Develop a map showing sidewalk gaps to be filled, sidewalk repairs needed, sidewalk expansion areas and pedestrian crossing improvement locations. (6)

## **Top Educated and Celebrated Projects and Actions**

1. In collaboration with the Kuna School District, develop a specific improvement plan, with public input, to create public/community gathering space at 4th Street Gym property and/or other sites in Downtown Kuna. (7)
2. Work with industry to assess feasible sites for a postsecondary, vocational/technical training facilities and colleges that serve residents of Kuna and the surrounding area. (6)
3. Create standards for bicycle and pedestrian connectivity evaluation from developments to existing and proposed school sites. (6)
4. Start focus group to encourage recruitment of agri-tourism and agri-tainment establishments, activities and opportunities. (6)
5. Recruit industries that directly connect agriculture to the community (i.e. brewery with restaurant, dairy with store/public access, winery, garden/farm with restaurant, etc.). (6)

## **Top Governing Collaboratively Projects and Actions**

1. Create an official orientation and training program for appointed and elected officials. (11)
2. Implement Police and Kuna Rural Fire District impact fees. (5)
3. Create a master projects calendar that is available to the public online. (4)
4. Create an outreach/publicity checklist to ensure consistent and effective communications. (4)
5. Comment cards that provide both positive and critical feedback. (4)

# Goal Area 1: Economically Diverse and Vibrant

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

## Goal Area 2: Health and Safety

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

## Goal Area 2: Health and Safety

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

## Goal Area 3: Distinctive and Well Designed

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

## Goal Area 3: Distinctive and Well Designed

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

# Goal Area 4: Connected

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

## Goal Area 4: Connected

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

# Goal Area 5: Educated and Celebrated

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

## Goal Area 5: Educated and Celebrated

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

# Goal Area 6: Governing Collaboratively

Goals	Potential Projects and Actions
<p><b>6.A Involve citizens in decisions about Kuna’s future.</b></p>	<ul style="list-style-type: none"> <li>• Create a master projects calendar available to the public online.</li> <li>• Create an outreach/publicity checklist to ensure consistent and effective communications.</li> <li>• Conduct a comprehensive website review process and modernize website elements.</li> <li>• Audit City website annually to optimize design and performance.</li> <li>• Conduct a bi-annual third-party citizen survey to gauge performance and citizen satisfaction.</li> <li>• Host an annual citizen conversations event.</li> <li>• Publish annual State of the city document in conjunction with State of the city address.</li> <li>• Develop customer service standards and practices, citywide.</li> </ul>
<p><b>6.B Maintain adequate organizational capacity to efficiently manage city government and implement this plan.</b></p>	<ul style="list-style-type: none"> <li>• Create an official orientation and training program for newly elected officials.</li> <li>• Collect data and annually report on status of Comprehensive Plan implementation.</li> </ul>
<p><b>6.C Engage in regional collaboration to leverage City and partner agency resources on behalf of the community.</b></p>	<ul style="list-style-type: none"> <li>• Develop a citywide strategic plan.</li> <li>• Implement stakeholder satisfaction surveys that identify areas for improvement related to decision-making and service delivery.</li> <li>• Conduct City employee satisfaction surveys and/or interviews to assess areas for improvement.</li> <li>• Represent Kuna at the Building Contractors Association of Southwestern Idaho.</li> </ul>
<p><b>6.D Maintain sustainable and transparent financial operations and proactively manage City budgets and investments.</b></p>	<ul style="list-style-type: none"> <li>• Develop a capital improvement plan that integrates with recommendations from <i>Envision Kuna</i>.</li> <li>• Support the implementation of Police and Kuna Rural Fire District impact fees.</li> </ul>

# Appendix E – Phase 3 Public Input Summary

## Overview

Phase 3 of the *Envision Kuna* Comprehensive Plan featured a round of public outreach to collect specific feedback on the final draft plan. The draft plan was published online at both the City of Kuna website and the project specific [www.envisionkuna.com](http://www.envisionkuna.com) site, and was available for public review and comment between January 2, 2019 to January 25, 2019. In total seven members of the public provided comments on the draft plan. These comments were generally focused on specific site improvements, the possibility of a new overpass, transportation improvements, and improvements in collaboration with City government. All comments received regarding the draft plan were considered in the final revisions to the plan.

## Plan Feedback

Below are the written comments received during phase 3 of the Comprehensive Plan update. These responses have been edited to remove any identifying information but are otherwise included exactly as provided.

- Overpass over railway.
- We need a swimming pool and things for families to do besides fast food businesses. A community center would be great. A family sit down restaurant, not Mexican or Chinese. Kentucky Fried Chicken or Long John Silver. Overpass should continue to be the priority; either Ten Mile, Swan Falls or east of town.
- Overpass needed. Fire station south of the tracks. No low income housing (brings in crime)
- It seems odd to focus on planning while there are so many existing needs. Kuna already has a recent history of very poor decisions not by malice but surely because of limited ability. 1. The Plan is missing the key transportation analysis. The plan is useless if we don't have the traffic analysis to identify the impacts. 2. The draft plan calls for bicycle access but the Dear Leaders took away downtown bike lanes. It can't be both ways. 3. The intersection of Shortline at Bridge needed a southbound left turn lane. It was designed poorly. 4. The intersection of 2nd Street at Linder was also designed poorly. The throat is far too narrow to accommodate southbound truck with trailers travelling to the RV dump station. 5. The utility patch on Avalon east of Linder is very poorly done. 6. The City needs to consider shared us or the city hall parking lot in the evenings when City Hall is closed. 7. The City needs to develop a law making it illegal to park on the sidewalks. Alternatively, stop building sidewalks if Kuna allows parking on them. 8. The City needs to allow people to walk on the greenbelt after dark. Alternatively, get rid of the greenbelt lights if people can't walk in the greenbelt after dark. 9. The City needs to support businesses better. Making different rules for one business over the other is unfair and dishonest. 10. We need sidewalks and street lights more than the loss of Downtown Parking spaces.
- A little more specific....I would like a Catholic Church and a Winco in Kuna. I'm a simple girl
- I admit that I did NOT read the Plan. I write in hopes that SOMEONE has considered the future Easements that would be required for an ORBITAL Freeway that COULD route south of Caldwell / Nampa / Kuna. This new southern route could do much to alleviate Though-Traffic (Trucks

and Travelers), could alleviate ugly weather from concentrated pollution in the valley all along the current Freeway route. (We all dislike Grey day Inversions). It would open up CONTROLLED development south of the Airport and beyond. KUNA COULD BE the CENTER of it all. Do not think so small and so short sighted. I've read in the past about this NEW Route, but I've not heard about it recently. It should be a PROMINENT GOAL for ALL to see and dream about. If we dream enough... dreams come true. Set this GOAL!

- I live south of the railroad tracks and have been concerned for quite some time about the canal overpass on Swan Falls Road. How will this overpass be changed and expanded? It is highly used (and will continue to be) and not safe as a pedestrian or cyclist crossing. I'm uncertain from your plan how this will be addressed to make it better rather than just maintain; it's current condition is not good. I would also like to see an overpass from Luker Road connecting over the railroad tracks, but I recognize this is likely a challenge with the railroad and anyone owning surrounding properties. It is a necessary development considering the amount of housing you anticipate increasing in this area.
- I previously read a number of comments on the original survey regarding not making Meridian Road like Eagle Road. With the number of commercial use areas planned along Meridian Road, you WILL turn it into Eagle Road regardless of the speed limit. Commercial use properties would be better served throughout the community and split also on Ten Mile more fairly. I know a lot of thought has gone into this plan, however, it appears the concerns over Meridian Road are being dismissed and downplayed. My commute time is already 25 minutes and I don't commute into Boise. The majority of my time is spent on Meridian Road. I'm very concerned about this not being well supported in the long term and the end result being exactly what the community has said they don't want.
- I'm alarmed at the amount of agricultural land that is being encroached upon. I moved to Kuna because I wanted a good mix of land including agricultural land. Yet I see community members trying to force out agricultural properties such as the dairy farm by the school, failing to recognize that those are important functions in our society and our food source. Your plan to have an educated workforce isn't bad, except there needs to be a balance with support for agricultural jobs that are vital to the functioning of the economy, which requires the appropriate level of agricultural land. The plan seems imbalanced in this area.
- I have not had much interaction with the local city government, and I hope this will change. I want to mention here that I submitted a request on the city site back in August of 2018 regarding the dog park at Sadie Creek Park. There was no way to easily submit the request so it ended up in the graffiti section. However I never received a response on that safety request. So I will reiterate my concerns here. This dog park is a safety hazard to those using the pond, especially with children. If someone needs to have their dog fenced-in to control them, then having the dog park next to a pond where dogs and children regularly swim is not a good solution. It sends mixed messages and causes a safety hazard for people and other dogs when uncontrolled dogs are not maintained around the pond. This problem has increased as more people use the dog park. I hesitate to even go there because of this, and we LOVE the pond! We want the pond to stay near our home (this has been such a great and unexpected amenity!). I would like the dog park removed and placed in a different park where there is not a swimming area. I also look forward to the actions of good customer service as outlined in your goals. The lack of acknowledgement of my request and no response to it makes me feel like the city is not concerned about the safety of my children. Animal Control can only do so much in these instances. We need the city's help to find a better strategic location for this park.

# Appendix F – Capital Improvement Plans

City Parks and Recreation

Kuna Police

Kuna Fire Department

City Park and  
Recreation Impact Fee  
and Capital  
Improvement Plan

The purpose of this document is to set up a Park Impact Fee for the City of Kuna for public facilities authorized by Title 67, Chapter 82, Idaho Code, known as the Idaho Development Impact Fee Act (Impact Fee Act).

### Summary of Impact Fee Rates

Impact fees are a one-time charge paid by new development to reimburse local governments for the capital cost of public facilities that are needed to serve new development and the people who occupy or use the new development. The term “developer” is used to describe anyone who is obligated to pay impact fees, including owners, developers or builders.

### Types of Improvements

Impact fees can be used for the system improvements costs including construction or reconstruction of system improvements, including the cost of design studies, acquisition, engineering, land surveys, and land and right of way acquisition, engineering, permitting, financing, administrative expense, construction, applicable mitigation costs and capital equipment pertaining to capital improvements to maintain the level of service.

Impact fees CANNOT be used for construction, acquisition or expansion of public facilities not identified in the CIP; repair, operating or maintenance expenses; upgrading, updating or expanding or replacing existing capital improvements to meet stricter safety, efficiency, environmental or regulatory standards; upgrading, updating or expanding or replacing existing capital improvements to raise the level of service.

The capital expense to raise the level of service in the park system must be from revenue sources other than impact fees.

### Level of Service

LOS is a baseline parameter (such as valuation) which helps define the demand on service by new development. It is required by the Impact Fee Act that the capital improvement plan includes “a description of all system improvements and their costs necessitated by and attributable to new development in the service area based on the approved land use assumptions, to provide a level of service not to exceed the level of service adopted in the development impact fee ordinance.”<sup>1</sup>

The LOS is the total calculation of capital facilities, including land, buildings and equipment that provide a service to given amount of development.

### Parks and Recreation Service Level

Traditionally the level of service is calculated in acres per 1,000 persons. This service level is based on one attribute of service; land acquisition to new development. In reality the level of service provided by the parks system can be enhanced by improvements to existing land as well

---

<sup>1</sup> See Section 67-8208(1)(f), Idaho Code

as acquisition of new land. There will be periods of extensive land acquisition followed by periods of focusing on the development of the land. The measure used to determine the level of service in the Kuna Park system is based on the replacement value of existing park and recreation land and facilities to the number of equivalent dwelling units in the City. (Population/homes)

The Kuna City Parks currently serve an estimated population of 17,320, according to Compass, with approximately 5586 households. (Figure 1)

*Figure 1*

Current Population and Housing Data		
Population	Residential Units	Average Per Unit
17320	5586	3.1

Parks Infrastructure Costs

Park impact fees are based on the current inventory of city Parks and their replacement value. As required by Idaho Code 67-8204(2), the levels of service are applicable to the existing development as well as new growth and development. Since there has never been an Impact Fee assessed to new development, staff went through and established a base line cost on the current level of service. Currently the City has a cost of \$316.93 per person. Staff also calculated the acres per 1,000 residents, 6.53 acres per 1,000 residents of land and 3.15 acres per 1,000 residents of developed park space. (Figure 2)

Figure 2

Park	Parking Lot	Pathways	Natural	Grass		
Arbor Ridge				7.2	City Owned	
Butler				1.14	City Owned	
Baseball Fields				2.7	City Owned	
Crimson Point			20.5		City Owned	
Nicholson	0.4		5	4.4	City Owned	
Discovery Creek			6.75		City Owned	
Well 5	0.19		4.3	0.17	City Owned	
Winchester	0.23			5.8	City Owned	
Sadie Creek				4.4	City Owned	
Chaparosa				1.14	City Owned	
East Greenbelt		2659		2.95	Working on getting it from ACHD	
West Greenbelt	0.93	3968		16.34	R.R. Right away, leasing	
Bernie Fisher Park				2.3	City Owned	
Farm	0.27			3	City Owned	
Avalon Comm. Garden				0.2	City Owned	
C.P. Comm. Garden				0.5	City Owned	
Indian Creek Comm. Garden				2.3	Lease with School District	
Meadowview Property			20		City Owned	
	2.02		56.55	54.54		
		6627				
			Total:	113.11		
			Population:	17320		
					Total Acres per 1,000	6.53
					Total Developed Acres per 1,000	3.15

Shown in Figure 3, is the current park assets and the replacement cost associated with each amenity. Staff went through and inventoried every park so we didn't leave anything out. Staff then got the prices from local contractors, staff and Playground equipment companies so we could get an accurate value for each amenity. All of these costs are a reflection of how much the City has invested in each park, it also gives a replacement value for each park.

