OFFICIALS
Dana Hennis, Chairman
Bryan Clark, Vice Chairman
Ginny Greger, Commissioner
Jim Main, Commissioner
Bobby Rossadillo, Commissioner

CITY OF KUNA
City Hall Council Chambers
751 W 4th Street, Kuna, ID 83634

Planning & Zoning Commission
REGULAR MEETING AGENDA
Tuesday, June 10, 2025, at 6:00 PM

For questions, please call Planning and Zoning at (208) 922-5546.
ALL AGENDA ITEMS ARE ACTION ITEMS UNLESS OTHERWISE NOTED.

1. CALL TO ORDER & ROLL CALL:

2. CONSENT AGENDA:

All items listed are routine and acted on with one (1) Motion by the Commission; there will be no separate discussion unless the Chairman, Commissioner, or Staff requests it be removed. Removed items will be placed under Business unless otherwise instructed.

A. Regular Commission Meeting Minutes Dated May 27, 2025

Potential Motion:

- *Motion to Approve Consent agenda.*
- *Motion to Approve Consent agenda with amendments (i.e., correction to previous meeting minutes, etc.)*

3. PUBLIC HEARINGS:

A. Case Nos. 24-05-S, 24-08-AN, & 24-23-DR (Preliminary Plat, Annexation, & Design Review) for Madrone Village Subdivision – Troy Behunin, Senior Planner -**Continuation from March 11th, 2025.**

Applicant requests Annexation of approx. 79 ac. into Kuna City and proposes the R-6 (Medium Density Residential) & C-1 (Neighborhood Commercial) zones; and requests Preliminary Plat approval to subdivide the same lands into 354 single-family lots, 38 common lots, 12 common driveways, 1 School Site, 1 City Park and 2 deeded access lots, with an accompanying Design Review Application. The site is in Section 27, Township 2 North, Range 1 West (APN: R7321001040).

Potential Motions:

- *Motion to recommend Approval/Conditional Approve/Denial of Case No. 24-05-S and 24-08-AN, with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

- *Motion to Approve/Conditionally Approve/Deny Case No. 24-23-DR, with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

B. Case Nos. 25-02-S, 25-01-AN, 25-03-DR (Subdivision, Annexation, & Design Review) for Crimson Square. - Marina Lundy, Planner

Applicant requests annexation and zoning, subdivision preliminary plat, and design review approval to divide the site into subdivided commercial lots. The site is located on the corner of N Ten Mile Rd and W Deer Flat Rd (APN: S1315449280) S15 T2N R1W.

Potential Motions:

- *Motion to recommend Approval/Conditional Approve/Denial of Case No. 25-02-S and 25-01-AN, with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

- *Motion to Approve/Conditionally Approve/Deny Case No. 25-03-DR, with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

C. Case No. 25-01-CPF (Combination Plat) for Paul Bunyan - Marina Lundy, Planner

The applicant is proposing a combo plat in order to further subdivide Lot 1, Block 1, Parcel No. R6949010100, in Paul Bunyan Subdivision.

Potential Motions:

- *Motion to recommend Approve/Conditional Approve/Denial of Case No. 25-01-CPF with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

4. BUSINESS ITEMS:

A. Case No. 25-11-DR (Design Review) for Valor Classic Academy - Marina Lundy, Planner

Applicant requests Final Plat approval for Valor Golf Village No. 4 which is 75 buildable lots, 7 common lots, and 2 private road lots on 22.98 acres. The property is located at S Five Mile Road and Kuna Road, Kuna, ID 83634 (S1422142000) S22, T2N, R1E.

Potential Motions:

- *Motion to Approve/Conditionally Approve/Deny of Case No. 25-11-DR with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

5. UPDATES & REPORTS:

6. ADJOURNMENT:

OFFICIALS
Dana Hennis, Chairman
Bryan Clark, Vice Chairman
Ginny Greger, Commissioner
Jim Main, Commissioner
Bobby Rossadillo, Commissioner

CITY OF KUNA
City Hall Council Chambers
751 W 4th Street, Kuna, ID 83634

Planning & Zoning Commission
REGULAR MEETING MINUTES
Tuesday, May 27, 2025, at 6:00 PM

For questions, please call Planning and Zoning at (208) 922-5546.
ALL AGENDA ITEMS ARE ACTION ITEMS UNLESS OTHERWISE NOTED.

1. CALL TO ORDER & ROLL CALL:

(Timestamp 00:00:00)

Chairman Dana Hennis Okay, we'll go ahead and bring to order the regularly scheduled Planning & Zoning Commission meeting for Tuesday, May 27th, 2025. We'll start with roll call, please.

Senior Planner Troy Behunin Commissioner Hennis.

Chairman Dana Hennis Present.

Senior Planner Troy Behunin Commissioner Ginny Greger.

Commissioner Ginny Greger Present.

Senior Planner Troy Behunin Commissioner Bryan Clark.

Vice Chairman Bryan Clark Present.

Senior Planner Troy Behunin Commissioner Jim Main.

Commissioner Jim Main Present.

Planning & Zoning Director Doug Hanson Commissioner Bobby Rossadillo…Let the record show that he is absent.

COMMISSIONERS PRESENT
Chairman Dana Hennis - Present
Vice Chairman Bryan Clark - Present
Commissioner Ginny Greger - Present
Commissioner Jim Main - Present
Commissioner Bobby Rossadillo - Absent

CITY STAFF PRESENT
Doug Hanson, Planning & Zoning Director
Troy Behunin, Senior Planner
Marina Lundy, Planner
Maren Ericson, City Attorney

2. CONSENT AGENDA:

All items listed are routine and acted on with one (1) Motion by the Commission; there will be no separate discussion unless the Chairman, Commissioner, or Staff requests it be removed. Removed items will be placed under Business unless otherwise instructed.
(Timestamp 00:00:28)

A. Regular Commission Meeting Minutes Dated May 13, 2025

B. Decision and Reasoned Statement(s)

1. Case No. 25-01-DAN – 6820 S. Ten Mile Rd.
2. Case No. 25-02-AN – Hudon Annexation

Potential Motion:

- *Motion to Approve Consent agenda.*
- *Motion to Approve Consent agenda with amendments (i.e., correction to previous meeting minutes, etc.)*

(Timestamp 00:00:28)

Chairman Dana Hennis Thank you. First up on the agenda is our consent agenda.

Vice Chairman Bryan Clark Mr. Chairman, I move that we approve the consent agenda.

Commissioner Ginny Greger I'll second that.

Chairman Dana Hennis Thank you, all in favor?

All Commissioners Aye.

Chairman Dana Hennis Any opposed? Thank you.

(Timestamp 00:00:35)
Motion To: Approve the Consent Agenda
Motion By: Commissioner Bryan Clark
Motion Seconded By: Commissioner Ginny Greger
Further Discussion: None
Voting Aye: Commissioners Main, Greger, Clark, Hennis
Voting Nay: None
Absent: Commissioner Rosadillo
4-0-1

3. PUBLIC HEARINGS:

(Timestamp 00:00:46)

A. Case No. 25-02-CPF (Combination Preliminary & Final Plat) for Valor Social Club – Troy Behunin, Senior Planner

Applicant requests Combined Preliminary and Final Plat approval in order to consolidate multiple remnant parcels and create a total of five (5) new lots on approx. 335 ac. Within existing R-6 (Medium Density Residential) and R-12 (High Density Residential) zones; The site is in Section 15 & 22, Township 2 North, Range 1 East. The site is located near N Cloverdale and E Kuna Roads, Kuna, ID.

Potential Motions:

- *Motion to recommend Approval/Conditional Approval/Denial of Case No. 25-02-CPF with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

(Timestamp 00:00:46)

Chairman Dana Hennis And that brings us to our public hearings portion on the agenda. First up is case #25-02-CPF for the Valor Social Club, Troy.

Senior Planner Troy Behunin Good evening, Members of the Commission. For the record, Troy Behunin, Senior Planner, Kuna Development Services Department. The application before you this evening is a simple one. It's a request to combined preliminary and final plat applications for approximately 335 acres that are already in the city of Kuna, city limits. In fact, it is a smaller part of the greater Falcon Crest planned unit development which was approved by City Council in 2019. The application and is also under a development agreement that was recorded with the county. The application is currently zoned R-6 and R-12. And they are requesting the combined preliminary and final plat approval in order to consolidate multiple remnant parcels that have been created over the last six years. And this will actually only be a 5-lot subdivision. In the future, each of these lots may be proposed for development, but this evening's application is not for development, really. It's only to consolidate these and to set the parcels up for future development. The site is located near the northeast corner of the intersection of Cloverdale and Kuna Roads. Staff has reviewed the proposed combination plats for compliance with City Code, Idaho State Statutes, and the Kuna Comprehensive Plan and also the recorded development agreement for the Falcon Crest Annexation and golf course. And, should the Commission recommend approval to the Council, staff recommends the applicant be subject to the proposed and recommended conditions that are outlined in staff report. The applicant is here tonight and I will be here for any questions that you might have.

Chairman Dana Hennis Thank you, Troy. Does the Commission have any questions for staff at this time?

Vice Chairman Bryan Clark You'll need to let me know if this is more appropriate for staff or for the applicant. On the preliminary plat, it's not really clear what the existing lotting and the proposed lotting is.

All the line densities are very similar. Looking at the final plat, going back and forth, of course, is not convenient. Is there going to be any clarity provided? Do they have? Do we have an exhibit that's really showing where things are moving?

Senior Planner Troy Behunin The preliminary plat does indicate the existing lines for the for the parcels and it will also have the final lot lines as well. The existing lines will be either a dashed or a much lighter line type and the heavier solid line will be the proposed final lot lines.

Vice Chairman Bryan Clark You'll have to clarify that for me, because you'll have to come look at the picture I'm seeing, but if there's a if there's a difference in the line weights, it is very, very, very hard to detect unless you zoom all the way in.

Chairman Dana Hennis Any further questions? Okay, if the applicant would like to come up.

Caleb LaClair, JUB Engineers Good evening. My name is Caleb LeClair with JUB Engineers, address 2760 W Excursion Lane, Meridian, ID, here to represent the property owners and team that has been working on the Falcon Crest Development for the last number of years, as Troy had mentioned. Our apologies about the line weights and that's certainly something we could issue to the city, an amended copy of the preliminary plat that would better reflect the difference between the existing and the proposed. There is a line weight difference, but it is like you as you suggested or meant I had to zoom in myself to see it clearly, so I do understand that that was not our intention to have that be difficult to see. But it is showing on that first couple of pages of the preliminary plat does reflect those lotting differences, so… Troy described what we're trying to do here very well and we very appreciate Staffs assistance through the process. Our original goal with this was to just do a lot line adjustment because as you mentioned, our intention was to just consolidate remnant parcels and to clean up some of these master development areas. That we're already predefined within the development agreement through looking at city code, we were directed that we needed to go through a combined plat process to accomplish this. So we're actually reducing the number of parcels in this area and again the intent is to really just better define the golf course, the parcels that are subject to the golf course. And the parcels that are subject for future improvements in the future there will be future applications that will come forward for some of these future development areas. That's not the topic of this public hearing, of course or this application. We'll stress again; there are no improvements included with this plat application. This is again just more administrative of trying to clean up these master parcel lines. With that, I'd be happy to… That's actually a pretty good picture on the screen. You can see the parcels in the background are quite a bit lighter are what the existing parcel lines were, the ones that are a little darker or what the new parcel line locations are. So thank you Troy for bringing that up. That's helpful to see. But I'd be happy to stand for any questions if you have any. As I said, this is intended, hopefully to be a fairly simple process of just cleaning up these parcel lines here to better define the golf course area, so…

Chairman Dana Hennis Thank you.