Figure 3

	Arbor Ridge	Butler	B.B. Fields	Nicholson	Chapp	Well 5	Winchester	Sadie Creek	E. Greenbelt	W. Greenbelt	Bernie Fisher	Farm
Acres	7.2	1.14	2.7	4.4	1.14	0.17	6.03	4.4	2.95	16.34	2.3	3
Parking Lot	\$132,042.00		\$72,486.00	\$38,327.50		\$22,080.00	\$45,968.00	\$7,245.00		\$78,969.00	\$72,486.00	\$101,312.00
Playground Equip	\$37,250.00	\$27,906.00					\$27,906.00				\$67,520.00	
Sprinkler System	\$37,440.00	\$5,928.00	\$14,040.00	\$22,880.00	\$5,928.00	\$884.00	\$31,356.00	\$22,880.00	\$15,340.00	\$84,968.00	\$11,960.00	\$15,600.00
Picnic Tables	\$2,532.00	\$2,532.00		\$2,532.00			\$2,532.00	\$3.00		\$5,064.00	\$20,889.00	\$2,535.00
Benches	\$1,184.00	\$29,705.00		\$1,208.00							\$1,400.00	
Basketball Court											\$25,250.00	\$26,210.00

Swings		\$5,236.00					\$3,682.00			\$3,682.00		
Structures				\$3,600.00				\$3,600.00		\$43,200.00		
Electricity									\$35,000.00	\$33,000.00		
Restrooms				\$0.00			\$0.00	\$0.00	\$134,200.00	\$134,200.00		
Horse Shoe pits									\$1,000.00	\$500.00		
Volley ball court									\$4,500.00			
Frisbee golf									\$4,696.00	\$9,504.00		
Trees	\$22,000.00	\$7,600.00	\$6,400.00	\$3,600.00	\$7,200.00	\$1,600.00	\$30,400.00	\$7,200.00	\$10,000.00	\$51,600.00	\$18,800.00	\$2,800.00
Shrubs	\$1,380.00				\$380.00			\$130.00				
Trashcan Recpt		\$2,810.00		\$682.00			\$1,164.00				\$2,982.00	\$1,164.00



Total Per Park	\$385,524.80	\$106,535.66	\$194,298.70	\$165,533.10	\$37,526.66	\$28,145.73	\$270,054.07	\$133,761.60	\$165,907.05	\$935,100.66	\$485,127.70	\$212,828.00
Price Per Acre												
Total	\$53,545.11	\$93,452.33	\$71,962.48	\$37,621.16	\$32,918.12	\$4,784.77	\$44,785.09	\$30,400.36	\$56,239.68	\$57,227.70	\$210,925.09	\$70,942.67

Average Price Per Park

Total	\$260,028.64
-------	--------------

Average Price Per Acre

Total	\$60,273.20
-------	-------------

As shown in Figure 4, the City has a total of \$5,489,301.76 invested into the Park system. Included in the total is the cost of land at \$25,000 an acre. Also included is the percent of equity we used to calculate the level of service. The Parks that have all amenities rated at 100%, the parks with only unimproved land are rated at 41 %.

Figure 4

Park	Land Cost	Amenities	Replacement Value	% Equity	Amount to Include in Fee
Arbor Ridge (7.2 Acres)	\$252,000.00	\$385,517.60	\$640,517.60	100	\$640,517.60
Butler (1.14 Acres)	\$39,900.00	\$106,534.52	\$146,434.52	100	\$146,434.52
Baseball Fields (2.7 Acres)	\$67,500.00	\$194,296.00	\$261,796.00	100	\$261,796.00
Crimson Point (20.5 Acres Land Only)	\$512,500.00		\$512,500.00	41	\$512,500.00
Nicholson (4.4 Acres)	\$100,000.00	\$165,528.70	\$265,528.70	100	\$265,528.70
Discovery Creek(6.75 Acres Land Only)	\$168,750.00		\$168,750.00	41	\$168,750.00
Well 5 (4.66 Acres)	\$111,750.00	\$28,145.56	\$139,895.56	100	\$139,895.56
Winchester (7.06 Acres)	\$156,500.00	\$270,048.04	\$426,548.04	100	\$426,548.04
Sadie Creek (5.9 Acres)	\$110,000.00	\$133,757.00	\$243,757.00	100	\$243,757.00
Chapparosa (1.14 Acres)	\$28,500.00	\$37,535.52	\$66,035.52	100	\$66,035.52
East Greenbelt (2.95 Acres)	\$73,350.00	\$165,904.10	\$239,254.10	100	\$239,654.10
West Greenbelt (16.34 Acres) R.R. ROW		\$935,084.32	\$935,084.32	100	\$935,084.32
Bernie Fisher (2.3 Acres)	\$57,500.00	\$485,125.40	\$542,625.40	100	\$542,625.40
Farm (3.27 Acres)	\$81,750.00	\$212,825.00	\$294,575.00	100	\$294,575.00
Avalon Comm. Garden (.2 Acres)	\$5,000.00	\$4,000.00	\$9,000.00	100	\$9,000.00
C.P. Comm. Garden (.5 Acres)	\$12,500.00	\$5,000.00	\$17,500.00	100	\$17,500.00
Indian Creek Comm. Garden (2.3 Acres)	\$57,500.00	\$25,000.00	\$82,500.00	100	\$82,500.00
Meadow View Property	\$500,000.00		\$500,00.00	41	\$500,000.00
Total Replacement					<b>\$5,492,701.76</b>
			Price Per Resident		\$317.13

## Calculation of Parks Impact Fee

The calculation of the Impact Fee, Figure 5, is based on the current value of level of service divided by the population. That will give us the price per resident, we multiply that by the average resident per unit (3.1) to get the Impact Fee of \$982.48 per equivalent dwelling unit.

Figure 5

Current Value of Level of Service	\$5,489,301.76
Population	17,320
Cost per Resident	\$317.13
Average Resident Per Unit	3.1
Residential	\$983.10
Commercial	\$0.00

## Parks Capital Improvement Plan

Kuna's 10 year population growth, according to Compass<sup>2</sup>, Figure 6, is as approx. eight thousand residents, would justify 52.24 acres of new park land, 25.2 acres of that would be developed to keep the 3.15 developed acres per one thousand residents. Figure 5 below list the entire CIP. It shows the cost of land purchases, cost of construction of current undeveloped parks as well as new construction and equipment that will be needed.

Figure 6

Kuna Projected Growth Through 2040						
2010	2015	2020	2025	2030	2035	2040
17,850	20,311	22,397	28,192	35,961	46,079	50,992

<sup>2</sup> Compass Communities in Motion 2040 Vision Forecast by Demographic Areas

The three items on the CIP, Figure 7, are the General Fund contributions and Impact Fee contributions. The General Fund contributions are a list of projects, staff and equipment that are going to be budgeted for out of the general fund. The Impact Fee contributions include cost of land, construction costs and equipment costs.

Park Values are calculated at \$85,273.20 per acre. This includes the price of land and development. These prices were from the average amount the City has invested in the current parks, \$60,273.20 and the price of land at \$25,000 an acre. Equipment needs are based on what we have currently and what we will need with growth.

Figure 7

Total Parks CIP Summary 2025				
CIP Description	Grants	General Fund	Impact Fee	Amount
Park Land Acquisition			\$455,320.00	\$455,320.00
New Amenities/Green Up	\$100,000.00		\$650,000.00	\$750,000.00
Crimson Point Construction			\$250,000.00	\$250,000.00
Discovery Creek Construction			\$200,000.00	\$200,000.00
Pathway	\$199,800.00	\$60,300.00		\$260,100.00
Large Arear Mower		\$55,000.00		\$55,000.00
Picnic Shelters		\$22,500.00		\$22,500.00
Parking Lots Paved		\$150,000.00		\$150,000.00
Employee		\$45,000.00		\$45,000.00
Employee Arborist		\$50,000.00		\$50,000.00
Employee		\$45,000.00		\$45,000.00
Mini Excavator		\$35,000.00		\$35,000.00
Restroom		\$150,000.00		\$150,000.00
RTV		\$40,000.00		\$40,000.00
RTV			\$20,000.00	\$20,000.00
RTV			\$20,000.00	\$20,000.00
Truck		\$28,000.00		\$28,000.00
Truck		\$28,000.00		\$28,000.00
Trailer		\$8,000.00		\$8,000.00
Greenbelt Lighting		\$75,000.00		\$75,000.00
				\$0.00
				\$0.00
	\$299,800.00	\$791,800.00	\$1,595,320.00	\$2,686,920.00

Projected Impacted Fee Income

Based on the previous ten year population growth<sup>3</sup>, 2005-20015, the City has grown an average of 574.3 residents a year. From 2005 to 2010 the City saw a growth of 924.6 residents per year. That is an approx... 5,300 residents that moved to Kuna in five years. The average population growth from 2010 to 2015 was 224 residents per year. What these numbers signify are the population growths pre-recession and post-recession. Taking the ten year average will give us a more realistic number we can calculate how much impact fee monies will accumulate each year.

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
	10,587	12,647	14,261	14,830	15,900	15,210	15,470	15,650	15,960	16,070	17,320
Growth		2,060	1,614	569	1,070	-690	260	180	310	110	260
	Total Growth 05-10			4,623				Total Growth 11-15			1120
	Avg. over 5 years			924.6				Avg over 5 years			224
			Growth over ten years			5,743					
				10 Year Average		574.3	A Year				

<sup>3</sup> Compass Current and Historical Population Estimates

The calculation of the Impact will give an annual budgeted number to budget with. In order to get that number we have to divide the average growth, 574.3, by the average number of residents per unit, 3.1, and we will get 185.26. We then multiply the 185.25 by the price per building permit, \$983.10, to get the annual anticipated income from Impact Fees at \$182,129.10 and \$1,821,290.96 over ten years.

**Parks CIP Analysis**

Capital Projects	Acres		IMPACT FEE EXPENDITURES											
			2016	2017	2018	2019	2020	2021	2022	2023	2024	2025		
Crimson Point Green up	20.5	\$ 250,000.00								\$ 150,000.00	\$ 100,000.00			
Discovery Creek	6	\$ 200,000.00							\$ 100,000.00		\$ 100,000.00			
Meadow View Property Green up	20	\$ 200,000.00											\$ 200,000.00	
Large A rear Mower		\$ 55,000.00												
Picnic Shelters		\$ 22,500.00												
Parking Lots Paved		\$ 150,000.00												
Employee		\$ 45,000.00												
Employee Arborist		\$ 50,000.00												
Employee		\$ 45,000.00												
Mini Excavator		\$ 35,000.00												
Restroom		\$ 150,000.00												
RTV		\$ 40,000.00												
RTV		\$ 20,000.00								\$ 20,000.00				
RTV		\$ 20,000.00											\$ 20,000.00	
Truck		\$ 28,000.00												
Truck		\$ 28,000.00												
Truck		\$ 28,000.00						\$ 28,000.00						
Trailer		\$ 8,000.00												
Greenbelt Lighting		\$ 75,000.00												
<b>Pathways</b>														
Behind Yongs Property	1800 ft	\$ 48,600.00												
Behind Indian Creek School	1200 ft	\$ 32,400.00												
Well 5	2,000 ft	\$ 54,000.00												
Nicholson	2400 ft	\$ 64,800.00												
Grant Match		\$ 67,000.00												
Land Acquisition		\$ 470,000.00			\$ 470,000.00									
Sports Complex Construction		\$ 350,000.00				\$ 200,000.00	\$ 150,000.00							
Green Up		\$ 100,000.00							\$ -					
			\$ 0.00	\$ 0.00	\$ 0.00	\$ 470,000.00	\$ 200,000.00	\$ 178,000.00	\$ 100,000.00	\$ 170,000.00	\$ 200,000.00	\$ 220,000.00		
		\$ 2,636,300.00												\$1,538,000.00
		Total Amount	\$ 136,596.00	\$ 318,725.10	\$ 500,854.20	\$ 212,983.30	\$ 195,112.40	\$ 199,241.50	\$ 281,370.60	\$ 293,499.70	\$ 275,628.80			
		Amount after Year Expiratures	\$ 136,596.00	\$ 318,725.10	\$ 30,854.20	\$ 12,983.30	\$ 17,112.40	\$ 99,241.50	\$ 111,370.60	\$ 93,499.70	\$ 55,628.80			





---

**DRAFT REPORT**

September 12, 2018

**City of Kuna Police Department  
Impact Fee Study and  
Capital Improvement Plan**

**Prepared By**

Galena Consulting  
Anne Wescott  
1925 North Montclair Drive  
Boise, ID 83702



# Section I.

## Introduction

This report regarding impact fees for the Kuna Police Department is organized into the following sections:

- An overview of the report's background and objectives;
- A definition of impact fees and a discussion of their appropriate use;
- An overview of land use and demographics;
- A step-by-step calculation of impact fees under the Capital Improvement Plan (CIP) approach;
- A list of implementation recommendations; and
- A brief summary of conclusions.