Caleb LaClair, JUB Engineers You're very welcome.

Chairman Dana Hennis Is there any questions from the Commission for the applicant, at this time?

Vice Chairman Bryan Clark Just double checking some of the notes here. I think this is just Note 3 here. All lots are building lots; lots of 1 and 5 are for the Falcon Crest golf course; Lot 2 is Valor Social Club; lots 3 and 4 for future residential. Okay, that's what I was looking for. I didn't even have to ask.

Vice Chairman Bryan Clark Okay, thank you.

Caleb LaClair, JUB Engineers Thank you.

Chairman Dana Hennis Okay, so with that, I'm going to go ahead and open up for the public testimony portion of this at 6:11. We've got quite a few names on the list, so I'm going to kind of reiterate a couple of the rules. Everybody, as they come to the podium. If you would please state your name and address for the record so it can be transcribed into the record and you'll have 3 minutes for your opinion or for your statement, I should say, and if you've got questions, go ahead and ask them at that point and at the end of this, the applicant will have a rebuttal period that he will be answering those questions. Okay, so you probably won't get necessarily the answer to your questions within your testimony, so… but it will follow up afterwards. Anyways, I will go ahead and start with the neutral list is Doug Davey, thank you.

Doug Davie Yes, my name is Doug Davie, live on S Yeoman Way in the Valor community. And I think there's a huge misunderstanding because I was here tonight because I was of the impression from a public meeting last week that this hearing was going to deal with the layout of the lots, the roads, and everything else, not just this simple lot consolidation. Alot of people here I know we're concerned about traffic, and I have been assured and talking briefly with the owners that that's going to be the subject of discussions and public meetings in the future. Thank you.

Chairman Dana Hennis No problem. And again to clarify that a lot of these times we have several meetings and several things that have to be done ahead of time, so that might be something that we'll come across tonight. So, and then maybe future meetings that resolve what everybody's concerned with. Anyways, I'll go to the next name is… Sorry, but I'm probably going to screw this one up, but *Douglas Mystrom* possibly? That's the one.

Douglas Mattson Yeah. My name is Douglas Mattson, and I'm here for the same reason. And it was our understanding from a neighborhood meeting that at this meeting we would talk about entrances and exits and so on that might need to be added. So just so we don't. Pass it by it's not going to be here, is that correct tonight?

Chairman Dana Hennis I assume not, no, we're just looking at a the basically the lot line adjustments for this. Typically if you've seen a Neighborhood meeting It's going to be something…

Douglas Mattson No, we were at the neighborhood meeting, and I'm looking to see who. I don't know the person that was here. I don't see him here tonight, he said 'Well, they're going to talk about that at the planning meeting tonight.'

Chairman Dana Hennis And normally when I have a discussion here, but this might shorten everybody else is as well, but it's…

Douglas Mattson Good, sure.

Chairman Dana Hennis How long ago was this neighborhood meeting?

Douglas Mattson Last week, week before?

Chairman Dana Hennis Okay, so typically. Yeah. So usually like to get anything in an application through the city, there's a 30-day notice period before that's actually heard before us or the City Council. So after a neighborhood meeting, then generally is a month or two at least, before they can get that together to file. So you're probably looking more like three or four months after your meeting, before something comes before us of that particular nature and I'm not sure if it was something with the developer or if that could be possibly ACHD in a neighborhood meeting, because ACHD generally controls all the traffic flow, but and that could be either not knowing what it is.

Douglas Mattson How will we? How might we be notified when that meeting is with that topic?

Chairman Dana Hennis What I would probably say would be the best is to get with staff afterwards after this meeting and just find out what they know and they would probably be able to tell you which agency it is and who to look for, or when you'd be noticed at that.

Douglas Mattson Okay. And if they were on top of it they'd probably notify some of us too, I assume since we're residents.

Chairman Dana Hennis Exactly, correct.

Vice Chairman Bryan Clark So I'm sorry, Douglas. Could you actually state your name and address for the record?

Chairman Dana Hennis He stated his name, but I think he did forget the address.

Douglas Mattson Oh, I'm sorry. Yeah. Douglas Mattson, address 11108 S Yeoman Pl. Kuna.

Chairman Dana Hennis Thank you.

Douglas Mattson Thank you.

Chairman Dana Hennis Thank you, Bryan. So next on the list did not mark to testify or not to testify, but *John and Nicole Yagan?*

John Yraguen *Yraguen,* do I need to go up?

Chairman Dana Hennis Yes.

John Yraguen Okay. Name is John Yraguen and we are at 11483 W Lahinch ln., here in Kuna. We're just new to the Community out here at Valor and once again you're going to hear this quite a bit. I was told that we were going to talk about roads and exits. We choose not to talk about this other thing. So I guess we declined to make any comments at this point.

Chairman Dana Hennis No, I appreciate you coming though.

John Yraguen Thank you.

Chairman Dana Hennis Okay, next up has not marked whether they want to testify or not, is *Kathy Edmunds.*

Kacey Edmunds No.

Chairman Dana Hennis Okay, thank you. Susan Howell.

Susan Howell No.

Chairman Dana Hennis Thank you. Next up, Lori Palmer.

Lori Jo Palmer No.

Chairman Dana Hennis Oh, Okay, thank you. Beth Rodriguez.

Beth Rodriguez Good evening. My name is Beth Rodriguez. I'm at 11289 S Corvallis here in Kuna. So my question to the engineers would be, should we combine Lot 3 and 4 together in that little bridge right in the middle. I would ask if they plan then to have another access road off of Five Mile? Because now

you're creating one big large parcel, is that correct? If I'm looking at this correctly. But if we kept those two separate, then I believe the right side of those parcels would be forced to have another exit and entrance off of Five Mile because it butts up against it. So my comment and question would be if they plant because it road it you have, you can't really prove something in my opinion until you know what the future thought processes of these people. Because if you… once you combine those two into one, they can still have just one road through Cloverdale and Tiercel passed all those other homes and that's what concerns me. So if we don't have an answer to that, I would not approve having those two in the center combined. That's my comment, thank you.

Vice Chairman Bryan Clark Okay, thank you.

Chairman Dana Hennis Okay, next up was not marked either. *Keith Robots*.

Keith Roberts *[Inaudible]*.

Chairman Dana Hennis Okay. Thank you. Leslie Roberts did…

Leslie Roberts No.

Chairman Dana Hennis Okay. Steve Ulrich.

Steve Ulrich *[Inaudible]*.

Chairman Dana Hennis No comment. Okay, thank you. And everybody else on that side of the list is marked not to testify. On the back here, Jacque Dragmire, did you want?

Jacque Dragmire *[Inaudible]*.

Chairman Dana Hennis No worries. Okay, Travis Jeffers.

Travis Jeffers, M3 Companies Good evening, Commissioners. For the record, Travis Jeffers with M3 Companies, 1673 W Shoreline Dr. Boise, ID 83702. First, I just want to apologize for the miscommunication. I wasn't at the neighborhood meeting, so I can't say what was said or whatnot. But I do…obviously there was some misunderstanding about what tonight was about. Just wanted to reiterate we're not proposing any improvements tonight. We're trying to do a clean up effort with the city to get these parcels from being remnant parcels into actual, you know, parcels that define the golf course and define future development that those parcels that you see up there, they're going to come before you as another preliminary plat which will trigger certain notices and things that we will reach out to our the community will get notice of and we will have another neighborhood meeting that will be more directly related to development type improvements, including roads and things that you guys are voicing concerns over, which I understand and we're not discounting that. I just wanted to stay on topic tonight and what we're here for and happy to, you know, answer any questions after this if anybody wants to come up to me. But tonight is really just a simple fixing lot lines, cleaning it up and that's all I came here to really say is just to say Troy and Caleb pretty much said everything I can say. And we'd be happy to answer questions at the future neighborhood meeting and during the hearing for P&Z and City Council because those will all have to happen. So that's all I have. Do you guys have any questions for me?

Chairman Dana Hennis Thank you. I had one, so maybe this helped clarify. Are you aware of what neighborhood meeting they were speaking of?

Travis Jeffers, M3 Companies I think it was… I wasn't there. Caleb can speak to that so.

Chairman Dana Hennis Okay, perfect. I just want to at least give them some point of clarification afterwards, so.

Travis Jeffers, M3 Companies No, absolutely. I'm not trying to discount anybody. I appreciate you guys being here and we'll do our best to try to help communicate that in a better fashion next time.

Chairman Dana Hennis Great. Thank you. Okay, also not marked. It was Brendan Earl and Ali? Not here? How about Jim Sullivan?

Jim Sullivan No *[Inaudible]*.

Chairman Dana Hennis Scot Solomonson.

Scot Solomonson *[Inaudible]*.

Chairman Dana Hennis Okay, thank you. Okay, with that, that's all the names on my list. Is there anybody here that did not get a chance to sign in that would like to speak on this application at all? Okay, and seeing none, I'll go ahead and ask the applicant to come back and maybe answer a couple of these questions.

Caleb LaClair, JUB Engineers For the record again, Caleb Leclair, JUB engineers, 2760 W Excursion Lane, Meridian ID. Yeah, so this has been a bit of a confusing process, I'm sure for most folks because there are multiple applications moving forward sequentially, but within a close enough time period that there have been multiple neighborhood meetings that have probably had some mixed signals. So, about two months ago we had a neighborhood meeting. I know I met with a number of you. That was the neighborhood meeting for this application. Last week we had a neighborhood meeting for the future preliminary plat of those residential future development areas.

That will be for a public hearing that will come probably 2-3 months in the future for which everyone here will be noticed when the time comes. So again, our apologies if something was said at last week's neighborhood meeting. I unfortunately was not there myself, but some of my colleagues were there and they may have said something that caused a misunderstanding. So our apologies for that, but rest assured you will be noticed for that next public hearing. Like I said, likely 2-3 months in the future is probably when that's going to happen. Regarding access, I just want to stress again for these parcels we already have…we're actually consolidating parcels, so there are a number of parcels already existing here. They all have legal rights, access to them. Nothing of that is changing with this. What we're doing here tonight, if anything, we're just consolidating things down to make it simpler. All these questions about access will get flushed out and detailed out in that next application public hearing in the future, so I don't feel like this is the right forum to really dig into the details of that other than we will be working with city staff will be working with ACHD. We'll be working with the community to make sure access is appropriate for whatever development is coming forward in an application in the future, so. With that, I'll stand for more questions. If you have any.

Chairman Dana Hennis Thank you. One quick question that was brought up by one of the testimonies. In combining is it Block 3 and 4? Is that indeed combining and would that result in what she was questioning Limiting access in your opinion?

Caleb LaClair, JUB Engineers Combining lots 3 and 4 really doesn't change anything because they're both touching regardless. What I will say is the intention is that there's cross access between the two of them and then cross access out to all the major public roads. Long term, And it's in the development agreement and plans have been approved as part of other developments, is there's actually improvements

ongoing that are extending for cell drive out to Five Mile Rd. and then extending that down South to Kuna Rd. So those improvements are actually already approved and already on-going and I believe the intention is those will be done later this year, if not into the spring of next year, but. So they are…they are imminent to have that secondary major public connection.

Chairman Dana Hennis Okay, thank you.

Caleb LaClair, JUB Engineers You're very welcome.

Chairman Dana Hennis Any other questions?

Vice Chairman Bryan Clark So just to get that right, I heard that correctly to yourself, we'll actually have a interconnection with Five Mile?

Caleb LaClair, JUB Engineers That is correct.

Chairman Dana Hennis Any other Commissioner questions?

Commissioner Jim Main No.

Chairman Dana Hennis No? thank you.

Caleb LaClair, JUB Engineers You're welcome.

Chairman Dana Hennis With that, I'll go ahead and close the public testimony at 6:27. And that brings up our deliberation.

Vice Chairman Bryan Clark I mean from everything that's going on, this it's lot line cleanup. So… And looking at the actual map of the area, kind of see a little better what's going on, there's going to be good interconnection for that future.

Chairman Dana Hennis Okay, and most everybody's concerns is going to be addressed as the future pieces come together…

Vice Chairman Bryan Clark Yeah.

Chairman Dana Hennis So that's the main thing. I just wanted to make sure everybody was comfortable here getting their questions answered and knowing the procedures as they go along. It's a long, drawn out, affair for something that's large, so… But I think ultimately on this one it just cleans things up better and it will make things easier for even the residents within is better definitions, so…

Commissioner Jim Main I agree. It's just basically housekeeping.

Chairman Dana Hennis It's it looked a lot worse than it was.

Commissioner Ginny Greger Yeah, no I agree.

Chairman Dana Hennis So with that, if there's…

Commissioner Ginny Greger *[Inaudible]* know some road access coming down.

Chairman Dana Hennis Yeah, exactly.

Chairman Dana Hennis So that if there's no more questions, I'd stand for a motion.

Vice Chairman Bryan Clark Mr. Chairman, I move to recommend approval of case #25-02-CPF, with conditions as outlined in the staff report.

Commissioner Ginny Greger I'll second that.

Chairman Dana Hennis Thank you, all in favor?

All Commissioners Aye.

Chairman Dana Hennis Any opposed? Thank you motion passes; and everybody will get future notices. But I'm glad you're on track. And, we appreciate your showing up. Thank you.

(Timestamp 00:25:26)
Motion To: Approve Case #25-02-CPF With Conditions
Motion By: Commissioner Bryan Clark
Motion Seconded By: Commissioner Ginny Greger
Further Discussion: None
Voting Aye: Commissioners Main, Greger, Clark, Hennis
Voting Nay: None
Absent: Commissioner Rosadillo
4-0-1

Chairman Dana Hennis We'll take a brief 2-minute recess just to let everybody exit that would like to.

~ Recess ~

~ End Recess ~

Chairman Dana Hennis Okay We'll go ahead and bring back to order the Planning & Zoning Commission meeting at 6:32.

4. BUSINESS ITEMS:

(Timestamp 00:29:01)

A. Case No. 25-07-DR (Design Review) for Jimmy Johns – Marina Lundy, Planner

Applicant requests Design Review approval for design of a new Jimmy John's Restaurant. The site is .56 acres and is located near the intersection of Meridian Rd and Profile Rd and is identified as parcel No. R0539830060 (SEC 19, T2N, R1E).

Potential Motions:

- *Motion to recommend Approve/Conditional Approve/Deny of Case No. 25-07-DR with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

(Timestamp 00:29:01)

Chairman Dana Hennis And next up on the agenda is the business items case number 25, excuse me, 25-07-DR for Jimmy John's, Marina.

Planner Marina Lundy Good evening, Members of the Commission. For the record, Marina Lundy, Planner, Kuna Development Services Department. The application before you this evening, requests design review approval for a Jimmy John's restaurant on approximately .56 acres that is already zoned C-1. The site is located near Meridian Rd. and Profile Rd. within the Ashton Acres Subdivision. The restaurant will be approximately 876 square feet and will have 15 parking spaces, including 1 ADA space. And staff would like to note the applicant will need to provide an update and trash enclosure plan that meets J&M Sanitation standards as prior to receiving the D&R's conditioned in the staff report. That is conditioned in the staff report. Staff has reviewed the proposed design review for compliance with the Kuna City Code, Idaho Statutes, and the Kuna Comprehensive Plan. And should the Commission approve the application, staff recommends the applicant be subject to the proposed recommendations and the conditions outlined in the staff report, and I will be here for any questions that you have about the application and I believe the applicant is present as well.

Chairman Dana Hennis Thank you. Does the Commission, have any excuse me questions for staff?

Commissioner Jim Main Not yet.

Chairman Dana Hennis Okay, thank you. If the applicant would like to come up, go ahead and state your name and address for the record, please.

Trevor Howard, Timberland Associates Trevor Howard, Timberland Associates 16 difficult Drive in Idaho City, Idaho 83639. As Miss Lundy stated, we would just like to construct the Jimmy John's. We have no concerns or objections to that.

Chairman Dana Hennis Thank you. Any questions for the applicant?

Commissioner Jim Main No.

Chairman Dana Hennis Thank you. So with that, that brings up our deliberations. What questions do you have questions for staff?

Commissioner Jim Main Yeah, I have a question for Marina. In the staff analysis, you indicated the addition of additional shade trees.

Planner Marina Lundy Yes, the applicant has met the requirements within our code for the Water conservation style of landscape plan. Staff just recommended if they were open to adding more shade trees to reduce the heat island effect.

Commissioner Jim Main So has that been defined?

Planner Marina Lundy It has not.

Commissioner Jim Main Okay. And I didn't see it in the recommended conditions of approval so.

Planner Marina Lundy No, it is not conditioned in the report.

Commissioner Jim Main So is it a condition or not?

Planner Marina Lundy It is not a condition.

Commissioner Jim Main Okay

Senior Planner Troy Behunin For the record, Troy Behunin, Senior Planner. If the Commission feels that they want to make it a condition, you can just simply include it in your recommendation or your in your motion.

Commissioner Jim Main Thank you. The only other question I have is whether or not they're going to comply with the dark sky procedures and practices for site lighting.

Planner Marina Lundy Yes, the lighting plan should comply with the dark sky aspect of code.

Commissioner Jim Main Okay, thank you.

Vice Chairman Bryan Clark I just want to know what the condition would look like for the additional shade trees because that's the heat island issue is a big sore spot for me so.

Chairman Dana Hennis Would the applicant be open to adjusting the landscape land to possibly add a few, some more trees if we designate how many or whatnot?

Trevor Howard, Timberland Associates Yeah. So again, Trevor Howard, I would be open… We'd be open to considering additional shade trees. It's a small lot. So just going to figure out where they fit and no issues working with City Staff to work those details out.

Chairman Dana Hennis Okay, perfect. Thank you.

Commissioner Jim Main Yeah, there's really no landscaping on the north or South side of the building, so it would have to be either on Jackson Mill Ave. or out on Hwy. 69.

Chairman Dana Hennis *M'kay.*

Commissioner Jim Main I think we're pretty they're probably pretty limited to doing much.

Chairman Dana Hennis Do you guys want to specify an amount that you'd like to see, or just to work with staff?

Vice Chairman Bryan Clark Yeah, because that's the thing I would imagine it would need to be a percent coverage and that's kind of hard. You'd have to work that towards ultimate growth. So and with a

lot like this, we could throw out a number. That's kind of why I was asking what the condition would look like. We could throw out a number and at the end of the day it would be unattainable unless they put in seven oak trees or something ridiculous. So because I mean, you know, personally, hey, 75%, let's go. Obviously, that's reasonable without pulling a couple of ADA spots or something. Big no, no. So yeah, all things considered, that's really the question we'd like it to be part of the conditions, but the question simply becomes, how? And I think it's something that we need to give a little bit of guidance on just to make it a little easier for the applicant. And we at that point, do we just leave it to staff?

Chairman Dana Hennis Yeah, I would imagine you know for their brand's sake, I would say you know something back towards Jackson. The Jackson side versus the Meridian side would be Okay with me. Just so that you know, people can see where they're at. You know, as these trees grow, it's going to be a few years, but it's going to start blocking the Street view on stuff, so…

Vice Chairman Bryan Clark But think about the cost savings on afternoon cooling in the middle of a Kuna summer with the because that's the thing. They've got full exposure on that West side. Now the nice thing is they have their smallest walls against the West side. So you know, there's that, but.

Chairman Dana Hennis Well, I'm comfortable letting staff arrange it.

Commissioner Genny Greger Yeah, me too.

Chairman Dana Hennis Staff's always good in not going overboard. So…

Vice Chairman Bryan Clark Question for staff would you have a recommendation up front or would you prefer to sit on that?

Planner Marina Lundy I don't currently have a recommend ,a specific recommendation, but I would be happy to work with the applicant on something that works for the site.

Commissioner Jim Main Why don't we just say something like add another 10% of trees and between staff and the applicant, they can determine the locations.

Vice Chairman Bryan Clark Perhaps we just say work with staff to enhance the landscaping plan,

Commissioner Jim Main Okay.

Chairman Dana Hennis Yeah, you can't really increase the percentage when there isn't trees in the percentage. They don't have any trees. So if we increase it 10%, then it's there's not much to.

Senior Planner Troy Behunin Dana.

Chairman Dana Hennis Yes.

Senior Planner Troy Behunin So for the record, Senior Planner, DSD. It probably would… it would be better if the Commission actually came up with a number rather than a percentage, if you were to just state four additional shade trees and then to work with staff on placement we can make that work that's far better than the percentage.

Chairman Dana Hennis Okay. That's what I was kind of trying to get at. Okay, that works.

Trevor Howard, Timberland Associates Make a suggestion. I think the goal is to maximize the number of shade trees that the lot can handle *[Inaudible]* 2-4. *[Inaudible]* That can handle that feel as they think we might be able to get 2 to 4. So if you made the condition to maximize the number shade trees with staff approval.

Chairman Dana Hennis Okay, thank you. That sounds reasonable. Okay, With that if there's no more questions, I stand for a motion.

Vice Chairman Bryan Clark Let's give this a shot. All right, Mr. Chairman, I move to recommend approval of case #25-07-DR for Jimmy John's with the added condition that the applicant will work with staff to enhance the landscape, plan to maximize the number of shade trees with an expected number of shade trees to be approximately 2-4, and all other recommendations in the staff report.

Chairman Dana Hennis Very good.

Commissioner Ginny Greger I'll second that.

Chairman Dana Hennis Thank you, all in favor?

All Commissioners Aye.

Chairman Dana Hennis Any opposed? Motion passes. Thank you.

(Timestamp 00:37:48)
Motion To: Recommend Approval Of Case #25-07-DR With Conditions As Outlined In The Staff Report And Additional Conditions Imposed By The Commission
Motion By: Commissioner Bryan Clark
Motion Seconded By: Commissioner Ginny Greger
Further Discussion: None
Voting Aye: Commissioners Main, Greger, Clark, Hennis
Voting Nay: None
Absent: Commissioner Rosadillo
4-0-1
THIS MOTION WAS MODIFIED ON PAGE 15 OF THESE MINUTES AND DOES NOT REPRESENT THE FINAL DISPOSITION OF THIS CASE.

~~~ Meeting Proceeds From Here To Business Item 4.B. ~~~

~~~ Meeting Continues Here From Business Item 4.B. ~~~

(Timestamp 00:47:23)

Vice Chairman Bryan Clark Quick question on the last one, 25-07-DR. I read the statement as written and it is a motion to recommend approval that should have been a recommendation for approval, should it not?

Commissioner Jim Main No. This is a design review, so it should be approval.

Vice Chairman Bryan Clark Yeah. Right, so. I don't know if we can read back that record, but I motion to recommend approval, as opposed to recommend approval because this last 25-16 I recommended approval, which is correct.

Chairman Dana Hennis Oh I heard it the other way, so maybe I heard it wrong.

Commissioner Ginny Greger He's talking about the last one.