### Background and Objectives

The Kuna Police Department hired Galena Consulting to calculate impact fees.

This document presents impact fees based on the Department's demographic data and infrastructure costs before credit adjustment; calculates the Department's monetary participation; examines the likely cash flow produced by the recommended fee amount; and outlines specific fee implementation recommendations. Credits can be granted on a case-by-case basis; these credits are assessed when each individual building permit is pulled.

### Definition of Impact Fees

Impact fees are one-time assessments established by local governments to assist with the provision of Capital Improvements necessitated by new growth and development. Impact fees are governed by principles established in Title 67, Chapter 82, Idaho Code, known as the Idaho Development Impact Fee Act (Impact Fee Act). The Idaho Code defines an impact fee as "... a payment of money imposed as a condition of development approval to pay for a proportionate share of the cost of system improvements needed to serve development."<sup>1</sup>

**Purpose of impact fees.** The Impact Fee Act includes the legislative finding that "... an equitable program for planning and financing public facilities needed to serve new growth and development is necessary in order to promote and accommodate orderly growth and development and to protect the public health, safety and general welfare of the citizens of the state of Idaho."<sup>2</sup>

**Idaho fee restrictions and requirements.** The Impact Fee Act places numerous restrictions on the calculation and use of impact fees, all of which help ensure that local governments adopt impact fees that are consistent with federal law.<sup>3</sup> Some of those restrictions include:

- Impact fees shall not be used for any purpose other than to defray system improvement costs incurred to provide additional public facilities to serve new growth;<sup>4</sup>
- Impact fees must be expended within 8 years from the date they are collected. Fees may be held in certain circumstances beyond the 8-year time limit if the governmental entity can provide reasonable cause;<sup>5</sup>
- Impact fees must not exceed the proportionate share of the cost of capital improvements needed to serve new growth and development;<sup>6</sup>
- Impact fees must be maintained in one or more interest-bearing accounts within the capital projects fund.<sup>7</sup>

In addition, the Impact Fee Act requires the following:

- Establishment of and consultation with a development impact fee advisory committee (Advisory Committee);<sup>8</sup>
- Identification of all existing public facilities;
- Determination of a standardized measure (or service unit) of consumption of public facilities;
- Identification of the current level of service that existing public facilities provide;
- Identification of the deficiencies in the existing public facilities;
- Forecast of residential and nonresidential growth;<sup>9</sup>
- Identification of the growth-related portion of the Department's Capital Improvement Plan;<sup>10</sup>
- Analysis of cash flow stemming from impact fees and other capital improvement funding sources;<sup>11</sup>
- Implementation of recommendations such as impact fee credits, how impact fee revenues should be accounted for, and how the impact fees should be updated over time;<sup>12</sup>
- Preparation and adoption of a Capital Improvement Plan pursuant to state law and public hearings regarding the same;<sup>13</sup> and
- Preparation and adoption of a resolution authorizing impact fees pursuant to state law and public hearings regarding the same.<sup>14</sup>

**How should fees be calculated?** State law requires the City of Kuna to implement the Capital Improvement Plan methodology to calculate impact fees. The City can implement fees of any amount not to exceed the fees as calculated by the CIP approach. This methodology requires the City to describe its service areas, forecast the land uses, densities and population that are expected to occur in those service areas over the 10-year CIP time horizon, and identify the capital improvements that will be needed to serve the forecasted growth at the planned levels of service, assuming the planned levels of service do not exceed the current levels of service.<sup>15</sup> Only those items identified as growth-related on the CIP are eligible to be funded by impact fees.

The governmental entity intending to adopt an impact fee must first prepare a capital improvements plan.<sup>17</sup> Once the essential capital planning has taken place, impact fees can be calculated. The Impact Fee Act places many restrictions on the way impact fees are calculated and spent, particularly via the principal that local governments cannot charge new development more than a “proportionate share” of the cost of public facilities to serve that new growth. “Proportionate share” is defined as “. . . that portion of the cost of system improvements . . . which reasonably relates to the service demands and needs of the project.”<sup>19</sup> Practically, this concept requires the Department to carefully project future growth and estimate capital improvement costs so that it prepares reasonable and defensible impact fee schedules.

The proportionate share concept is designed to ensure that impact fees are calculated by measuring the needs created for capital improvements by development being charged the impact fee; do not exceed the cost of such improvements; and are “earmarked” to fund growth-related capital improvements to benefit those that pay the impact fees.

There are various approaches to calculating impact fees and to crediting new development for past and future contributions made toward system improvements. The Impact Fee Act does not specify a single type of fee calculation, but it does specify that the formula be “reasonable and fair.” Impact fees should take into account the following:

- Any appropriate credit, offset or contribution of money, dedication of land, or construction of system improvements;
- Payments reasonably anticipated to be made by or as a result of a new development in the form of user fees and debt service payments;
- That portion of general tax and other revenues allocated by the Department to growth-related system improvements; and
- All other available sources of funding such system improvements.<sup>20</sup>

Through data analysis and interviews with the Department, Galena Consulting identified the share of each capital improvement needed to serve growth. The total projected capital improvements needed to serve growth are then allocated to residential and nonresidential development with the resulting amounts divided by the appropriate growth projections from 2018 to 2028. This is consistent with the Impact Fee Act.<sup>21</sup> Among the advantages of the CIP approach is its establishment of a spending plan to give developers and new residents more certainty about the use of the particular impact fee revenues.

**Other fee calculation considerations.** The basic CIP methodology used in the fee calculations is presented above. However, implementing this methodology requires a number of decisions. The considerations accounted for in the fee calculations include the following:

- Allocation of costs is made using a service unit which is “a standard measure of consumption, use, generation or discharge attributable to an individual unit<sup>22</sup> of development calculated in accordance with generally accepted engineering or planning standards for a particular category of capital improvement.”<sup>23</sup> The service units chosen by the study team for every fee calculation in this study are linked directly to residential dwelling units and nonresidential development square feet.<sup>24</sup>
- A second consideration involves refinement of cost allocations to different land uses. According to Idaho Code, the CIP must include a “conversion table establishing the ratio of a service unit to various types of land uses, including residential, commercial, agricultural and industrial.”<sup>25</sup> In this analysis, the study team has chosen to use the highest level of detail supportable by available data and, as a result, in this study, the fee is allocated between aggregated residential (i.e., all forms of residential housing) and nonresidential development (all nonresidential uses including retail, office, agricultural and industrial).

### **Current Assets and Capital Improvement Plans**

The CIP approach estimates future capital improvement investments required to serve growth over a fixed period of time. The Impact Fee Act calls for the CIP to “. . . project demand for system improvements required by new service units . . . over a reasonable period of time not to exceed 20 years.”<sup>26</sup> The impact fee study team recommends a 10-year time period based on the Department’s best available capital planning data.

The types of costs eligible for inclusion in this calculation include any land purchases, construction of new facilities and expansion of existing facilities to serve growth over the next 10 years at planned and/or adopted service levels.<sup>27</sup> Equipment and vehicles with a useful life of 10 years or more are also impact fee eligible under the Impact Fee Act.<sup>28</sup> The total cost of improvements over the 10 years is referred to as the “CIP Value” throughout this report. The cost of this impact fee study is also impact fee eligible for all impact fee categories.

The forward-looking 10-year CIP for the Department includes some facilities that are only partially necessitated by growth (e.g., facility expansion). The study team met with the Department to determine a defensible metric for including a portion of these facilities in the impact fee calculations. A general methodology used to determine this metric is discussed below. In some cases, a more specific metric was used to identify the growth-related portion of such improvements. In these cases, notations were made in the applicable section.

## Fee Calculation

In accordance with the CIP approach described above, we calculated fees for each department by answering the following seven questions:

1. **Who is currently served by the Kuna Police Department?** This includes the number of residents as well as residential and nonresidential land uses.
2. **What is the current level of service provided by the Kuna Police Department?** Since an important purpose of impact fees is to help the Department *achieve* its planned level of service<sup>29</sup>, it is necessary to know the levels of service it is currently providing to the community.
3. **What current assets allow the Kuna Police Department to provide this level of service?** This provides a current inventory of assets used by the Department, such as facilities, land and equipment. In addition, each asset's replacement value was calculated and summed to determine the total value of the Department's current assets.
4. **What is the current investment per residential and nonresidential land use?** In other words, how much of the Department's current assets' total value is needed to serve current residential households and nonresidential square feet?
5. **What future growth is expected in the City of Kuna?** How many new residential households and nonresidential square footage will the Department serve over the CIP period?
6. **What new infrastructure is required to serve future growth?** For example, how much station square footage will be needed by the Kuna Police Department within the next ten years to accommodate the number of officers necessary to achieve the planned level of service of the Department?<sup>30</sup>
7. **What impact fee is required to pay for the new infrastructure?** We calculated an apportionment of new infrastructure costs to future residential and nonresidential land- uses for the Department. Then, using this distribution, the impact fees were determined.

Addressing these seven questions, in order, provides the most effective and logical way to calculate impact fees for the Department. In addition, these seven steps satisfy and follow the regulations set forth earlier in this section.

## "GRUM" Analysis

In the Department, not all capital costs are associated with growth. Some capital costs are for repair and replacement of facilities e.g., standard periodic investment in existing facilities such as roofing. These costs *are not* impact fee eligible. Some capital costs are for betterment of facilities, or implementation of new services (e.g., development of an expanded training facility). These costs *are generally not entirely* impact fee eligible. Some costs are for expansion of facilities to accommodate new development at the current level of service (e.g., purchase of new fire station to accommodate expanding population). These costs *are* impact fee eligible.

Because there are different reasons why the Department invests in capital projects, the study team conducted a "GRUM" analysis on all projects listed in each CIP:

- **Growth.** The “G” in GRUM stands for growth. To determine if a project is solely related to growth, we ask “Is this project designed to maintain the current level of service as growth occurs?” and “Would the Department still need this capital project if it weren’t growing at all?” “G” projects are only necessary to maintain the Department’s current level of service as growth occurs. It is thus appropriate to include 100 percent of their cost in the impact fee calculations.
- **Repair & Replacement.** The “R” in GRUM stands for repair and replacement. We ask, “Is this project related only to fixing existing infrastructure?” and “Would the Department still need it if it weren’t growing at all?” “R” projects have nothing to do with growth. It is thus not appropriate to include any of their cost in the impact fee calculations.
- **Upgrade.** The “U” in GRUM stands for upgrade. We ask, “Would this project improve the Department’s current level of service?” and “Would the Department still do it even if it weren’t growing at all?” “U” projects have nothing to do with growth. It is thus not appropriate to include any of their cost in the impact fee calculations.
- **Mixed.** The “M” in GRUM stands for mixed. It is reserved for capital projects that have some combination of G, R and U. “M” projects by their very definition are partially necessitated by growth, but also include an element of repair, replacement and/or upgrade. In this instance, a cost amount between 0 and 100 percent should be included in the fee calculations. Although the need for these projects is triggered by new development, they will also benefit existing residents.

Projects that are 100 percent growth-related were determined by our study to be necessitated solely by growth. Alternatively, some projects can be determined to be “mixed,” with some aspects of growth and others aspects of repair and replacement. In these situations, only a portion of the total cost of each project is included in the final impact fee calculation.

It should be understood that growth is expected to pay only the portion of the cost of capital improvements that are growth-related. The Department will need to plan to fund the pro rata share of these partially growth-related capital improvements with revenue sources other than impact fees within the time frame that impact fees must be spent. These values will be calculated and discussed in Section III of this report.

---

<sup>1</sup> See Section 67-8203(9), Idaho Code. “System improvements” are capital improvements (i.e., improvements with a useful life of 10 years or more) that, in addition to a long life, increase the service capacity of a public facility. Public facilities include fire, emergency medical and rescue facilities. See Sections 67-8203(3), (24) and (28), Idaho Code.

<sup>2</sup> See Section 67-8202, Idaho Code.

<sup>3</sup> As explained further in this study, proportionality is the foundation of a defensible impact fee. To meet substantive due process requirements, an impact fee must provide a rational relationship (or nexus) between the impact fee assessed against new development and the actual need for additional capital improvements. An impact fee must substantially advance legitimate local government interests. This relationship must be of “rough proportionality.” Adequate consideration of the factors outlined in Section 67-8207(2) ensure that rough proportionality is reached. See *Banbury Development Corp. v. South Jordan*, 631 P.2d 899 (1981); *Dollan v. Department of Tigard*, 512 U.S. 374 (1994).