Vice Chairman Bryan Clark The last one, yeah. I'd hate for that to…

Senior Planner Troy Behunin For the record, Troy Behunin, Senior Planner. So the recommendation is for approval. You're not recommending to Council. Normally there's a distinction there, but in order to make sure the record is correct, if you want to redo, if you want to open it back up. You want to make the motion again. You recommend whatever you recommend, and then you take a vote. Then we'll be clean.

Chairman Dana Hennis Okay.

Vice Chairman Bryan Clark Yeah, So it should be a motion to approve not a recommendation.

Senior Planner Troy Behunin correct,

Chairman Dana Hennis Correct.

Vice Chairman Bryan Clark Yes.

Chairman Dana Hennis Okay. With hearing that then I will go ahead and open up case number 25. Excuse me, 25-07-DR for Jimmy John's again, so that we can go ahead and clarify the motion.

Vice Chairman Bryan Clark I move we approve case #25-O7-DR with the conditions as outlined in the staff report. In addition, we would like to have the applicant work with city staff to maximize the number of shade trees, with the expectation being that there will be two to four.

Chairman Dana Hennis I'm impressed, you picked the hard one

Commissioner Ginny Greger I'll second that.

Chairman Dana Hennis Thank you, it has been seconded. So, all in favor?

All Commissioners Aye.

Chairman Dana Hennis Any opposed? Thank you. Thank you for that clarification and well done.

(Timestamp 00:48:58)
Motion To: Approve Case #25-07-DR With Conditions As Outlined In The Staff Report And Additional Conditions Imposed By The Commission
Motion By: Commissioner Bryan Clark
Motion Seconded By: Commissioner Ginny Greger
Further Discussion: None
Voting Aye: Commissioners Main, Greger, Clark, Hennis
Voting Nay: None
Absent: Commissioner Rosadillo
4-0-1

~~~ Meeting Proceeds From Here To Item 5~~~

B. Case No. 25-16-DR (Design Review) for Burger King – Marina Lundy, Planner

Applicant requests Design Review approval for design of a new Burger King Restaurant. The site is .802 acres and is located near the intersection of E Deer Flat Rd and N Meridian Rd and is identified as parcel No. R6949010600.

Potential Motions:

- *Motion to Approve/Conditional Approve/Deny of Case No. 25-16-DR with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

(Timestamp 00:38:37)

Chairman Dana Hennis Okay, so next up, seems how my computer is deciding to think is case #25-16-DR for Burger King.

Planner Marina Lundy Good evening, Members of the Commission. For the record, Marina Lundy, Planner, Kuna Development Services Department. The application before you this evening, requests design review approval for a Burger King restaurant on approximately .802 acres that is already zoned C-2. The site is located near the intersection of E Deer Flat Rd. and N Meridian Rd. in the Paul Bunyan subdivision. The restaurant will be approximately 3250 square feet when fully constructed and will have 27 parking spaces and 2 ADA accessible spaces. Staff would like to note that the ADA spaces on the site plan are not the minimum of 9 foot 6 inches. They are 8 feet each, but there is line spacing between the ADA spaces. Additionally, there was a ITD comment added late to the agency comment folder that the applicant has been made aware of and staff would be happy to summarize if you would like. Staff has reviewed the proposed Design Review for compliance with Kuna City code, Idaho Statutes, and the Kuna Comprehensive Plan. And should the Commission approve the application, staff recommends the applicant be subject to the proposed recommended conditions as outlined in the staff report, and I will be here for any questions and the applicant is also here tonight.

Chairman Dana Hennis Thank you. Any questions for staff at this time?

Commissioner Jim Main So did you say that the parking spaces, the handicapped spaces, are acceptable as shown?

Planner Marina Lundy They will need to be updated to 9 feet and 6 inches per Kuna City Code.

Commissioner Jim Main So they're just going to take the space between them and narrow that?

Planner Marina Lundy I presume that is what they would do.

Commissioner Jim Main Okay, thank you.

Vice Chairman Bryan Clark They will only be able to narrow it so much because there is a minimum space for a van accessible spot too. Van accessible is what, 12 and 6? Something like that I don't remember. Okay, If the applicant would like to come up.

Connor Gray, AG Land & Development Commissioners Connor Gray, 505 S 7th Idaho. Caldwell 83605 Yes, again. So my name is Connor Gray and I am the owner…

Senior Planner Troy Behunin *Can you touch that button?*

Connor Gray, AG Land & Development There it is. You want me to restart? *Yeah*. So Connor Gray, Owner's Representative. 505 S 7th Idaho. Caldwell 83605 again tonight. Appreciate your guy's time to be able to look at our request this new Burger King, located in the Paul Bunyan Plaza. With us, we have our franchisee Ted Nunemaker and our general contractor, Zach Zollinger with ZC construction. Just kind of like with the Jimmy John's proposal, we have no problem with the recommended approval recommend recommendations with this as far we kind of where we're at in the process. We have our drawings submitted over to Kuna for some of these comments that come back, so you know the issue with the parking, we have no problem on working on with our architect as of right now. But other than that, yeah, I'm happy to answer any questions I can right now.

Chairman Dana Hennis Thank you. Any questions for the applicant? Got off easy.

Connor Gray, AG Land & Development Thank you.

Chairman Dana Hennis Okay, so with that, that brings up our deliberation. I think this one's…Again, fairly straightforward. It's good having more addition to the commercial base here and get more restaurants in. You have any concerns? Questions.

Vice Chairman Bryan Clark No questions, no concerns at this time looking at the landscape. Looks like they actually did. We're focusing in on the landscaping here, we actually have pretty good usage of the space and good amount of green for how small the lot is. *Oh, are we into our deliberation? I'm sorry. Are we still asking? Okay.*

Commissioner Jim Main Am I okay to talk? Okay, thank you. A Couple of things, of course. Number one, I want to make sure it complies with the dark sky practices for side lighting on the other item on the elevations. It was like a like a puzzle. Basically, the elevations have no color, but then at the last minute I received the little sheet that showed all the little dots of color, so I have no idea what the building actually looks like.

Connor Gray, AG Land & Development I apologize for that. I believe that sheet was part of our. *Let me press that again*. I do believe that was part of our application when we did submit it over, but I do apologize not being able to you see it for that end, yes, it it's just kind of standard practice with Burger King. As far as the elevations that we have to get approved through the Burger King headquarters to be able to do this. And it's just through our BRS architects as well. You know, it's just it's just kind of the practice that we've been using for it.

Commissioner Jim Main And it makes it kind of difficult for us to know what the building looks like.

Connor Gray, AG Land & Development We do have a rendering. I'm not quite sure if it was in the in the packet that was submitted, but part of our application that kind of shows the actual visualization of the Burger King in there.

Commissioner Jim Main No, we actually had just had a plan and elevation plan with references to colors and then at the last minute we got the color palette.

Chairman Dana Hennis But it's still a bunch of trying to figure out. Yeah, and trying to visualize it. So I don't know if we have access to the rendering.

Commissioner Jim Main so if you want to pay me on the side.

Connor Gray, AG Land & Development I'd be happy to send it over right now, but part of the application.

Commissioner Jim Main Yeah, I went online and I found I found an elevation and it looks like the same building.

Connor Gray, AG Land & Development Yep, yeah.

Commissioner Jim Main So we can assume that this is what the elevation looks like?

Connor Gray, AG Land & Development Yes. That....

Commissioner Jim Main Can you make this part of the staff report. So we have that?

Planner Marina Lundy Yes.

Commissioner Jim Main Thank you.

Connor Gray, AG Land & Development Again part of our application is submitting materials like that to where you can actually show everything along those lines. So yeah, yeah, we did submit it over, but probably due to you know paperwork and you know not having so much there is probably things that probably do slip by the crack of or what needs to be in there and whatnot. So.

Chairman Dana Hennis Thank you. Yeah, that was hard for me trying to figure out. You know, engineers and colors don't make a lot of sense, yeah, but that looks better than what I came up with. Well if there is no other comments or questions I would stand for a motion.

Vice Chairman Bryan Clark I guess the question is do we need to include. The dimensional update or is that something you guys are handling on your side? I would probably just condition it that they work with city to get the handicap parking within or within compliance with the city. That big word.

Vice Chairman Bryan Clark All right, Mr. Chairman, I move we approve case #25-16-DR with conditions as outlined in the staff report, including to work with city staff to verify compliance of the ADA parking stalls and all other conditions as outlined in the staff report.

Commissioner Genny Greger I'll second that.

Chairman Dana Hennis Thank you all in favor?

All Commissioners Aye.

Chairman Dana Hennis Any opposed? Motion carries. Thank you.

(Timestamp 00:46:47)
Motion To: Approve Case #25-16-DR With Conditions As Outlined In The Staff Report And Additional Conditions Imposed By The Commission
Motion By: Commissioner Bryan Clark
Motion Seconded By: Commissioner Ginny Greger
Further Discussion: None
Voting Aye: Commissioners Main, Greger, Clark, Hennis
Voting Nay: None
Absent: Commissioner Rosadillo
4-0-1

~~~Meeting Proceeds From Here Back To Business Item 4. A~~~

5. UPDATES & REPORTS:

(Timestamp 00:49:36)

Chairman Dana Hennis With that, I see no other items on the agenda. Is there any reports or announcements from the city staff?

Senior Planner Troy Behunin None.

Chairman Dana Hennis Thank you.

6. ADJOURNMENT:

(Timestamp 00:49:47)

Vice Chairman Bryan Clark Mr. Chairman, I move that we adjourn.

Commissioner Ginny Greger I second that.

Chairman Dana Hennis All in favor?

All Commissioners Aye.

Chairman Dana Hennis Bryan?

Vice Chairman Bryan Clark Aye.

Chairman Dana Hennis Thank you.

(Timestamp 00:49:47)
Motion To: Adjourn
Motion By: Commissioner Bryan Clark
Motion Seconded By: Commissioner Ginny Greger
Further Discussion: None
Voting Aye: Commissioners Main, Greger, Clark, Hennis
Voting Nay: None
Absent: Commissioner Rosadillo
4-0-1

_____
Dana Hennis, Chairman

ATTEST:

_____
Doug Hanson, Director

Minutes prepared by Garrett Michaelson, Deputy City Clerk.