<sup>4</sup> See Sections 67-8202(4) and 67-8203(29), Idaho Code.

<sup>5</sup> See Section 67-8210(4), Idaho Code.

<sup>6</sup> See Sections 67-8204(1) and 67-8207, Idaho Code.

<sup>7</sup> See Section 67-8210(1), Idaho Code

<sup>8</sup>

8 *See* Section 67-8205, Idaho Code.

9 *See* Section 67-8206(2), Idaho Code.

10 *See* Section 67-8208, Idaho Code.

11 *See* Section 67-8207, Idaho Code.

12 *See* Sections 67-8209 and 67-8210, Idaho Code.

13 *See* Section 67-8208, Idaho Code.

14 *See* Sections 67-8204 and 67-8206, Idaho Code.

15 As a comparison and benchmark for the impact fees calculated under the Capital Improvement Plan approach, Galena Consulting also calculated the Department's current level of service by quantifying the Department's current investment in capital improvements, allocating a portion of these assets to residential and nonresidential development, and dividing the resulting amount by current housing units (residential fees) or current square footage (nonresidential fees). By using current assets to denote the current service standard, this methodology guards against using fees to correct existing deficiencies.

17 *See* Section 67-8208, Idaho Code.

19 *See* Section 67-8203(23), Idaho Code.

20 *See* Section 67-8207, Idaho Code.

21 The impact fee that can be charged to each service unit (in this study, residential dwelling units and nonresidential square feet) cannot exceed the amount determined by dividing the cost of capital improvements attributable to new development (in order to provide an adopted service level) by the total number of service units attributable to new development. *See* Sections 67-8204(16), 67-8208(1)(f) and 67-8208(1)(g), Idaho Code.

22 *See* Section 67-8203(27), Idaho Code.

23 *See* Section 67-8203(27), Idaho Code.

24 The construction of detached garages alongside residential units does not typically trigger the payment of additional impact fees unless that structure will be the site of a home-based business with significant outside employment.

25 *See* Section 67-8208(1)(e), Idaho Code.

26 *See* Section 67-8208(1)(h).

27 This assumes the planned levels of service do not exceed the current levels of service.

28 The Impact Fee Act allows a broad range of improvements to be considered as "capital" improvements, so long as the improvements have useful life of at least 10 years and also increase the service capacity of public facilities. *See* Sections 67- 8203(28) and 50-1703, Idaho Code.

29 This assumes that the planned level of service does not exceed the current level of service.

30 This assumes the planned level of service does not exceed the current level of service.

## Section II. Land Uses

As noted in Section I, it is necessary to allocate capital improvement plan (CIP) costs to both residential and nonresidential development when calculating impact fees. The study team performed this allocation based on the number of projected new households and nonresidential square footage projected to be added from 2018 through 2028 for the Department. These projections were based on the most recent growth estimates from COMPASS, data provided by the City of Kuna, regional real estate market reports, interviews with developers and recommendations from Department Staff and the Impact Fee Advisory Committee.

Demographic and land-use projections are some of the most variable and potentially debatable components of an impact fee study, and in all likelihood the projections used in our study will not prove to be 100 percent correct. The purpose of the Advisory Committee's annual review is to account for these inconsistencies. As each CIP is tied to the Department's land use growth, the CIP and resulting fees can be revised based on actual growth as it occurs.

The following Exhibit II-1 presents the current and estimated future population for the Department.

**Exhibit II-1.  
Current and Future Population - Kuna Police Department**

	2018	2028	Net Increase	Percent Increase
Population	24,000	40,000	16,000	67%

Over the next ten years, COMPASS models indicate the Department to grow by approximately 16,000 people, or at an annual growth rate of 6.7 percent. Based on this population, the following Exhibit II-2 presents the current and future number of residential units and nonresidential square feet for the Department.

**Exhibit II-2.  
Current and Future Land Uses, Kuna Police Department**

	2018	2028	Net Growth	Net Increase in Square Feet	Percent of Total Growth
Population	24,000	40,000	16,000		
Residential (in units)	7,500	12,500	5,000	10,000,000	92%
Nonresidential (in square feet)	400,000	1,250,000	850,000	850,000	8%
Total				10,850,000	100%

As shown above, the Kuna Police Department is expected to grow by approximately 5,000 residential units and 850,000 nonresidential square feet over the next ten years. Ninety-two percent of this growth is attributable to residential land uses, while the remaining eight percent is attributable to nonresidential growth. These growth projections will be used in the following sections to calculate the appropriate impact fees for the Department.

## Section III.

### Impact Fee Calculation

In this section, we calculate impact fees for the Kuna Police Department according to the seven - question method outlined in Section I of this report.

#### 1. Who is currently served by the Kuna Police Department?

As shown in Exhibit II-2, the Department currently serves 7,500 residential units and approximately 400,000 square feet of nonresidential land use.

#### 2. What is the current level of service provided by the Kuna Police Department?

The Kuna Police Department provides a level of service of .72 officers per 1,000 population. As the population of the Department grows, additional infrastructure and equipment will be needed to sustain this level of service.

#### 3. What current assets allow the Kuna Police Department to provide this level of service?

The following Exhibit III-1 displays the current assets of the Kuna Police Department.

##### Exhibit III-1. Current Assets – Kuna Police Department

Type of Capital Asset	Replacement Value
Facilities	
Police Station - 2,700 sf	\$ 810,000
<b>Total Assets</b>	<b>\$ 810,000</b>
<b>Plus Cost of Fee-Related Research</b>	
Impact Fee Study	\$ 6,000
<b>Grand Total</b>	<b>\$ 816,000</b>

As shown above, the Department currently owns approximately \$816,000 of eligible current assets. These assets are used to provide the Department's current level of service.

#### 4. What is the current investment per residential unit and nonresidential square foot?

The Kuna Police Department has already invested \$106 per residential unit and \$0.05 per nonresidential square foot in the capital necessary to provide the current level of service. This figure is derived by allocating the value of the Department's current assets between the current number of residential units and nonresidential square feet.

We will compare our final impact fee calculations with these figures to determine if the two results will be similar; this represents a "check" to see if future City residents will be paying for infrastructure at a level commensurate with what existing City residents have invested in infrastructure.

**5. What future growth is expected in the City of Kuna?**

As shown in Exhibit II-2, the City of Kuna is expected to grow by approximately 5,000 residential units and 850,000 square feet of nonresidential land use over the next ten years.

**6. What new infrastructure is required to serve future growth?**

The following Exhibit III-2 displays the capital improvements planned for purchase by the Kuna Police Department over the next ten years.

**Exhibit III-2.  
Kuna Police Department CIP 2019 to 2028**

Type of Capital Infrastructure	Square Feet	CIP Value	Growth times	Portion equals	Amount to Include in Fees	Amount from Other Sources
<b>Facilities</b>						
Police Facility - current staffing level 17 officers	3,450	\$690,000	0%		\$0	\$690,000
Police Facility - increase in service level 11 officers	2,250	\$450,000	0%		\$0	\$450,000
Police Facility - growth related 12 officers	2,400	\$480,000	100%		\$480,000	\$0
<b>Total Infrastructure</b>		<b>\$1,620,000</b>			<b>\$480,000</b>	<b>\$1,140,000</b>
<b>Plus Cost of Fee-Related Research</b>						
Impact Fee Study		\$6,000	100%		\$6,000	
<b>Grand Total</b>		<b>\$1,626,000</b>			<b>\$486,000</b>	

As shown above, the Department plans to purchase approximately \$1.6 million in capital improvements over the next ten years, \$480,000 of which is impact fee eligible.

In order to continue the current level of service over the next 10 years, the City will need to hire 12 additional officers and related staff to meet the current service level of .72 officers per 1,000. Based on the current ratio of station square footage per officer, housing these growth-related officers will require approximately 2,400 additional square feet.

The City has communicated its intention to increase the level of police service to 1.0 officers per 1,000 population, which would require an additional 11 officers over and above the 12 additional growth-related officers. Housing these 11 officers and related staff would require 2,250 square feet, none of which is impact fee eligible as it is related to an increase in the level of service. The City will have to allocate funds from other revenue sources to pay for this expense.

In anticipation of the need to house these additional 23 officers within the next 10 years, the Police Department is in discussions with the Kuna School District to potentially build a new police station, co-located with District offices. Doing so would require housing the City's existing 17 officers and related staff, as well as accommodating for future capacity beyond 2028 or additional space needs. These needs would require approximately 3,450 square feet.

Total space needs to accommodate the growing Kuna Police Department over the next 10 years equal approximately 7,000 square feet. At a conservatively estimated cost of \$200 per square foot, this facility would cost \$1,620,000. The City is not obligated to build a 7,000 square foot facility. It may choose to accommodate each of the three space needs – replacement, increased level of service, and growth – in different ways. Only \$480,000 of any facility may be funded with impact fees.

**7. What impact fee is required to pay for the new capital improvements?**

The following Exhibit III-3 takes the projected future growth from Exhibits II-2 and the growth-related CIP from Exhibit III-2 to calculate impact fees for the Kuna Police Department.

**Exhibit III-3.  
DRAFT Impact Fee Calculation, Kuna Police Department**

Amount to Include in Impact Fee Calculation	\$486,000
Percentage of Future Growth	
Residential	92%
Non Residential	8%
Amount Attributable to Future Growth	
Residential	\$ 447,926
Non Residential	\$ 38,074
Future Growth 2017-2026	
Residential (per unit)	5,000
Non Residential (per square foot)	850,000
Impact Fee	
Residential (per unit)	\$ 90
Non Residential (per square foot)	\$ 0.04

As shown above, we have calculated impact fees for the Kuna Police Department at \$90 per residential unit and \$0.04 per nonresidential square foot. In comparison, as indicated in question #4 above, property taxpayers within the Department have already invested \$106 per residential unit and \$0.05 per nonresidential square foot in the capital inventory necessary to provide today's level of service.

The Department cannot assess fees greater than the amounts shown above. The Department may assess fees lower than these amounts, but would then experience a decline in service levels unless the Department used other revenues to make up the difference.

Because not all the capital improvements listed in the CIP are 100 percent growth-related, the Department would assume the responsibility of paying for those capital improvements that are not attributable to new growth. These payments would come from other sources of revenue including all of those listed in Idaho Code 67-8207(iv)(2)(h).

It should be noted that the participation amount associated with purely non-growth improvements is discretionary. The Department can choose not to fund these capital improvements.

## Section IV.

# Fee Analysis and Administrative Recommendations

A comparison of the calculated Police impact fee to Police impact fees being assessed by Meridian, Caldwell, Boise and Nampa is provided in Exhibit IV-1:

### Exhibit IV-1. DRAFT Impact Fee Comparison - Police

FOR DISCUSSION PURPOSES ONLY

	City of Kuna	City of Meridian	City of Caldwell	City of Boise	City of Nampa	City of Star	City of Middleton	City of Eagle
Police	DRAFT	being updated			DRAFT			
per Residential Unit	\$ 90	\$ 136	\$ 97	\$ 237	\$ 359	\$ -	\$ -	\$ -
per Non-Residential sf	\$ 0.04	\$ 0.07	\$ 0.02	\$ 0.20	\$ 0	\$ -	\$ -	\$ -

The calculated impact fee for the Kuna Police Department is lower than all Police impact fees currently being assessed in Ada or Canyon counties.

Each of the comparison cities also assesses fire and parks impact fees. A comparison of the City of Kuna's fire and parks fees to fire and parks fees of these other jurisdictions is provided in Exhibit IV-2:

### Exhibit IV-2. DRAFT Impact Fee Comparison – Fire and Parks

FOR DISCUSSION PURPOSES ONLY

	City of Kuna	City of Meridian	City of Caldwell	City of Boise	City of Nampa	City of Star	City of Middleton	City of Eagle
Police	DRAFT	being updated			DRAFT			
per Residential Unit	\$ 90	\$ 136	\$ 97	\$ 237	\$ 359	\$ -	\$ -	\$ -
per Non-Residential sf	\$ 0.04	\$ 0.07	\$ 0.02	\$ 0.20	\$ 0	\$ -	\$ -	\$ -
Fire								
per Residential Unit	\$ 701	\$ 681	update	\$ 511	\$ 560	\$ 809	\$ 819	\$ 677
per Non-Residential sf	\$ 0.35	\$ 0.35	in progress	\$ 0.27	\$ 0.31	\$ 0.38	\$ 0.41	\$ 0.29
Parks								
per residential unit	\$ 983	\$ 1,081	\$ 805	\$ 1,390	\$ 1,688	\$ 2,050	\$ 1,963	\$ 1,333
TOTAL								
per Residential Unit	\$ 1,774	\$ 1,898	\$ 902	\$ 2,138	\$ 2,607	\$ 2,859	\$ 2,782	\$ 2,010
per Non-Residential sf	\$ 0.39	\$ 0.42	\$ 0.02	\$ 0.47	\$ 0.52	\$ 0.38	\$ 0.41	\$ 0.29

Some communities express concern that impact fees will stifle growth. Empirical data indicates this is not the case. Factors including the price of land and construction, market demand, the availability of skilled workers, access to major transportation modes, amenities for quality of life, etc. all weigh more heavily in decisions to construct new homes or businesses, as well for business relocation. Ultimately the impact fee, which is paid at the time of building permit, is passed along to the buyer in the purchase price or wrapped into a lease rate. Therefore, in a market with a high demand for development, an impact fee higher than other jurisdictions is unlikely to slow growth.

On the positive side, an impact fee program will enable the Department to plan for growth without decreasing its service levels which can decrease buyer satisfaction. It will also allow the Department to collect a proportionate share of the cost of capital improvements from growth instead of funding all future capital through property taxes assessed to existing residents and businesses.

## **Implementation Recommendations**

The following implementation recommendations should be considered:

**Capital Improvements Plan.** The City should formally adopt this Capital Improvement Plan subject to the procedures of the Local Land Use Planning Act (LLUPA).

**Impact Fee Ordinance.** Following adoption of the Capital Improvement Plan, the City should review the proposed Impact Fee Ordinance for adoption via resolution as reviewed and recommended by the Advisory Committee and legal counsel.

**Advisory Committee.** The Advisory Committee is in a unique position to work with and advise City and Department staff to ensure that the capital improvement plans and impact fees are routinely reviewed and modified as appropriate.

**Impact fee service area.** Some municipalities have fee differentials for various zones under the assumption that some areas utilize more or less current and future capital improvements. The study team, however, does not recommend the Department assess different fees by dividing the areas into zones. The capital improvements identified in this report inherently serve a system-wide function.

**Specialized assessments.** If permit applicants are concerned they would be paying more than their fair share of future infrastructure purchases, the applicant can request an individualized assessment to ensure they will only be paying their proportional share. The applicant would be required to prepare and pay for all costs related to such an assessment.

**Donations.** If the Department receives donations for capital improvements listed on the CIP, they must account for the donation in one of two ways. If the donation is for a non- or partially growth-related improvement, the donation can contribute to the Department's General Fund participation along with more traditional forms, such as revenue transfers from the General Fund. If, however, the donation is for a growth-related project in the CIP, the donor's impact fees should be reduced dollar for dollar. This means that the Department will either credit the donor or reimburse the donor for that portion of the impact fee.

**Credit/reimbursement.** If a developer constructs or contributes all or part of a growth-related project that would otherwise be financed with impact fees, that developer must receive a credit against the fees owed for this category or, at the developer's choice, be reimbursed from impact fees collected in the future.<sup>37</sup> This prevents "double dipping" by the Department.

The presumption would be that builders/developers owe the entirety of the impact fee amount until they make the Department aware of the construction or contribution. If credit or reimbursement is due, the governmental entity must enter into an agreement with the fee payer that specifies the amount of the credit or the amount, time and form of reimbursement.<sup>38</sup>

**Impact fee accounting.** The Department should maintain Impact Fee Funds separate and apart from the General Fund. All current and future impact fee revenue should be immediately deposited into this account and withdrawn only to pay for growth-related capital improvements of the same category. General Funds should be reserved solely for the receipt of tax revenues, grants, user fees and associated interest earnings, and ongoing operational expenses including the repair and replacement of existing capital improvements not related to growth.

**Spending policy.** The Department should establish and adhere to a policy governing their expenditure of monies from the Impact Fee Fund. The Fund should be prohibited from paying for any operational expenses and the repair and replacement or upgrade of existing infrastructure not necessitated by growth. In cases when *growth-related capital improvements are constructed*, impact fees are an allowable revenue source as long as only new growth is served. In cases when new capital improvements are expected to *partially replace existing capacity and to partially serve new growth*, cost sharing between the General Fund or other sources of revenue listed in Idaho Code 67-8207(1)(iv), (2)(h) and Impact Fee Fund should be allowed on a pro rata basis.

**Update procedures.** The Department is expected to grow rapidly over the 10-year span of the CIPs. Therefore, the fees calculated in this study should be updated annually as the Department invests in additional infrastructure beyond what is listed in this report, and/or as the Department's projected development changes significantly. Fees can be updated on an annual basis using an inflation factor for building material from a reputable source such as McGraw Hill's Engineering News Record. As described in Idaho Code 67-8205(3)(c)(d)(e), the Advisory Committee will play an important role in these updates and reviews.

---

<sup>37</sup> See Section 67-8209(3), Idaho Code.

<sup>38</sup> See Section 67-8209(4), Idaho Code

---

FINAL REPORT

January 10, 2018

Kuna Rural Fire District  
Impact Fee Study and  
Capital Improvement Plan

Prepared By

Galena Consulting  
Anne Wescott  
1925 North Montclair Drive  
Boise, ID 83702



---

# Section I.

## Introduction

This report regarding impact fees for the Kuna Rural Fire District is organized into the following sections:

- An overview of the report's background and objectives;
- A definition of impact fees and a discussion of their appropriate use;
- An overview of land use and demographics;
- A step-by-step calculation of impact fees under the Capital Improvement Plan (CIP) approach;
- A list of implementation recommendations; and
- A brief summary of conclusions.

### Background and Objectives

The Kuna Rural Fire District hired Galena Consulting to calculate impact fees.

This document presents impact fees based on the District's demographic data and infrastructure costs before credit adjustment; calculates the District's monetary participation; examines the likely cash flow produced by the recommended fee amount; and outlines specific fee implementation recommendations. Credits can be granted on a case-by-case basis; these credits are assessed when each individual building permit is pulled.

### Definition of Impact Fees

Impact fees are one-time assessments established by local governments to assist with the provision of Capital Improvements necessitated by new growth and development. Impact fees are governed by principles established in Title 67, Chapter 82, Idaho Code, known as the Idaho Development Impact Fee Act (Impact Fee Act). The Idaho Code defines an impact fee as "... a payment of money imposed as a condition of development approval to pay for a proportionate share of the cost of system improvements needed to serve development."<sup>1</sup>

Purpose of impact fees. The Impact Fee Act includes the legislative finding that "... an equitable program for planning and financing public facilities needed to serve new growth and development is necessary in order to promote and accommodate orderly growth and development and to protect the public health, safety and general welfare of the citizens of the state of Idaho."<sup>2</sup>

Idaho fee restrictions and requirements. The Impact Fee Act places numerous restrictions on the calculation and use of impact fees, all of which help ensure that local governments adopt impact fees that are consistent with federal law.<sup>3</sup> Some of those restrictions include:

- Impact fees shall not be used for any purpose other than to defray system improvement costs incurred to provide additional public facilities to serve new growth;<sup>4</sup>
- Impact fees must be expended within 8 years from the date they are collected. Fees may be held in certain circumstances beyond the 8-year time limit if the governmental entity can provide reasonable cause;<sup>5</sup>
- Impact fees must not exceed the proportionate share of the cost of capital improvements needed to serve new growth and development;<sup>6</sup>
- Impact fees must be maintained in one or more interest-bearing accounts within the capital projects fund.<sup>7</sup>

In addition, the Impact Fee Act requires the following:

- Establishment of and consultation with a development impact fee advisory committee (Advisory Committee);<sup>8</sup>
- Identification of all existing public facilities;
- Determination of a standardized measure (or service unit) of consumption of public facilities;
- Identification of the current level of service that existing public facilities provide;
- Identification of the deficiencies in the existing public facilities;
- Forecast of residential and nonresidential growth;<sup>9</sup>
- Identification of the growth-related portion of the District's Capital Improvement Plan;<sup>10</sup>
- Analysis of cash flow stemming from impact fees and other capital improvement funding sources;<sup>11</sup>
- Implementation of recommendations such as impact fee credits, how impact fee revenues should be accounted for, and how the impact fees should be updated over time;<sup>12</sup>
- Preparation and adoption of a Capital Improvement Plan pursuant to state law and public hearings regarding the same;<sup>13</sup> and
- Preparation and adoption of a resolution authorizing impact fees pursuant to state law and public hearings regarding the same.<sup>14</sup>

How should fees be calculated? State law requires the District to implement the Capital Improvement Plan methodology to calculate impact fees. The District can implement fees of any amount not to exceed the fees as calculated by the CIP approach. This methodology requires the District to describe its service areas, forecast the land uses, densities and population that are expected to occur in those service areas over the 10-year CIP time horizon, and identify the capital improvements that will be needed to serve the forecasted growth at the planned levels of service, assuming the planned levels of service do not exceed the current levels of service.<sup>15</sup> Only those items identified as growth-related on the CIP are eligible to be funded by impact fees.

The governmental entity intending to adopt an impact fee must first prepare a capital improvements plan.<sup>17</sup> Once the essential capital planning has taken place, impact fees can be calculated. The Impact Fee Act places many restrictions on the way impact fees are calculated and spent, particularly via the principal that local governments cannot charge new development more than a “proportionate share” of the cost of public facilities to serve that new growth. “Proportionate share” is defined as “. . . that portion of the cost of system improvements . . . which reasonably relates to the service demands and needs of the project.”<sup>19</sup> Practically, this concept requires the District to carefully project future growth and estimate capital improvement costs so that it prepares reasonable and defensible impact fee schedules.

The proportionate share concept is designed to ensure that impact fees are calculated by measuring the needs created for capital improvements by development being charged the impact fee; do not exceed the cost of such improvements; and are “earmarked” to fund growth-related capital improvements to benefit those that pay the impact fees.

There are various approaches to calculating impact fees and to crediting new development for past and future contributions made toward system improvements. The Impact Fee Act does not specify a single type of fee calculation, but it does specify that the formula be “reasonable and fair.” Impact fees should take into account the following:

- Any appropriate credit, offset or contribution of money, dedication of land, or construction of system improvements;
- Payments reasonably anticipated to be made by or as a result of a new development in the form of user fees and debt service payments;
- That portion of general tax and other revenues allocated by the District to growth-related system improvements; and
- All other available sources of funding such system improvements.<sup>20</sup>

Through data analysis and interviews with the District and Galena Consulting identified the share of each capital improvement needed to serve growth. The total projected capital improvements needed to serve growth are then allocated to residential and nonresidential development with the resulting amounts divided by the appropriate growth projections from 2017 to 2026. This is consistent with the Impact Fee Act.<sup>21</sup> Among the advantages of the CIP approach is its establishment of a spending plan to give developers and new residents more certainty about the use of the particular impact fee revenues.

Other fee calculation considerations. The basic CIP methodology used in the fee calculations is presented above. However, implementing this methodology requires a number of decisions. The considerations accounted for in the fee calculations include the following:

- Allocation of costs is made using a service unit which is “a standard measure of consumption, use, generation or discharge attributable to an individual unit<sup>22</sup> of development calculated in accordance with generally accepted engineering or planning standards for a particular category of capital improvement.”<sup>23</sup> The service units chosen by the study team for every fee calculation in this study are linked directly to residential dwelling units and nonresidential development square feet.<sup>24</sup>
- A second consideration involves refinement of cost allocations to different land uses. According to Idaho Code, the CIP must include a “conversion table establishing the ratio of a service unit to various types of land uses, including residential, commercial, agricultural and industrial.”<sup>25</sup> In this analysis, the study team has chosen to use the highest level of detail supportable by available data and, as a result, in this study, the fee is allocated between aggregated residential (i.e., all forms of residential housing) and nonresidential development (all nonresidential uses including retail, office, agricultural and industrial).

#### Current Assets and Capital Improvement Plans

The CIP approach estimates future capital improvement investments required to serve growth over a fixed period of time. The Impact Fee Act calls for the CIP to “. . . project demand for system improvements required by new service units . . . over a reasonable period of time not to exceed 20 years.”<sup>26</sup> The impact fee study team recommends a 10-year time period based on the District’s best available capital planning data.

The types of costs eligible for inclusion in this calculation include any land purchases, construction of new facilities and expansion of existing facilities to serve growth over the next 10 years at planned and/or adopted service levels.<sup>27</sup> Equipment and vehicles with a useful life of 10 years or more are also impact fee eligible under the Impact Fee Act.<sup>28</sup> The total cost of improvements over the 10 years is referred to as the “CIP Value” throughout this report. The cost of this impact fee study is also impact fee eligible for all impact fee categories.

The forward-looking 10-year CIP for the District includes some facilities that are only partially necessitated by growth (e.g., facility expansion). The study team met with the District to determine a defensible metric for including a portion of these facilities in the impact fee calculations. A general methodology used to determine this metric is discussed below. In some cases, a more specific metric was used to identify the growth-related portion of such improvements. In these cases, notations were made in the applicable section.