CITY OF KUNA

751 W 4th Street • Kuna, ID 83634
(208) 922-5546 • www.KunaCity.ID.gov

Planning & Zoning Commission Public Hearing Sign-In Sheet
May 27, 2025

Case No.: 25-02-CPF (Combination Preliminary & Final Plats)

Case Name: Valor Social Club Combo Plat

IN FAVOR	NEUTRAL	IN OPPOSITION
☐ Testify ☐ NOT Testify	☒ Testify ☐ NOT Testify	☐ Testify ☒ NOT Testify
	Doug Davie	Lori Jo Palmer
Name	Name	Name
	11156 S Yeoman Pl.	11010 S. Yeoman Pl
Address	Address	Address
	Kuna, ID	Kuna, ID
City, State, ZIP	City, State, ZIP	City, State, ZIP
☐ Testify ☐ NOT Testify	☒ Testify ☐ NOT Testify	☐ Testify ☐ NOT Testify
Name	Name Douglas Matteson	Name
Address	Address 11165. Yeoman Place	Address
City, State, ZIP	City, State, ZIP Kuna, Idaho 83634	City, State, ZIP
☐ Testify ☐ NOT Testify	☒ Testify ☐ NOT Testify	☐ Testify ☐ NOT Testify
Name	Name John & Nicole Yzaguen	Name
Address	Address 11483 W. LaHinch	Address
City, State, ZIP	City, State, ZIP Kuna, ID	City, State, ZIP
☐ Testify ☐ NOT Testify	☐ Testify ☒ NOT Testify	☐ Testify ☐ NOT Testify
Name	Name Kacey Edmunds	Name Beth Rodrigues
Address	Address 11600 W Ballad Ct	Address 11289 S. Corballis Ln Kuna, ID 83634
City, State, ZIP	City, State, ZIP Kuna, ID 83634	City, State, ZIP
	X NOT Susan Howell 11044 S Yeoman Kuna	X NOT Keith E Roberts 11419 W. Lahunch Kuna 83634
		X NOT Leslie Roberts 11419 W. Lahunch Ln. Kuna 83634

(X Not)

Steve Ulrich
11284 S. Yeoman Pl
Kuna Id 83634

IN FAVOR	NEUTRAL	IN OPPOSITION
☐ Testify ☐ NOT Testify	☐ Testify ☐ NOT Testify	☐ Testify ☒ NOT Testify
		Dawn VanNess
Name	Name	Name
		11272 S. Yeoman Pl
Address	Address	Address
		Kuna ID 83634
City, State, ZIP	City, State, ZIP	City, State, ZIP
☐ Testify ☐ NOT Testify	☐ Testify ☐ NOT Testify	☐ Testify ☒ NOT Testify
		Linda Buckhout
Name	Name	Name
		11934 W. Zamalek Ct.
Address	Address	Address
		Kuna ID 83634
City, State, ZIP	City, State, ZIP	City, State, ZIP
☐ Testify ☐ NOT Testify	☐ Testify ☐ NOT Testify	☐ Testify ☒ NOT Testify
Name	Name	Name
		MARY L. ABRAHAMSON
Address	Address	Address
		12111 S. Integrity Ln.
City, State, ZIP	City, State, ZIP	City, State, ZIP
☐ Testify ☐ NOT Testify	☐ Testify ☐ NOT Testify	Kuna, ID 83634 ☐ Testify ☒ NOT Testify
		Heather Parsons
Name	Name	Name
		11900 W. Zamalek Ct
Address	Address	Address
		Kuna 83634
City, State, ZIP	City, State, ZIP	City, State, ZIP
☐ Testify ☐ NOT Testify	☐ Testify ☐ NOT Testify	☐ Testify ☒ NOT Testify
Name	Name	Name
		Scott Parsons
Address	Address	Address
		11900 W. ZAMALEK CT.
City, State, ZIP	City, State, ZIP	City, State, ZIP
☐ Testify ☐ NOT Testify	☐ Testify ☐ NOT Testify	KUNA, 83634 ☐ Testify ☒ NOT Testify
Name	Name	Name
		Mel Navarro
Address	Address	Address
		1375 W Kesler Dr
City, State, ZIP	City, State, ZIP	City, State, ZIP
		Kuna ID 83634

X NOT

Jacque Dragmire
11159 S Saylis way
Kuna, ID 83634

TRAVIS JEFFERS — TESTIFY IN FAVOR
1673 W SHORELINE DR.
SUITE 200
BOISE, ID 83702

NOT HERE

Brendan St. Earle
11950 W. Zamalek Ct.
Kuna, ID 83634

Jm Sullivan (X NOT)
11304 S. Saylis Way
Kuna ID 83634

(X NOT)

Scot Solomonson
12013 W. Zamalek Ct
Kuna, Id 83634


N Beadlily Ave
R-6
N Coltsfoot Ave
N Meadowsweet Ave
N Granesbill Ave
W Trout Lily St
Indian Creek
R-4
W Kuna Rd
C-1
C-2
Madrone Village
R-4
N Ten Mile Rd
R-6
A (Agricultural)
R-6
Leonard
Lateral
R-6
R-4
R-6

Original


MADRONE VILLAGE
S. BEADLILY AVE.
S. TIDEBERRY AVE.
S. COLTSFOOT AVE.
S. MADRONE AVE.
S. MEADOWSWEET AVE.
S. CRANESBILL AVE.
W. CANUBE ST.
W. CREMELLO ST.
W. ARDENNAIS ST.
W. RABICANO ST.
W. PERLINO ST.
W. HAFLINGER ST.
W. BRINDLE ST.
W. DAPPLE ST.
W. ANDALUSIA ST.
W. SUNBEAM ST.
W. CASPIAN ST.
W. BAYHORSE ST.
KUNA ROAD
C-1
FUTURE FIRE STATION
FUTURE SCHOOL
TOT LOT
TENNIS & PICKLEBALL COURT
BATHROOM
BASKETBALL COURT
FUTURE PARK
OPEN GRASS AREA
MULTI-SPORT FIELD
FOOTBALL
SOCCER
LACROSSE

Revised


MADRONE VILLAGE
40' BPBC EASEMENT
EXHIBIT NO.1
EXHIBIT NO.2
S. BEADLILY AVE.
S. BEADLILY AVE.
S. TIDEBERRY AVE.
S. TIDEBERRY AVE.
W. CANUBE ST.
W. CREMELLO ST.
W. BRINDLE ST.
W. DAPPLE ST.
C-1
FUTURE FIRE STATION
S. COLTSFOOT AVE.
W. HAFLINGER ST.
S. MADRONE AVE.
W. ARDENNAIS ST.
W. PERLINO ST.
S. MADRONE AVE.
KUNA ROAD
W. SUNBEAM ST.
FUTURE SCHOOL
TOT LOT
TENNIS & PICKLEBALL COURT
BATHROOM
BASKETBALL COURT
S. MEADOWSWEET AVE.
W. RABICANO ST.
W. ANDALUSIA ST.
FUTURE PARK
W. CANUBE ST.
W. BRINDLE ST.
S. CRANESBILL AVE.
S. CRANESBILL AVE.
OPEN GRASS AREA
MULTI-SPORT FIELD FOOTBALL SOCCER LACROSSE
W. CASPIAN ST.
W. BATHORSE ST.



Original Layout

Total Lots: 421 lots

- C-1 Lots: 7
  - Buildable Lots: 6
  - Common Lots: 1

- R-6 Lots: 414
  - Buildable Lots: 354
    - 282 standard
    - 72 alley-load
  - Deeded Access Lots: 2
  - School Lot: 1
  - Park Lot: 1
  - Fire Dept Lot: 1
  - Common Lots: 42
  - Common Driveway Lots: 13

Revised Layout

Made changes to accommodate:

- BPBC irrigation easement along portion of Beadlily and Sunbeam
- Add pocket park and pathways per P&Z comments

<u>Total Lots: 421 lots</u>

C-1 Lots: 7

Buildable Lots: 6

Common Lots: 1

R-6 Lots: 409

Buildable Lots: 354

- 306 standard
- 48 alley-load

Deeded Access Lots: 2

School Lot: 1

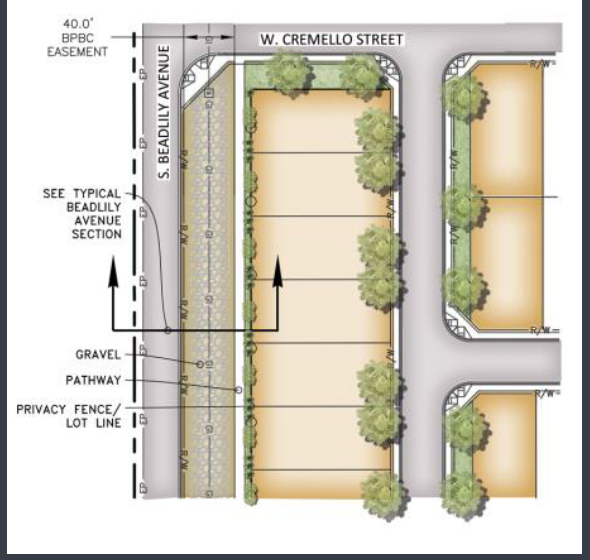
Park Lot: 1

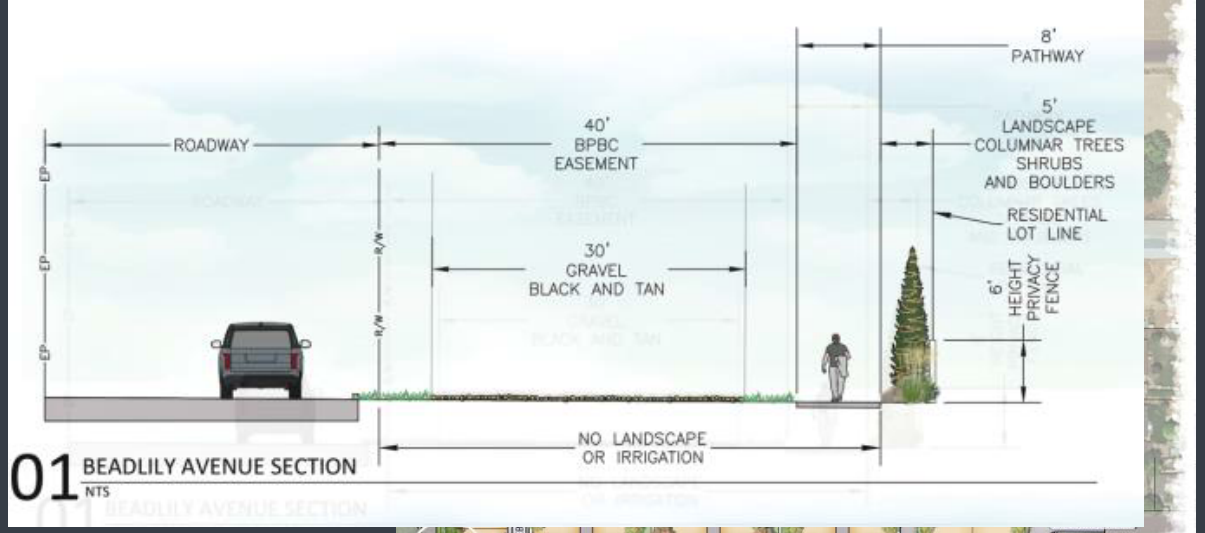
Fire Dept Lot: 1

Common Lots: 38

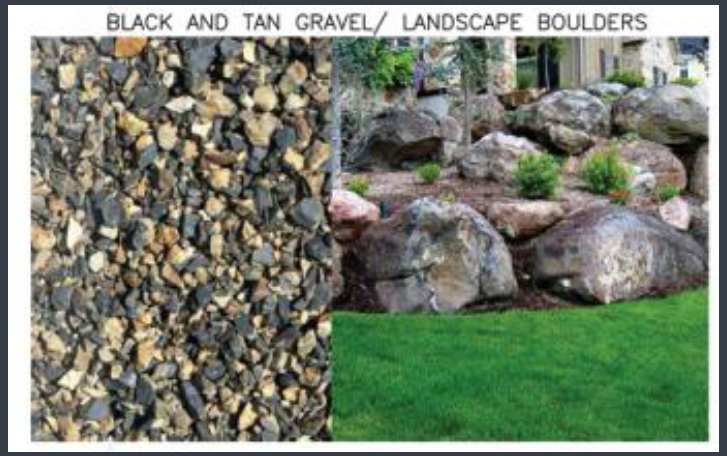
Common Driveway Lots: 12




40.0' BPBC EASEMENT
W. CREMELLO STREET
S. BEADLILY AVENUE
SEE TYPICAL BEADLILY AVENUE SECTION
GRAVEL
PATHWAY
PRIVACY FENCE/ LOT LINE


8' PATHWAY
5' LANDSCAPE COLUMNAR TREES SHRUBS AND BOULDERS
ROADWAY
40' BPBC EASEMENT
RESIDENTIAL LOT LINE
30' GRAVEL BLACK AND TAN
6' HEIGHT PRIVACY FENCE
NO LANDSCAPE OR IRRIGATION
01 BEADLILY AVENUE SECTION
NTS