## Fee Calculation

In accordance with the CIP approach described above, we calculated fees for each department by answering the following seven questions:

1. **Who is currently served by the District?** This includes the number of residents as well as residential and nonresidential land uses.
2. **What is the current level of service provided by the District?** Since an important purpose of impact fees is to help the District *achieve* its planned level of service<sup>29</sup>, it is necessary to know the levels of service it is currently providing to the community.
3. **What current assets allow the District to provide this level of service?** This provides a current inventory of assets used by the District, such as facilities, land and equipment. In addition, each asset's replacement value was calculated and summed to determine the total value of the District's current assets.
4. **What is the current investment per residential and nonresidential land use?** In other words, how much of the District's current assets' total value is needed to serve current residential households and nonresidential square feet?
5. **What future growth is expected in the District?** How many new residential households and nonresidential square footage will the District serve over the CIP period?
6. **What new infrastructure is required to serve future growth?** For example, how many stations will be needed by the Kuna Rural Fire District Fire Department within the next ten years to achieve the planned level of service of the District?<sup>30</sup>
7. **What impact fee is required to pay for the new infrastructure?** We calculated an apportionment of new infrastructure costs to future residential and nonresidential land- uses for the District. Then, using this distribution, the impact fees were determined.

Addressing these seven questions, in order, provides the most effective and logical way to calculate impact fees for the District. In addition, these seven steps satisfy and follow the regulations set forth earlier in this section.

## "GRUM" Analysis

In the District, not all capital costs are associated with growth. Some capital costs are for repair and replacement of facilities e.g., standard periodic investment in existing facilities such as roofing. These costs *are not* impact fee eligible. Some capital costs are for betterment of facilities, or implementation of new services (e.g., development of an expanded training facility). These costs *are generally not entirely* impact fee eligible. Some costs are for expansion of facilities to accommodate new development at the current level of service (e.g., purchase of new fire station to accommodate expanding population). These costs *are* impact fee eligible.

Because there are different reasons why the District invests in capital projects, the study team conducted a "GRUM" analysis on all projects listed in each CIP:

- Growth. The “G” in GRUM stands for growth. To determine if a project is solely related to growth, we ask “Is this project designed to maintain the current level of service as growth occurs?” and “Would the District still need this capital project if it weren’t growing at all?” “G” projects are only necessary to maintain the District’s current level of service as growth occurs. It is thus appropriate to include 100 percent of their cost in the impact fee calculations.
- Repair & Replacement. The “R” in GRUM stands for repair and replacement. We ask, “Is this project related only to fixing existing infrastructure?” and “Would the District still need it if it weren’t growing at all?” “R” projects have nothing to do with growth. It is thus not appropriate to include any of their cost in the impact fee calculations.
- Upgrade. The “U” in GRUM stands for upgrade. We ask, “Would this project improve the District’s current level of service?” and “Would the District still do it even if it weren’t growing at all?” “U” projects have nothing to do with growth. It is thus not appropriate to include any of their cost in the impact fee calculations.
- Mixed. The “M” in GRUM stands for mixed. It is reserved for capital projects that have some combination of G, R and U. “M” projects by their very definition are partially necessitated by growth, but also include an element of repair, replacement and/or upgrade. In this instance, a cost amount between 0 and 100 percent should be included in the fee calculations. Although the need for these projects is triggered by new development, they will also benefit existing residents.

Projects that are 100 percent growth-related were determined by our study to be necessitated solely by growth. Alternatively, some projects can be determined to be “mixed,” with some aspects of growth and others aspects of repair and replacement. In these situations, only a portion of the total cost of each project is included in the final impact fee calculation.

It should be understood that growth is expected to pay only the portion of the cost of capital improvements that are growth-related. The District will need to plan to fund the pro rata share of these partially growth-related capital improvements with revenue sources other than impact fees within the time frame that impact fees must be spent. These values will be calculated and discussed in Section VI of this report.

Exhibits found in Section III of this report detail all capital improvements planned for purchase over the next ten years by the District.

---

<sup>1</sup> See Section 67-8203(9), Idaho Code. “System improvements” are capital improvements (i.e., improvements with a useful life of 10 years or more) that, in addition to a long life, increase the service capacity of a public facility. Public facilities include fire, emergency medical and rescue facilities. See Sections 67-8203(3), (24) and (28), Idaho Code.

<sup>2</sup> See Section 67-8202, Idaho Code.

<sup>3</sup> As explained further in this study, proportionality is the foundation of a defensible impact fee. To meet substantive due process requirements, an impact fee must provide a rational relationship (or nexus) between the impact fee assessed against new development and the actual need for additional capital improvements. An impact fee must substantially advance legitimate local government interests. This relationship must be of “rough proportionality.” Adequate consideration of the factors outlined in Section 67-8207(2) ensure that rough proportionality is reached. See *Banbury Development Corp. v. South Jordan*, 631 P.2d 899 (1981); *Dollan v. District of Tigard*, 512 U.S. 374 (1994).

See Sections 67-8202(4) and 67-8203(29), Idaho Code.

<sup>5</sup> See Section 67-8210(4), Idaho Code.

<sup>6</sup> See Sections 67-8204(1) and 67-8207, Idaho Code.

<sup>7</sup> See Section 67-8210(1), Idaho Code

<sup>8</sup> See Section 67-8205, Idaho Code.

<sup>9</sup> See Section 67-8206(2), Idaho Code.

<sup>10</sup> See Section 67-8208, Idaho Code.

<sup>11</sup> See Section 67-8207, Idaho Code.

<sup>12</sup> See Sections 67-8209 and 67-8210, Idaho Code.

<sup>13</sup> See Section 67-8208, Idaho Code.

<sup>14</sup> See Sections 67-8204 and 67-8206, Idaho Code.

<sup>15</sup> As a comparison and benchmark for the impact fees calculated under the Capital Improvement Plan approach, Galena Consulting also calculated the District's current level of service by quantifying the District's current investment in capital improvements, allocating a portion of these assets to residential and nonresidential development, and dividing the resulting amount by current housing units (residential fees) or current square footage (nonresidential fees). By using current assets to denote the current service standard, this methodology guards against using fees to correct existing deficiencies.

<sup>17</sup> See Section 67-8208, Idaho Code.

<sup>19</sup> See Section 67-8203(23), Idaho Code.

<sup>20</sup> See Section 67-8207, Idaho Code.

<sup>21</sup> The impact fee that can be charged to each service unit (in this study, residential dwelling units and nonresidential square feet) cannot exceed the amount determined by dividing the cost of capital improvements attributable to new development (in order to provide an adopted service level) by the total number of service units attributable to new development. See Sections 67-8204(16), 67-8208(1(f) and 67-8208(1)(g), Idaho Code.

<sup>22</sup> See Section 67-8203(27), Idaho Code.

<sup>23</sup> See Section 67-8203(27), Idaho Code.

<sup>24</sup> The construction of detached garages alongside residential units does not typically trigger the payment of additional impact fees unless that structure will be the site of a home-based business with significant outside employment.

<sup>25</sup> See Section 67-8208(1)(e), Idaho Code.

<sup>26</sup> See Section 67-8208(1)(h).

<sup>27</sup> This assumes the planned levels of service do not exceed the current levels of service.

<sup>28</sup> The Impact Fee Act allows a broad range of improvements to be considered as "capital" improvements, so long as the improvements have useful life of at least 10 years and also increase the service capacity of public facilities. See Sections 67-8203(28) and 50-1703, Idaho Code.

<sup>29</sup> This assumes that the planned level of service does not exceed the current level of service.

<sup>30</sup> This assumes the planned level of service does not exceed the current level of service.

## Section II. Land Uses

As noted in Section I, it is necessary to allocate capital improvement plan (CIP) costs to both residential and nonresidential development when calculating impact fees. The study team performed this allocation based on the number of projected new households and nonresidential square footage projected to be added from 2017 through 2026 for the District. These projections were based on the most recent growth estimates from COMPASS, data provided by the City of Kuna, regional real estate market reports, interviews with developers and recommendations from District Staff and the Impact Fee Advisory Committee.

Demographic and land-use projections are some of the most variable and potentially debatable components of an impact fee study, and in all likelihood the projections used in our study will not prove to be 100 percent correct. The purpose of the Advisory Committee's annual review is to account for these inconsistencies. As each CIP is tied to the District's land use growth, the CIP and resulting fees can be revised based on actual growth as it occurs.

The District serves the population of the City of Kuna, as well as portions of unincorporated Ada and Canyon Counties. As the following map indicates, the District's service area borders the Whitney Fire District to the east; Meridian Fire District to the north; and the Nampa Fire District to the west.

The following Exhibit II-1 presents the current and estimated future population for the District.

### **Exhibit II-1.**

#### **Current and Future Population within the boundaries of the Kuna Rural Fire District**

	2017	2026	Net Increase	Percent Increase
Population	24,789	42,141	17,352	70%

The District currently has approximately 24,789 persons residing within its service boundary. Current and future population estimates were derived by isolating the population within each Transportation Analysis Zone (TAZ) within the District's boundaries according to current COMPASS data. This data was compared to current population estimates from the City of Kuna, which is within the Fire District boundaries.

Over the next ten years, COMPASS models indicate the District to grow by approximately 17,352 people, or at an annual growth rate of 7 percent. While this growth rate seems high compared to the rates currently being experienced by Boise, Nampa and Caldwell, the cities of Eagle and Meridian grew at an annual rate of 8-11% between 2000-2016.

Based on this population, the following Exhibit II-2 presents the current and future number of residential units and nonresidential square feet for the District.

**Exhibit II-2.**  
**Current and Future Land Uses, Kuna Rural Fire District**

	2017	2026	Net Growth	Net Increase in Square Feet	Percent of Total Growth
Population	24,789	42,141	17,352		
Residential (in units)	7,747	13,169	5,423	10,845,188	90%
Nonresidential (in square feet)	774,656	1,975,373	1,200,717	1,200,717	10%
Total				12,045,905	100%

As shown above, the Kuna Rural Fire District is expected to grow by approximately 5,423 residential units and 1,200,717 nonresidential square feet over the next ten years. Ninety percent of this growth is attributable to residential land uses, while the remaining ten percent is attributable to nonresidential growth. These growth projections will be used in the following sections to calculate the appropriate impact fees for the District.

A recent study prepared by the Kuna School District estimated at least 4,000 new residential units being built in the area over the next 10 years. However, the City of Kuna reports approximately 3,200 new residential units already platted or in process, and a recent survey by the Idaho Business Review indicated at least 5,600 units were planned or in process. Due to the strong building environment and availability of land, we are using a 7% annual growth rate for the purpose of this study.

Non-residential development (office, retail and industrial) is harder to predict. Generally, “retail follows rooftops” but it is unclear how quickly this development will occur over the next ten years. Other areas in the Treasure Valley have approximately 300 square feet of non-residential development per residential household. As Kuna is primarily a residential community, we estimated only 100 square feet of non-residential development per current households, increasing to only 150 square feet of non-residential development per household over 10 years of residential development.

## Section III. Impact Fee Calculation

In this section, we calculate impact fees for the Kuna Rural Fire District according to the seven - question method outlined in Section I of this report.

### 1. Who is currently served by the Kuna Rural Fire District?

As shown in Exhibit II-2, the District currently serves 7,747 residential units and approximately 774,656 square feet of nonresidential land use.

### 2. What is the current level of service provided by the Kuna Rural Fire District?

The Kuna Rural Fire District provides a level of service of a 90 percent fractile response time of between 4 minutes (in the urban area) to 6 minutes (in the rural portions of the District). As the population of the District grows, additional infrastructure and equipment will be needed to sustain this level of service. Based on conversations with District staff, it is our understanding that the planned level of service is equal to the current level of service.

### 3. What current assets allow the Kuna Rural Fire District to provide this level of service?

The following Exhibit III-1 displays the current assets of the Kuna Rural Fire District.

Exhibit III-1.  
Current Assets – Kuna Rural Fire District

Type of Capital Asset	Replacement Value
<b>Facilities</b>	
Station #1	\$ 2,800,000
Station #2 - unstaffed	\$ 1,400,000
<b>Apparatus/Vehicles</b>	
2015 Pierce Engine	\$ 600,000
1993 Pierce Engine	\$ 600,000
Water Tender	\$ 250,000
2001 Brush Truck	\$ 340,000
2003 Brush Truck	\$ 340,000
2016 Ambulance	\$ 185,000
2012 Ambulance	\$ 185,000
2001 Ambulance	\$ 185,000
<b>Equipment</b>	
22 SCBAs	\$ 255,000
SCBA Compressor and Charging Station	\$ 60,000
<b>Total Assets</b>	<b>\$ 7,200,000</b>
<b>Plus Cost of Fee-Related Research</b>	
Impact Fee Study	\$ 6,000
<b>Grand Total</b>	<b>\$ 7,206,000</b>

As shown above, the District currently owns approximately \$7.2 million of eligible current assets. These assets are used to provide the District’s current level of service.

**4. What is the current investment per residential unit and nonresidential square foot?**

The Kuna Rural Fire District has already invested \$886 per residential unit and \$0.44 per nonresidential square foot in the capital necessary to provide the current level of service. This figure is derived by allocating the value of the District’s current assets between the current number of residential units and nonresidential square feet.

We will compare our final impact fee calculations with these figures to determine if the two results will be similar; this represents a “check” to see if future District residents will be paying for infrastructure at a level commensurate with what existing District residents have invested in infrastructure.

**5. What future growth is expected in the Kuna Rural Fire District?**

As shown in Exhibit II-2, the Kuna Rural Fire District is expected to grow by approximately 5,423 residential units and 1.2 million square feet of nonresidential land use over the next ten years.