FENCE


BLACK AND TAN GRAVEL/ LANDSCAPE BOULDERS

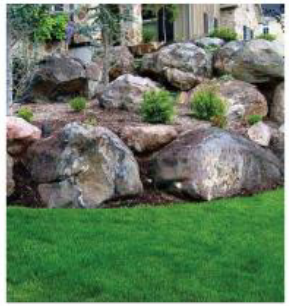

COLUMNAR TREES
(JUNIPER, CYPRESS, OAK)

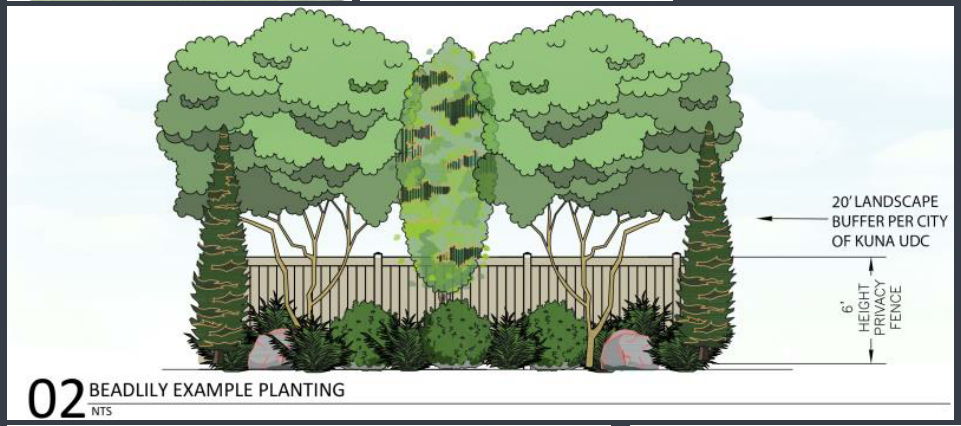

EXHIBIT NO.1
S. BEADLILY AVE.
S. TIDEBERRY AVE.
S. COLTSFOOT AVE.
S. MEADOWSWEET AVE.
S. CRANESBILL AVE.
S. MADRONE AVE.
W. HAFLINGER ST.
W. ANDALUSIA ST.
W. PERLINO ST.
W. RABICANO ST.
W. CREMELLO ST.
W. ARDENNAIS ST.
W. CAMUBE ST.
W. CASPIAN ST.
W. SUNBEAM ST.