**6. What new infrastructure is required to serve future growth?**

The following Exhibit III-2 displays the capital improvements planned for purchase by the Kuna Rural Fire District over the next ten years.

Exhibit III-2.  
Kuna Rural Fire District CIP 2018 to 2027

Type of Capital Infrastructure	CIP Value	Growth times	Portion equals	Amount to Include in Fees	Amount from Other Sources
<b>Facilities</b>					
Station #2	\$3,180,000	100%		\$3,180,000	\$0
Remodel and Expand Station #1	\$500,000	50%		\$250,000	\$250,000
<b>Vehicles</b>					
Ladder Truck for Station #2	\$1,200,000	50%		\$600,000	\$600,000
Additional Ambulance for Station #2	\$185,000	100%		\$185,000	\$0
Replace 2 Engines	\$1,200,000	0%		\$0	\$1,200,000
Replace 2 Brush Trucks	\$680,000	0%		\$0	\$680,000
Replace 3 Ambulances	\$555,000	0%		\$0	\$555,000
<b>Equipment</b>					
SCBAs - scheduled replacement	\$255,000	0%		\$0	\$255,000
Cardiac Monitors - scheduled replacement	\$100,000	0%		\$0	\$100,000
Mobile Radios - scheduled replacement	\$112,500	0%		\$0	\$112,500
Portable Radios - scheduled replacement	\$240,000	0%		\$0	\$240,000
<b>Total Infrastructure</b>	<b>\$8,207,500</b>			<b>\$4,215,000</b>	<b>\$3,992,500</b>
<b>Plus Cost of Fee-Related Research</b>					
Impact Fee Study	\$6,000	100%		\$6,000	
<b>Grand Total</b>	<b>\$8,213,500</b>			<b>\$4,221,000</b>	

As shown above, the District plans to purchase approximately \$8.2 million in capital improvements over the next ten years, \$4.2 million of which is impact fee eligible. These new assets will allow the District to achieve its planned level of service in the future. The acquisition of a ladder truck is partially necessitated by growth due to increasing height of development. This acquisition will improve the District’s ISO rating which should positively impact the insurance premiums of property owners in the District. The commencement and completion dates for the District’s growth-related capital infrastructure depend on the timing and pace of the projected growth.

The remaining \$4.0 million is the price for the District to replace existing apparatus, vehicles and other equipment; and for the non-growth-related portion of the expansion of Station #1 and the ladder truck for Station #2. Replacement of existing capital and non-growth-related capital are not eligible for inclusion in the impact fee calculations. The District will therefore have to use other sources of revenue including all of those listed in Idaho Code 67- 8207(iv)(2)(h).

**7. What impact fee is required to pay for the new capital improvements?**

The following Exhibit III-3 takes the projected future growth from Exhibits II-2 and the growth-related CIP from Exhibit III-2 to calculate impact fees for the Kuna Rural Fire District.

Exhibit III-3.  
DRAFT Impact Fee Calculation, Kuna Rural Fire District

Amount to Include in Impact Fee Calculation	\$4,221,000
Percentage of Future Growth	
Residential	90%
Non Residential	10%
Amount Attributable to Future Growth	
Residential	\$ 3,800,257
Non Residential	\$ 420,743
Future Growth 2017-2026	
Residential (per unit)	5,423
Non Residential (per square foot)	1,200,717
Impact Fee	
Residential (per unit)	\$ 701
Non Residential (per square foot)	\$ 0.35

As shown above, we have calculated impact fees for the Kuna Rural Fire District at \$701 per residential unit and \$0.35 per nonresidential square foot. In comparison, as indicated in question #4 above, property taxpayers within the District have already invested \$886 per residential unit and \$0.44 per nonresidential square foot in the capital inventory necessary to provide today’s level of service. The difference between the current investment and the impact fee per unit indicates current taxpayers have already built in some “capacity” for future development.

The District cannot assess fees greater than the amounts shown above. The District may assess fees lower than these amounts, but would then experience a decline in service levels unless the District used other revenues to make up the difference.

Because not all the capital improvements listed in the CIP are 100 percent growth-related, the District would assume the responsibility of paying for those portions of the capital improvements that are not attributable to new growth. These payments would come from other sources of revenue including all of those listed in Idaho Code 67-8207(iv)(2)(h).

To arrive at this participation amount, the expected impact fee revenue needs to be subtracted from the total CIP value. Exhibit IV-3 divides the District's participation amount into two categories: the portion of purely non-growth-related improvements, and the portion of growth-related improvements that are attributable to repair, replacement, or upgrade, but are not impact fee eligible.

It should be noted that the participation amount associated with purely non-growth improvements is discretionary. The District can choose not to fund these capital improvements (although this could result in a decrease in the level of service if the deferred repairs or replacements were urgent). However, the non-growth-related portion of improvements that are impact fee eligible *must* be funded in order to maintain the integrity of the impact fee program.

Exhibit III-4.

Kuna Rural Fire District Participation Summary,  
2018-2027

	Required	Discretionary	Total
Fire	\$ 850,000	\$ 3,142,500	\$ 3,992,500

The total amount the District would be *required* to contribute over 10 years, should the District adopt fees at the calculated amount, is \$850,000 for the non-growth portion of the expansion to Station #1 and the non-growth portion of the ladder truck. The District could also choose to fund the discretionary infrastructure of \$3.1 million for apparatus and equipment replacement. While District has the option to fund these capital improvements over the 10-year period, these payments are not required.

## Section IV. Fee Analysis and Administrative Recommendations

A comparison of the calculated Fire impact fee to similar fees to that being assessed by Meridian, Nampa, Caldwell and Boise, as well as being considered by the Kuna Rural Fire District is provided in Exhibit IV-1:

Exhibit IV-1.  
DRAFT Impact Fee Comparison - Fire

	<u>Kuna Fire DRAFT</u>	<u>Star Fire DRAFT</u>	<u>Middleton Fire District</u>	<u>Eagle Fire Dist</u>	<u>City of Meridian</u>	<u>City of Caldwell</u>	<u>City of Boise</u>	<u>City of Nampa</u>
Fire								
per Residential Unit	\$ 701	\$ 794	\$ -	\$ -	\$ 551	\$ 517	\$ 511	\$ 185
per Non-Residential sf	\$ 0.35	\$ 0.38	\$ -	\$ -	\$ 0.29	\$ 0.10	\$ 0.27	\$ 0.12

The calculated impact fee for the Kuna Rural Fire District is higher than those currently being assessed by municipal fire departments in the valley for several reasons. First, these fire departments have been in service decades longer than the Kuna Rural Fire District, and have created capacity in their capital facilities and other assets with which to provide service to new growth. Second, growth in these areas has begun to become more dense and urban, which does not necessitate new stations being built to serve new growth as there are stations already appropriately located to serve this growth. Finally, these cities have cost sharing agreements with their corresponding fire districts and can offset some of their capital costs with their district contributions.

The Star Fire Protection District is currently pursuing the collection of the fire fee shown above. The Middleton and Eagle Fire Districts are currently in the process of developing their own impact fee analysis for adopting fire impact fees. The Nampa, Caldwell, Meridian, Whitney and North Ada County Fire Districts have signified their intent to study the adoption of impact fees as well.

Each of the comparison cities also assesses parks impact fees. A comparison of the calculated Fire impact fee and the City of Kuna's parks fee to fire and parks fees of these other jurisdictions is provided in Exhibit IV-2:

Exhibit IV-2.  
DRAFT Impact Fee Comparison – Fire and Parks

	<u>Kuna Fire DRAFT</u>	<u>Star Fire DRAFT</u>	<u>Middleton Districts</u>	<u>Eagle Fire Dist</u>	<u>City of Meridian</u>	<u>City of Caldwell</u>	<u>City of Boise</u>	<u>City of Nampa</u>
<b>Fire</b>								
per Residential Unit	\$ 701	\$ 794	\$ -	\$ -	\$ 551	\$ 517	\$ 511	\$ 185
per Non-Residential sf	\$ 0.35	\$ 0.38	\$ -	\$ -	\$ 0.29	\$ 0.10	\$ 0.27	\$ 0.12
<b>Parks</b>								
per residential unit	\$ 983	\$ 2,050	\$ 1,485	\$ 1,333	\$ 1,081	\$ 805	\$ 1,390	\$ 1,242
<b>TOTAL</b>								
per Residential Unit	\$ 1,684	\$ 2,844	\$ 1,485	\$ 1,333	\$ 1,768	\$ 1,419	\$ 2,138	\$ 1,426
per Non-Residential sf	\$ 0.35	\$ 0.38	\$ -	\$ -	\$ 0.36	\$ 0.12 ^	\$ 0.47	\$ 0.12
	also ACHD fees	also ACHD fees		also ACHD fees	also Police and ACHD fees	also Police fees and street exactions	also Police and ACHD fees	also Police and Streets fees

The cities of Meridian, Nampa, Caldwell and Boise also collect Police fees. All of the cities within Ada County collect streets impact fees for the Ada County Highway District. Nampa collects streets impact fees and Caldwell recovers the capital cost for new streets from developer exactions. The actual total impact fee a development will pay around the valley depends on the jurisdiction and the size of the development.

Some communities express concern that impact fees will stifle growth. Empirical data indicates this is not the case. Factors including the price of land and construction, market demand, the availability of skilled workers, access to major transportation modes, amenities for quality of life, etc. all weigh more heavily in decisions to construct new homes or businesses, as well for business relocation. Ultimately the impact fee, which is paid at the time of building permit, is passed along to the buyer in the purchase price or wrapped into a lease rate. Therefore, in a market with a high demand for development, an impact fee higher than other jurisdictions is unlikely to slow growth.

On the positive side, an impact fee program will enable the District to plan for growth without decreasing its service levels (response time), which can decrease buyer satisfaction and cause property insurance premiums to increase. It will also allow the District to collect a proportionate share of the cost of capital improvements from growth instead of funding all future capital through property taxes assessed to existing residents and businesses.

At the recommendation of the Development Impact Fee Advisory Committee, the Commission may wish to incorporate into its enacting resolution means for a development to seek an exemption from impact fees when it can be proven that this development will contribute significant benefits to the taxpayers of the District. This issue is discussed in more detail in the following section.

## Implementation Recommendations

The following implementation recommendations should be considered:

**Intergovernmental Agreements.** The Kuna Rural Fire District is enabled under Idaho Code as a governmental entity to adopt impact fees. However, because impact fees are paid upon building permit, and the District does not participate in this process, it needs another governmental entity to collect these fees on its behalf. Idaho Code 67-8204(a) authorizes the District to enter into an intergovernmental agreement with a city or county which can collect fire fees on their behalf. In the case of this District, which includes one municipality and two counties, three intergovernmental agreements for the collection of Fire District impact fees would have to be developed and adopted by the corresponding bodies.

Fire impact fees would be assessed on new developments by the appropriate building department and then distributed to the District on an agreed-upon schedule. It is customary for the District to pay a small administrative fee to the collecting entity for this service.

Although Ada County collects impact fees for the City of Boise and the Ada County Highway District, it does not currently collect fire fees for any jurisdiction within its boundaries. Canyon County does not currently collect impact fees for any jurisdictions within its boundaries. No cities in Ada or Canyon County currently collect fire impact fees for any fire district.

Pursuant to an ongoing effort to educate elected officials on the impacts of growth to various jurisdictions, fire chiefs around the valley have determined that the two county commissions and various municipalities may be prepared to consider collecting on the behalf of growth-related fire capital needs. If the Kuna Rural Fire District chooses to pursue fire impact fees, the Chief would join Galena Consulting and other fire agencies in a broad discussion about how to execute the required intergovernmental agreements.

**Capital Improvements Plan.** The District should formally adopt this Capital Improvement Plan. While not subject to the procedures of the Local Land Use Planning Act (LLUPA), the adoption of the Capital Improvement Plan would comply with the Act's requirements of other governmental entities to adopt capital improvement plans into a Comprehensive Plan as part of the adoption of impact fees.

**Impact Fee Ordinance.** Following adoption of the Capital Improvement Plan, the Commission should review the proposed Impact Fee Ordinance for adoption via resolution as reviewed and recommended by the Advisory Committee and legal counsel.

**Advisory Committee.** The Advisory Committee is in a unique position to work with and advise Commission and District staff to ensure that the capital improvement plans and impact fees are routinely reviewed and modified as appropriate.

**Impact fee service area.** Some municipalities have fee differentials for various zones under the assumption that some areas utilize more or less current and future capital improvements. The study team, however, does not recommend the District assess different fees by dividing the areas into zones. The capital improvements identified in this report inherently serve a system-wide function.

Specialized assessments. If permit applicants are concerned they would be paying more than their fair share of future infrastructure purchases, the applicant can request an individualized assessment to ensure they will only be paying their proportional share. The applicant would be required to prepare and pay for all costs related to such an assessment.