FENCE



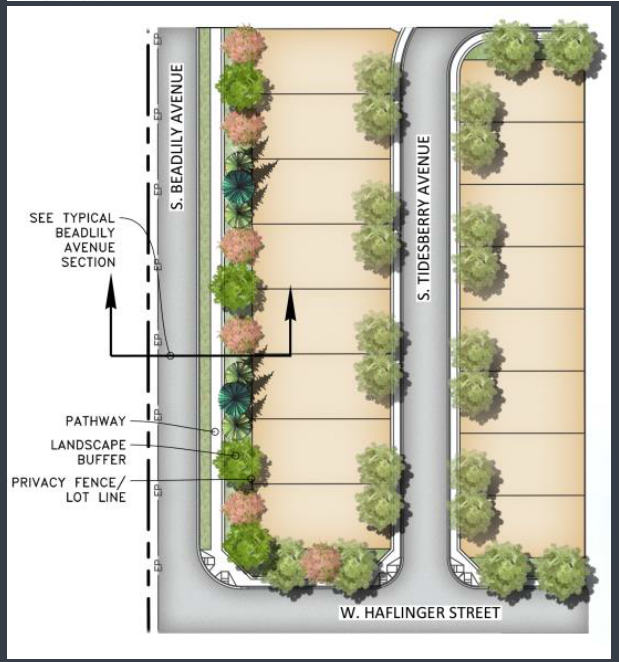
LANDSCAPE BOULDERS

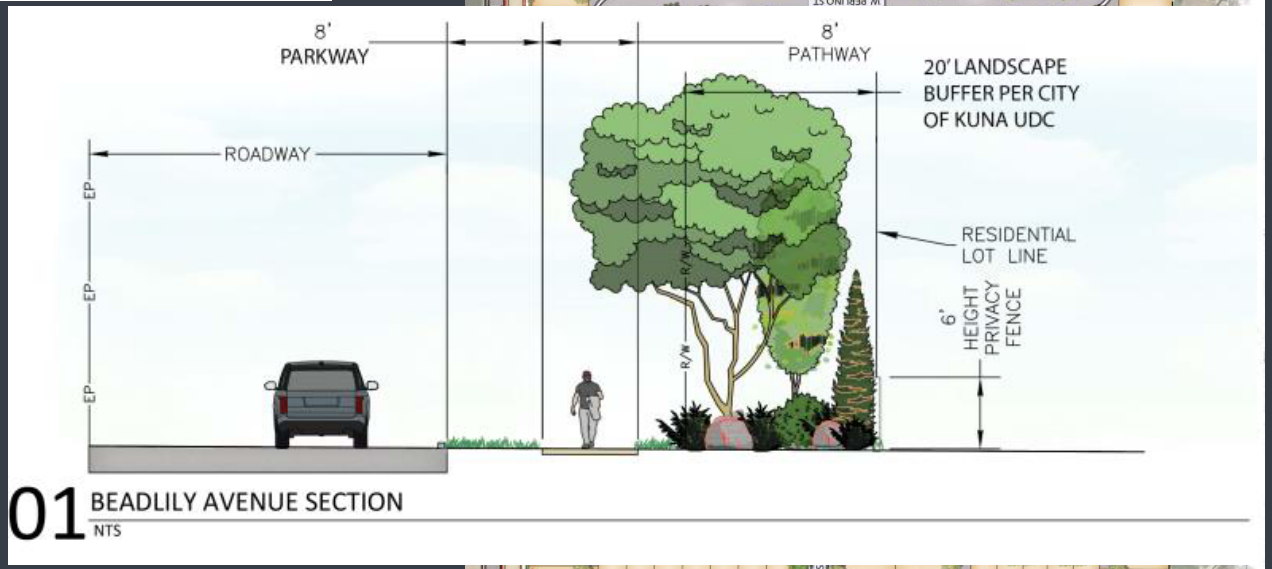




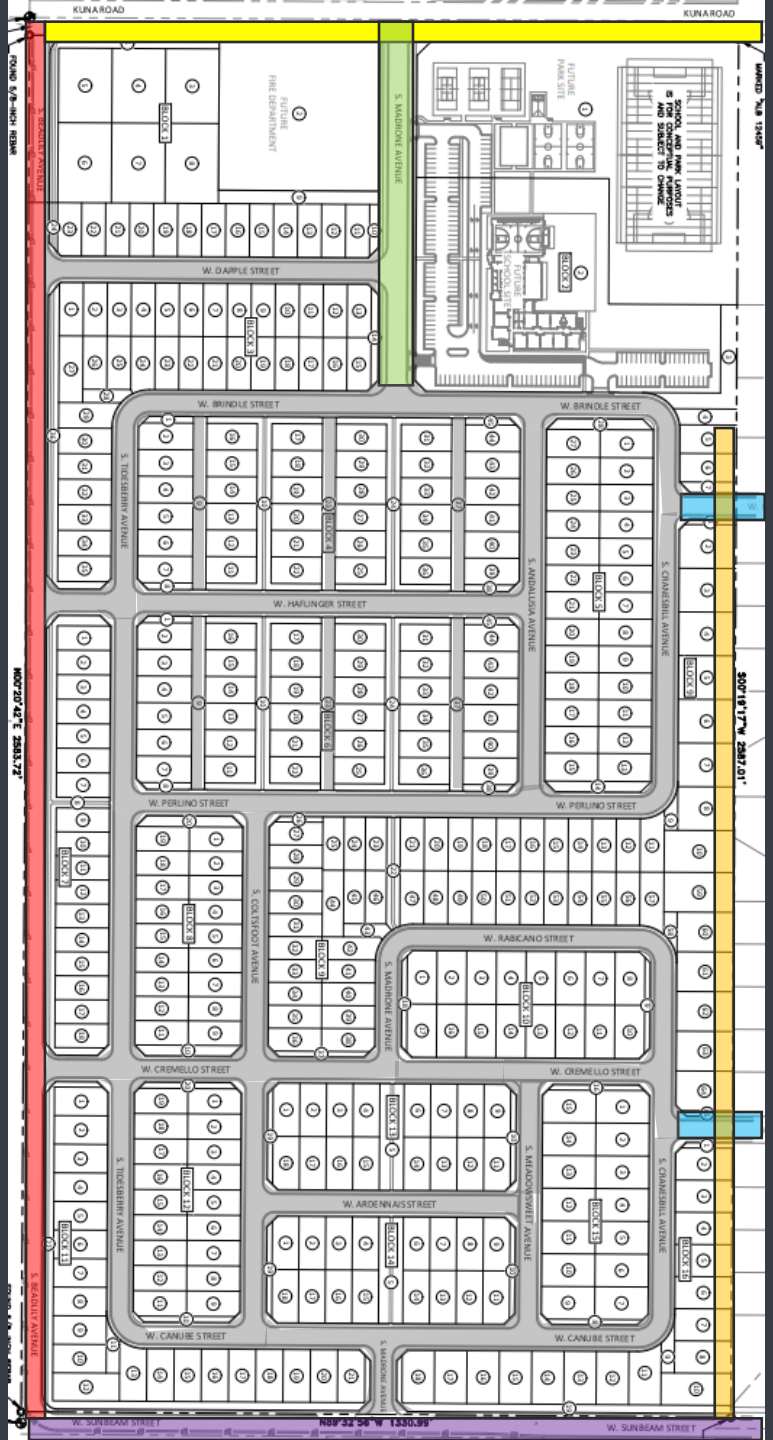
02 BEADLILY EXAMPLE PLANTING
NTS







01 BEADLILY AVENUE SECTION
NTS



Access and Connectivity

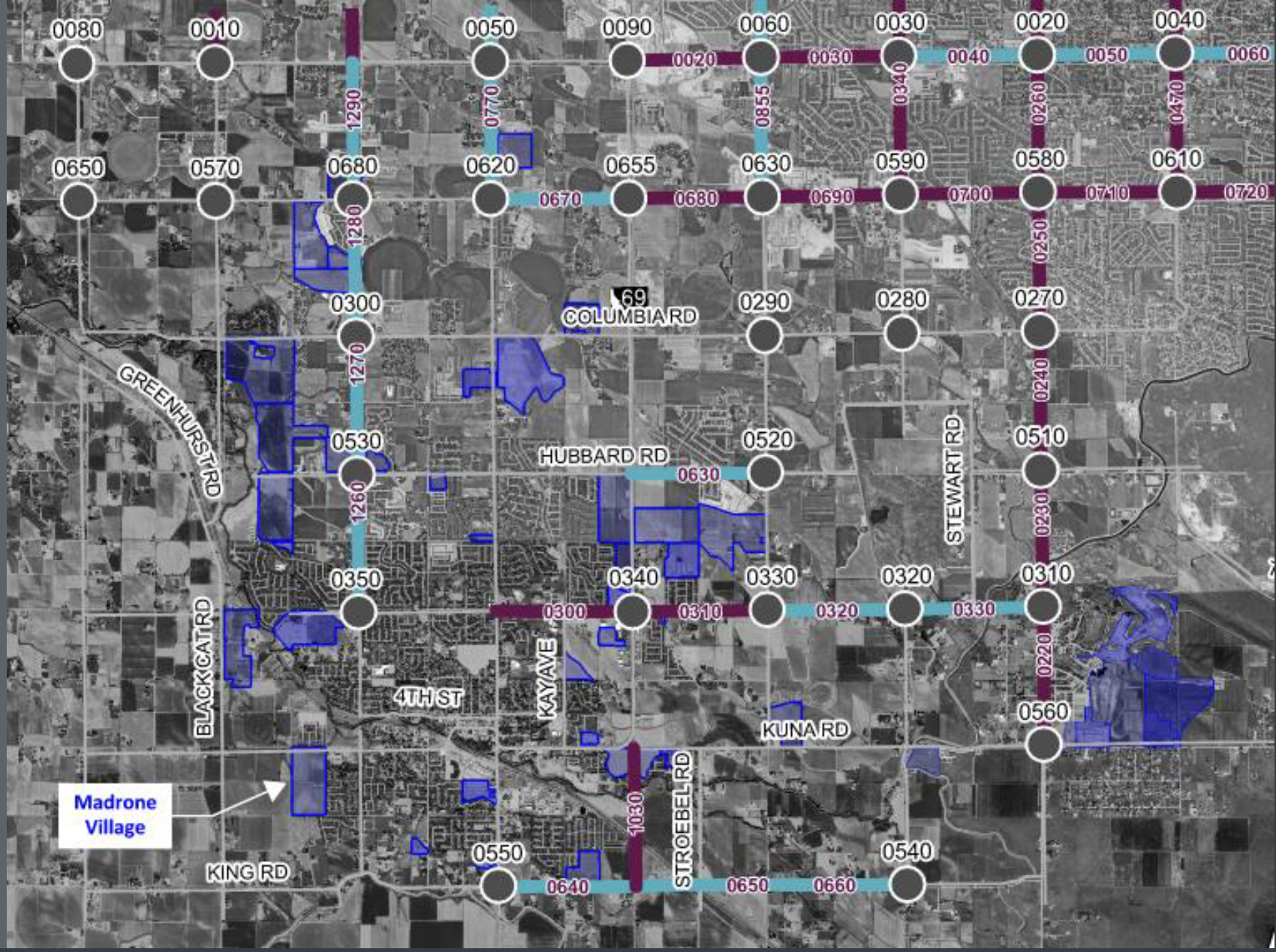
- Vacation request for Yankee Rock on east
- Madrone Avenue
  - 36’ street section
  - 5’ detached sidewalk with 8’ planter
- Kuna Road
  - Dedicate 39’ from centerline
  - 17’ pavement, 5’ detached sidewalk
- Beadlily Avenue - Collector
  - ½ of 36’ wide street section
  - 5’ detached sidewalk
- Sunbeam Street – Collector
  - ½ of 36’ wide street section
  - 7’ attached concrete sidewalk
- Extend Bayhorse and Caspian stubs into site

ACHD Final Staff Report – April 22nd

- Original TIS studied 432 residential lots
  - 336 single-family detached lots and 96 townhome lots
- Revised preliminary plat to 354 residential lots
  - 282 single-family detached lots and 72 townhome lots

  - ACHD report
    - TIS required for proposed school
    - Submit updated intersection analysis for Black Cat Road/Columbia Road prior signature on plat that contains the 200th lot
    - Additional dedication and improvements to Kuna Road
    - Westbound left-turn lane on Kuna Road when Madrone Avenue is constructed
    - Madrone Ave as 36’ local street
    - Extend Bayhorse and Caspian stubs into site
    - New Collector roadway – Beadlily Ave
    - Impact fees assessed and due prior to building permit

ACHD Capital Improvements



Developer Funded Road Improvements



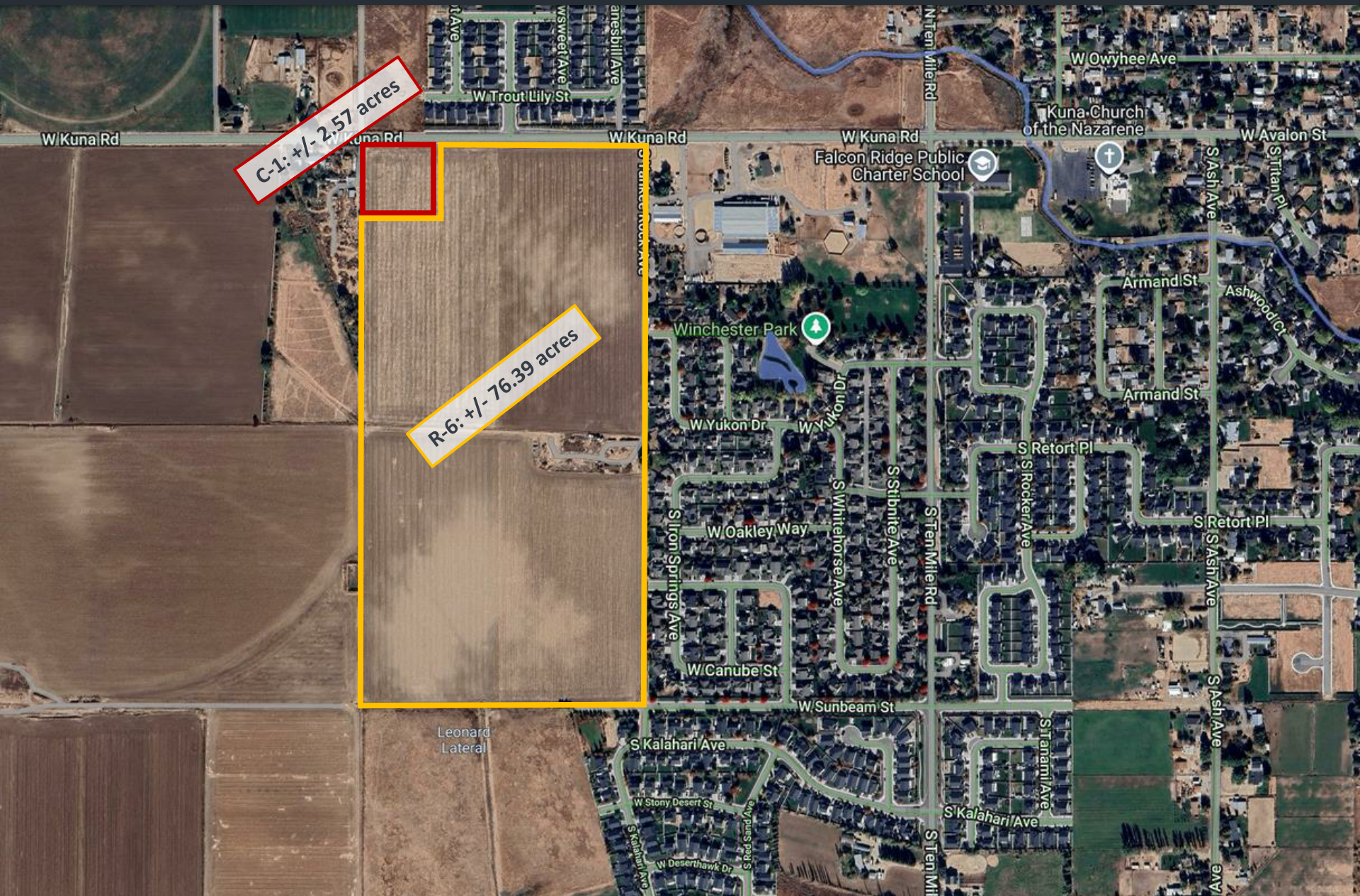


THANK YOU

Madrone Village is consistent with the City's goals and fulfills Comprehensive Plan policies.

We look forward to working with the City as we continue this project.

Zoning Districts





Preliminary Plat

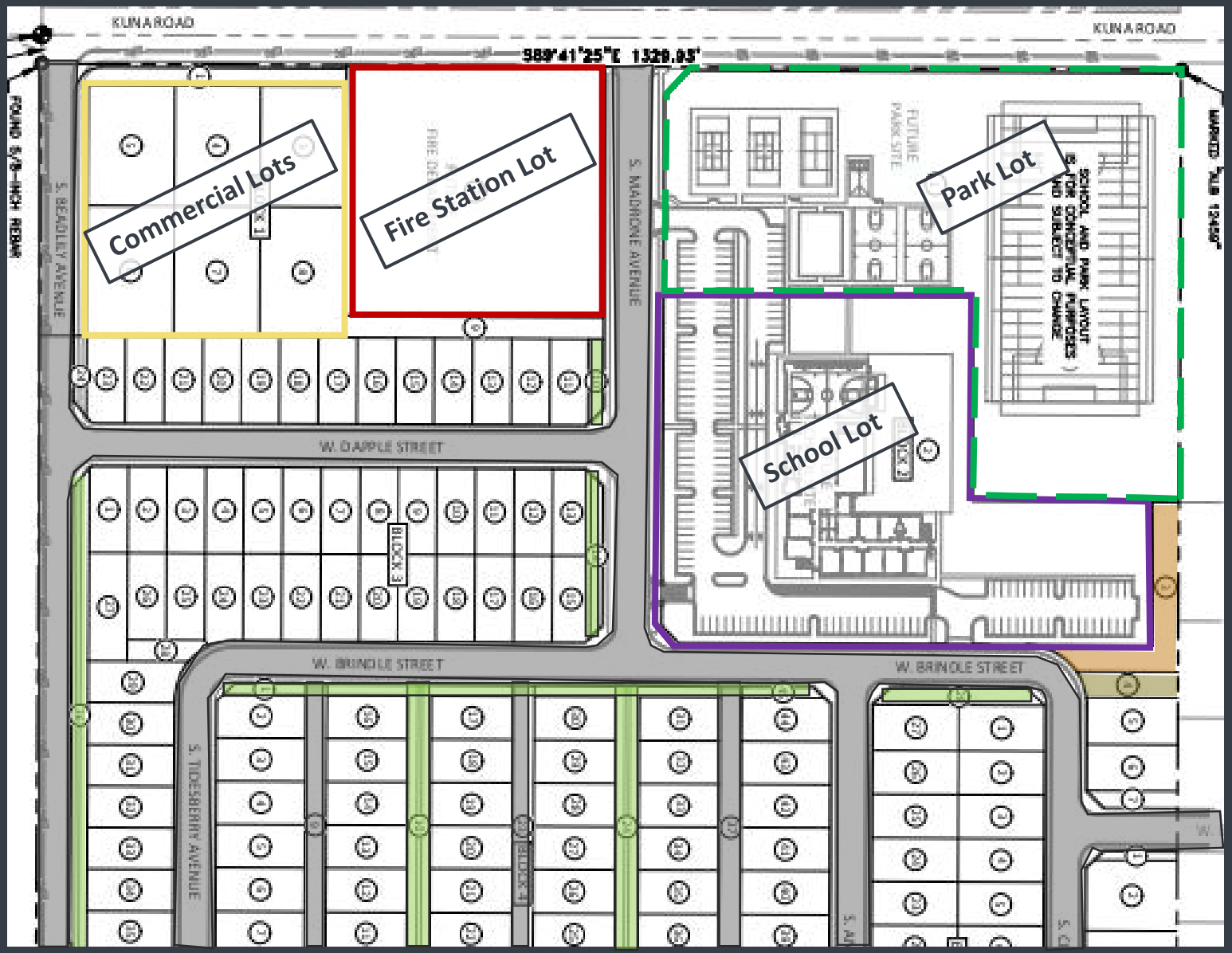
Total Acreage: +/- 78.96 acres

- C-1 Zoning: +/- 2.57 acres
- R-6 Zoning: +/- 76.39 acres
- Right-of-way Dedication: +/- 18.02 acres
- Qualified Open Space: +/- 11.69 acres (14.82%)