Donations. If the District receives donations for capital improvements listed on the CIP, they must account for the donation in one of two ways. If the donation is for a non- or partially growth-related improvement, the donation can contribute to the District's General Fund participation along with more traditional forms, such as revenue transfers from the General Fund. If, however, the donation is for a growth-related project in the CIP, the donor's impact fees should be reduced dollar for dollar. This means that the District will either credit the donor or reimburse the donor for that portion of the impact fee.

Credit/reimbursement. If a developer constructs or contributes all or part of a growth-related project that would otherwise be financed with impact fees, that developer must receive a credit against the fees owed for this category or, at the developer's choice, be reimbursed from impact fees collected in the future.<sup>37</sup> This prevents "double dipping" by the District.

The presumption would be that builders/developers owe the entirety of the impact fee amount until they make the District aware of the construction or contribution. If credit or reimbursement is due, the governmental entity must enter into an agreement with the fee payer that specifies the amount of the credit or the amount, time and form of reimbursement.<sup>38</sup>

Impact fee accounting. The District should maintain Impact Fee Funds separate and apart from the General Fund. All current and future impact fee revenue should be immediately deposited into this account and withdrawn only to pay for growth-related capital improvements of the same category. General Funds should be reserved solely for the receipt of tax revenues, grants, user fees and associated interest earnings, and ongoing operational expenses including the repair and replacement of existing capital improvements not related to growth.

Spending policy. The District should establish and adhere to a policy governing their expenditure of monies from the Impact Fee Fund. The Fund should be prohibited from paying for any operational expenses and the repair and replacement or upgrade of existing infrastructure not necessitated by growth. In cases when *growth-related capital improvements are constructed*, impact fees are an allowable revenue source as long as only new growth is served. In cases when new capital improvements are expected to *partially replace existing capacity and to partially serve new growth*, cost sharing between the General Fund or other sources of revenue listed in Idaho Code 67-8207(I)(iv), (2)(h) and Impact Fee Fund should be allowed on a pro rata basis.

Update procedures. The District is expected to grow rapidly over the 10-year span of the CIPs. Therefore, the fees calculated in this study should be updated annually as the District invests in additional infrastructure beyond what is listed in this report, and/or as the District's projected development changes significantly. Fees can be updated on an annual basis using an inflation factor for building material from a reputable source such as McGraw Hill's Engineering News Record. As described in Idaho Code 67-8205(3)(c)(d)(e), the Advisory Committee will play an important role in these updates and reviews.

---

<sup>37</sup> See Section 67-8209(3), Idaho Code.

<sup>38</sup> See Section 67-8209(4), Idaho Code

## Appendix G – Kuna’s Early History

Kuna and the surrounding area is part of the Snake River Plain that stretches for miles across southern Idaho. The vast sagebrush desert was originally home to Native Americans who utilized the land as hunters and gatherers. In time, irrigation opened the area to settlement and the eventual establishment of the town of Kuna.

The first non-Indians in the area were fur trappers. They arrived about 1811 having followed Lewis and Clark who opened up much of the Oregon territory, including Idaho, in 1804-1806. Numerous people made their way west through Idaho and into Oregon along the Oregon Trail that followed the Boise River to the Snake River bringing settlers to the area as early as the 1840s. However, Southern Idaho’s hot, dry, dusty climate discouraged many early pioneers from settling in the area.

The discovery of gold in the Boise Basin in 1862 and the Owyhee Mountains in 1863 brought thousands of miners, farmers and businessmen to the area. The influx of people prompted the United States Army to establish a military fort in the area. Major Pinckney Lugenbeel who arrived from Fort Vancouver with a detachment of Oregon and Washington volunteers established Fort Boise on July 4, 1863.

In 1881 the Oregon Short Line Railroad started building its line westward across Idaho. In 1882 the railroad established a construction camp at a stage station where the road to Silver City (a major mining community) crossed the railway right of way. The site was originally known as “Fifteen Mile Station” because it was fifteen miles southwest of Boise and approximately twenty miles from the Snake River. When the rail line was put into operation in September of 1882, a station was placed at that point and given the name “Kuna”. A settlement grew up around the station and flourished until 1887 when the O.S.L. built a branch line from Nampa to Boise.

During the years 1883 to 1887 supplies for Boise City, Idaho City, Placerville, Centerville, and Silver City, were transported by freight wagon from the railroad at Kuna. The early town consisted of at least three warehouses, a depot and a post office. The settlement closed down and Kuna became just another railroad siding until prospects of irrigation water began attracting settlers.

When the United States Reclamation Service was established in 1902, its planned project sites included the Boise Valley. Major reservoir development began on the Boise Project, including expansion of the New York Canal system. Eventually it ran south of Boise to the Kuna area and extended on to Deer Flat Reservoir near Nampa.

In 1905 Mr. and Mrs. Fremont H. Teed anticipated the coming irrigation trend and filed a 200-acre claim under the Desert Land Act, where Kuna stands. Water for stock and human consumption was hauled in barrels from Snake River and later from an 18-foot well, dug in the bed of Indian Creek near Mora. The Teeds opened a post office in Kuna in 1905 and that same year the town site was opened. The promise of water brought numerous settlers to the area, although Kuna remained sparsely settled until 1909. On February 22, 1909, the first water was let into the New York Canal at Diversion Dam east of Boise. Irrigation water was now available to the Kuna region.

The small community of Kuna began to take shape when Frank Fiss established the first general mercantile store. As more people settled in the area and other companies sought to take advantage of the land made fertile by irrigation.

# Appendix H: Attorney General Review Questions

## Attorney General Review Questions:

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

Regulation or action resulting in a permanent or temporary physical occupation of all or a portion of private property will generally constitute a "taking." For example, a regulation that required landlords to allow the installation of cable television boxes in their apartments was found to constitute a "taking." See *Loretto v. Teleprompter Manhattan CATV Corp.*, 458 U.S. 419 (1982).

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

Carefully review all regulations requiring the dedication of property or granting of an easement. The dedication of property must be reasonably and specifically designed to prevent or compensate for adverse impacts of the proposed development. Likewise, the magnitude of the burden placed on the proposed development should be reasonably related to the adverse impacts created by the development. A court also will consider whether the action in question substantially advances a legitimate state interest. For example, the United States Supreme Court determined in *Nollan v. California Coastal Commission*, 483 U.S. 825 (1987), that compelling an owner of waterfront property to provide a public easement across his property that does not substantially advance the public's interest in beach access, constitutes a "taking". Likewise, the United States Supreme Court held that compelling a property owner to leave a public greenway, as opposed to a private one, did not substantially advance protection of a floodplain, and was a "taking". *Dolan v. City of Tigard*, 114 U.S. 2309 (June 24, 1994).

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

If a regulation prohibits all economically viable or beneficial uses of the land, it will likely constitute a "taking". In this situation, the agency can avoid liability for just compensation only if it can demonstrate that the proposed uses are prohibited by the laws of nuisance or other preexisting limitations on the use of the property. See *Lucas v. South Carolina Coastal County*, 112 S. Ct. 2886 (1992).

Unlike the criterion noted above, it is important for the agency to analyze the regulation's impact on the property as a whole, and not just the impact on a portion of the property. It is also important to assess whether there is any profitable use of the remaining property available. See *Florida Rock Industries, Inc. v. United States*, F.3d 1560 (Fed. Cir. 1994). The remaining use does not necessarily have to be the owner's planned use, a prior use, or the highest and best use of the property.

One factor to consider in the property analysis is the degree to which the regulatory action interferes with a property owner's reasonable investment-backed development expectations. The agency should carefully review regulations requiring that all of a particular parcel of land be left substantially in its natural state. A prohibition of all economically viable uses of the property is vulnerable to a takings challenge. In some situations, however, there may be preexisting limitations on the use of property that could insulate the government from takings liability.

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

Carefully review regulations that have a significant impact on the owner's economic interest. Courts will often compare the value of property before and after the impact of the challenged regulation. Although a reduction in property value alone may not be a "taking", a severe reduction in property value often indicates a reduction or elimination of reasonably profitable uses. Another economic factor courts will consider is the degree to which the challenged regulation impacts any development rights of the owner. As with criterion three noted above, these economic factors are normally applied to the property as a whole.

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

Regulations that deny the landowner a fundamental attribute of ownership—including the right to possess, exclude others, and dispose of all or a portion of the property—are potential takings. The United States Supreme Court recently held that requiring a public easement for recreational purposes where the harm to be prevented was to the floodplain was a "taking". In finding this to be a "taking", the Court stated: The City never demonstrated why a public greenway, as opposed to a private one, was required in the interest of flood control.

The difference to the petitioner, of course, is the loss of her ability to exclude others. This right to exclude others is "one of the most essential sticks in the bundle of rights that are commonly characterized as property". *Dolan v. City of Tigard*, 114 U.S. 2309 (June 24, 1994).

The United States Supreme Court has also held that barring the inheritance (an essential attribute of ownership) of certain interests in land held by individual members of an Indian tribe constituted a "taking". *Hodel v. Irving*, 481 U.S. 704 (1987).

#### ***6. Does the regulation serve the same purpose that would be served by directly prohibiting the use or action; and does the condition imposed substantially advance that purpose?***

A regulation may go too far and may result in a takings claim where it does not substantially advance a legitimate governmental purpose. *Nollan v. California Coastal Commission*. 107 S. Ct. 3141 (1987); *Dolan v. City of Tigard*. 114 U.S. 2309 (June 24, 1994). In *Nollan*, the United States Supreme Court held that it was an unconstitutional "taking" to condition the issuance of a permit to land owners on the grant of an easement to the public to use their beach.

The Court found that since there was no indication that the *Nollan's* house plans interfered in any way with the public's ability to walk up and down the beach, there was no "nexus" between any public interest that might be harmed by the construction of the house, and the permit condition. Lacking this connection, the required easement was just as unconstitutional as it would be if imposed outside the permit context.

Likewise, regulatory actions that closely resemble, or have the effects of a physical invasion or occupation of property, are more likely to be found to be takings. The greater the deprivation of use, the greater the likelihood that a "taking" will be found. Private property rights and local land use control have been linchpins of American society for many years but it seems these ideals, sometimes viewed as complementary, have become unlikely adversaries. At least part of the reason is that these concepts have changed over time.

Property rights groups seem to be well aware of their own rights, but sometimes lose sight of others' property rights and oppose development projects they don't like. Local land use control, in principle

is a process that allows local residents to be involved in planning their cities' future, but it has become a forum for outside activists to block new development. The dilemma is that local control can certainly infringe upon property rights, but property right protection lessens local land use control.

There continue to be more local land use control issues. Opposition to growth and development in some areas has grown to the point that it has prompted the creation of terms such as NIMBY (not in my backyard), LULU (locally unwanted land use), and BANANA (build absolutely nothing anywhere near anything).

The forces behind this resistance range from citizens worried about property values and neighborhood changes to environmental groups worried about air quality and ecosystem preservation. Regardless of the motive, the outcome of their opposition is often to deny property owners their preferred use of their land and thus diminish their property rights. (From a treatise published by the American Planning Association.)

## **Recommendations**

There are a number of different ways in which communities concerned about addressing the "takings" issue can protect themselves against potential "takings" claims. These include the following:

- Establish a sound basis for land use and environmental regulations through comprehensive planning and background studies. A thoughtful comprehensive plan or program that sets forth overall community goals and objectives and which establishes rational basis for land use regulations helps lay the foundation for a strong defense against any "takings" claim. Likewise, background studies of development and pollution impacts can build a strong foundation for environmental protection measures.
- Institute an administrative process that gives decision-makers adequate information to apply the "takings" balancing test by requiring owners to produce evidence of undue economic impact on the subject property prior to filing a legal action. Much of the guesswork and risk for both the public official and the private landowner can be eliminated from the "takings" arena, by establishing administrative procedures for handling "takings" claims and other landowner concerns before they go to court. These administrative procedures should require property owners to support their claims by producing relevant information, including an explanation of the property owner's interest in the property, price paid or option price, terms of purchase or sale, property appraisals, assessed value, tax on the property, offers to purchase, rent, income and expense statements for income-producing property, and similar that can help substantiate their claim.
- Take steps to prevent the subdivision of land in a way that may create economically unusable substandard or unbuildable parcels. Subdivision controls and zoning ordinances should be revised if they permit division of land in such a fashion as to make development very difficult or impossible – for example by severing sensitive environmental areas or partial property rights (such as mineral rights) from an otherwise usable parcel.
- Make development pay its fair share, but establish a rational, equitable basis for calculating the type of exaction, or the amount of any impact fee. The U.S. Supreme Court has approved

use of development conditions and exactions, as long as they are tied to specific needs created by a proposed development.

- Avoid any government incentives, subsidies, or other programs that encourage development in sensitive areas such as steep slopes, floodplains, and other high-hazard areas. Nothing in the United States Constitution Fifth Amendment requires a government entity to promote the maximum development of a site at the expense of the public purse or to the detriment of the public interest. Taxpayers need not subsidize unwise development. At the same time, consider incentive programs that encourage good development, when regulatory approaches cannot alone achieve necessary objective without severe economic deprivation. While not a legal requirement, such programs can help take the sting out of the tough, but necessary, environmental land use controls.