Total Lots: 421 lots

- C-1 Lots: 7
  - Buildable Lots: 6
  - Common Lots: 1
- R-6 Lots: 414
  - Buildable Lots: 354
    - 282 standard
    - 72 alley-load
  - Deeded Access Lots: 2
  - School Lot: 1
  - Park Lot: 1
  - Fire Dept Lot: 1
  - Common Lots: 42
  - Common Driveway Lots: 13

Preliminary Plat - North





Preliminary Plat - Residential

72 Alley Load Single-family Detached Unit

282 Standard Single-family Units

2 Deeded Access Lots

- Provide access to Parcel Nos R7321000112 & R7321000126
- Will be used once Yankee Rock is vacated

Transition in Lot Size

Open Space and Amenities

Open Space : 11.69 acres (14.82%) provided

8.29 acres (10.50%) required

Internal walkway extending from Sunbeam Street north to Kuna Road

Commercial Lots
Fire Station Lot
Park Lot
School Lot



COMMERCIAL







CITY PARK





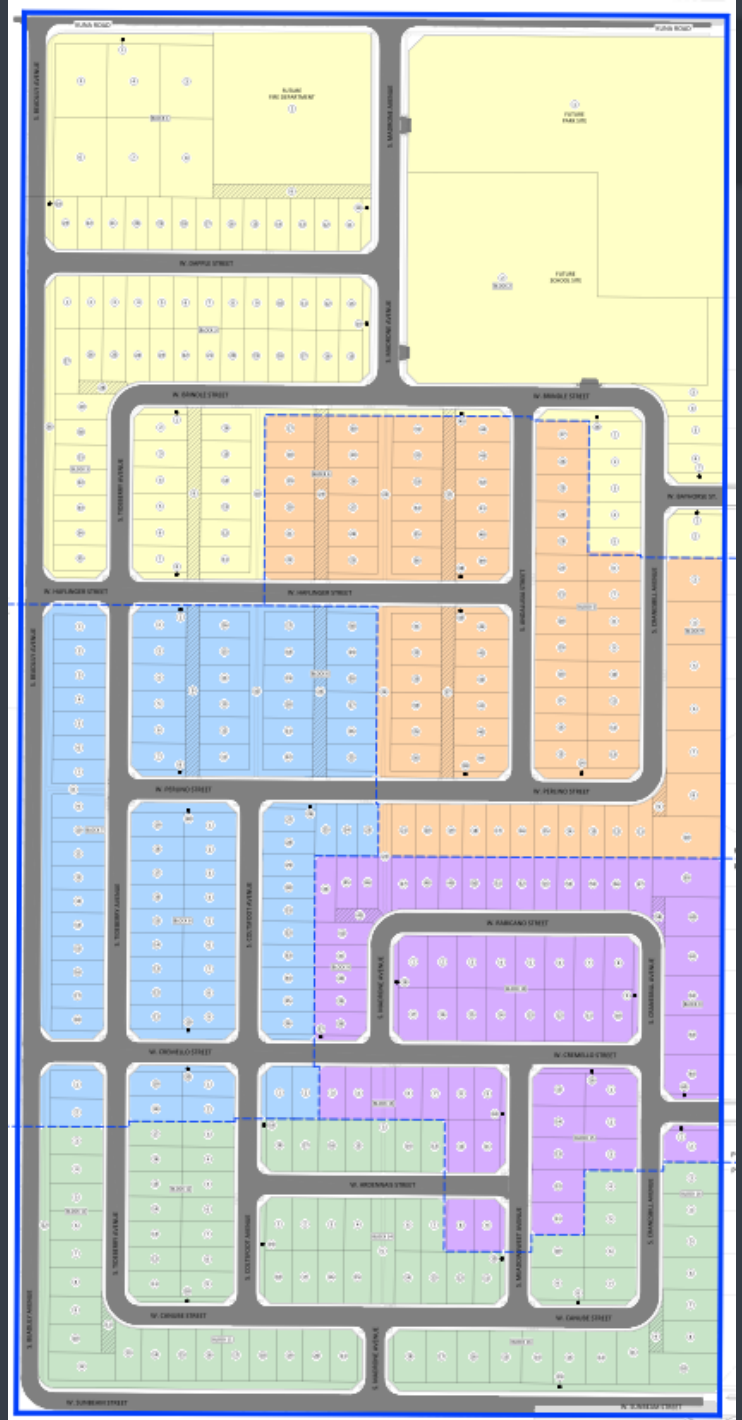


FIRE STATION






Conceptual Phasing



	PROPOSED ROADWAY IMPROVEMENTS		
	PHASE 1	81 LOTS	±28.84 ACRES
	COMMERCIAL LOTS:	7 LOTS	
	COMMERCIAL COMMON LOTS:	1 LOT	
	COMMERCIAL COMMON DRIVE LOTS:	1 LOT	
	SINGLE FAMILY RESIDENTIAL (STANDARD):	54 LOTS	
	SINGLE FAMILY RESIDENTIAL (ALLEY):	12 LOTS	
	DEEDED LOTS (LOTS 3 & 4, BLOCK 2):	2 LOTS	
	SCHOOL SITE (LOT 2, BLOCK 2):	1 LOT	
	PARK SITE (LOT 1, BLOCK 2):	1 LOT	
	COMMON DRIVE LOTS:	2 LOTS	
	PHASE 2	79 LOTS	±12.86 ACRES
	SINGLE FAMILY RESIDENTIAL (STANDARD):	39 LOTS	
	SINGLE FAMILY RESIDENTIAL (ALLEY):	36 LOTS	
	COMMON DRIVE LOTS:	4 LOTS	
	PHASE 3	82 LOTS	±13.98 ACRES
	SINGLE FAMILY RESIDENTIAL (STANDARD):	57 LOTS	
	SINGLE FAMILY RESIDENTIAL (ALLEY):	23 LOTS	
	COMMON DRIVE LOTS:	2 LOTS	
	PHASE 4	62 LOTS	±10.84 ACRES
	SINGLE FAMILY RESIDENTIAL (STANDARD):	60 LOTS	
	COMMON DRIVE LOTS:	2 LOTS	
	PHASE 5	75 LOTS	±15.12 ACRES
	SINGLE FAMILY RESIDENTIAL (STANDARD):	73 LOTS	
	COMMON DRIVE LOTS:	2 LOTS	
	*TOTAL COMMON LOTS:	33 LOTS	

Traffic Impact Study – Existing 2020 Conditions, without Madrone Village

Existing Year 2020 Conditions

The following mitigations are recommended under year 2020 background conditions, without the proposed development:

- **Black Cat Road & Amity Road**: Install either (1) a traffic signal with left-turn lanes on all approaches, or (2) a multilane roundabout with two lanes on the north and south legs.
- **Orchard Avenue & Avalon Street**: No mitigation is proposed for this intersection in the existing conditions.
- **Kay Street & Avalon Street**: No mitigation is proposed for this intersection in the existing conditions.

Traffic Impact Study – Background 2025 Conditions, Without Madrone Village

Background Year 2025 Conditions

The following mitigations are recommended under year 2025 background conditions, without the proposed development:

- **Black Cat Road & Amity Road**: Install either (1) a traffic signal with left-turn lanes on all approaches, or (2) a multilane roundabout with two lanes on the north and south legs.
- **Black Cat Road & Columbia Road**: Install a single lane roundabout.
- **Orchard Avenue & Avalon Street**: No mitigation is proposed for this intersection in the background 2025 conditions.
- **Kay Street & Avalon Street**: Install a traffic signal.
- **Meridian Road (SH 69) & Kuna Road**: No mitigation is proposed for this intersection in the background 2025 conditions.

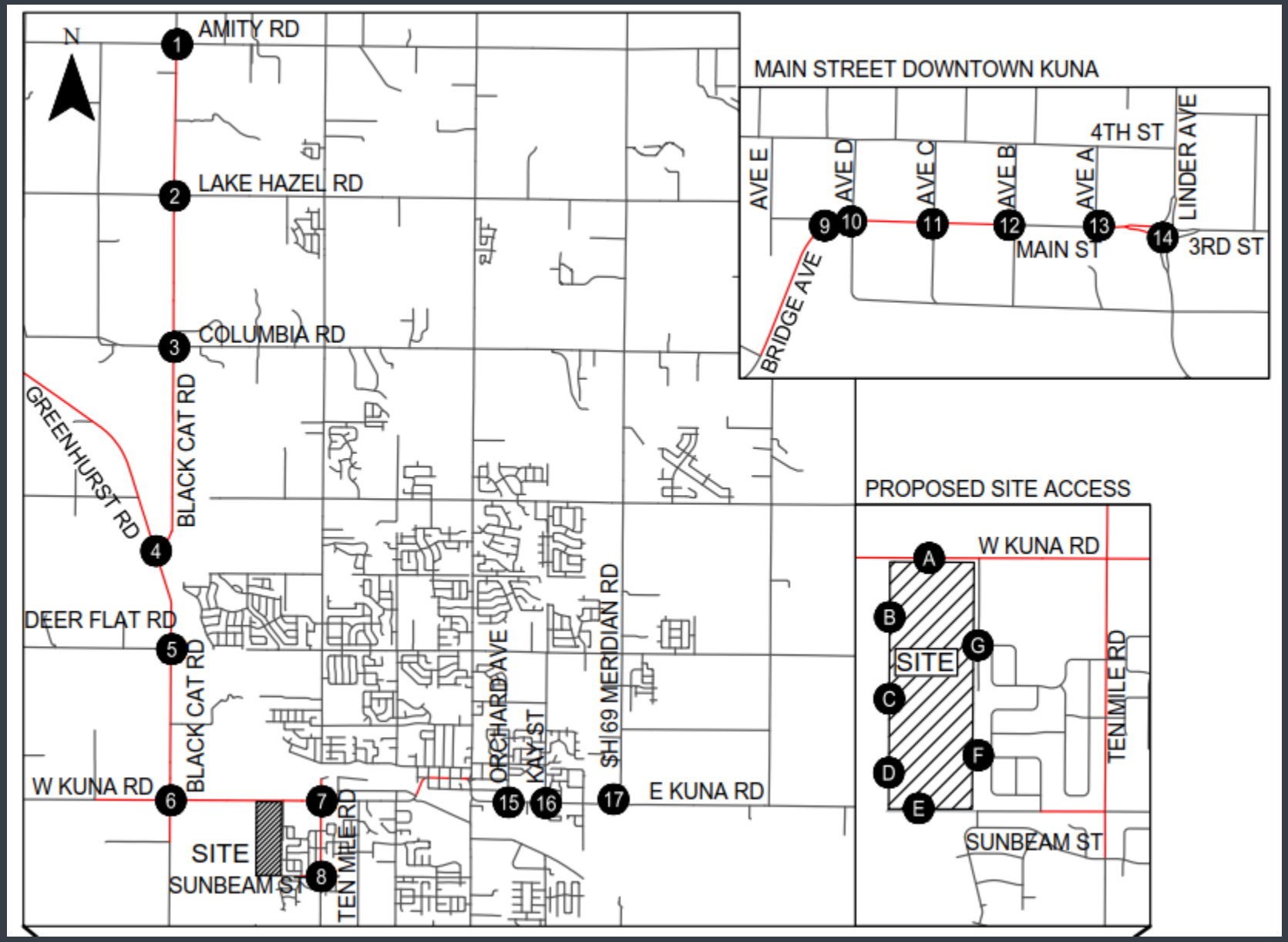
Traffic Impact Study – 2025 total traffic conditions, with Madrone Village

Year 2025 Total Traffic Conditions

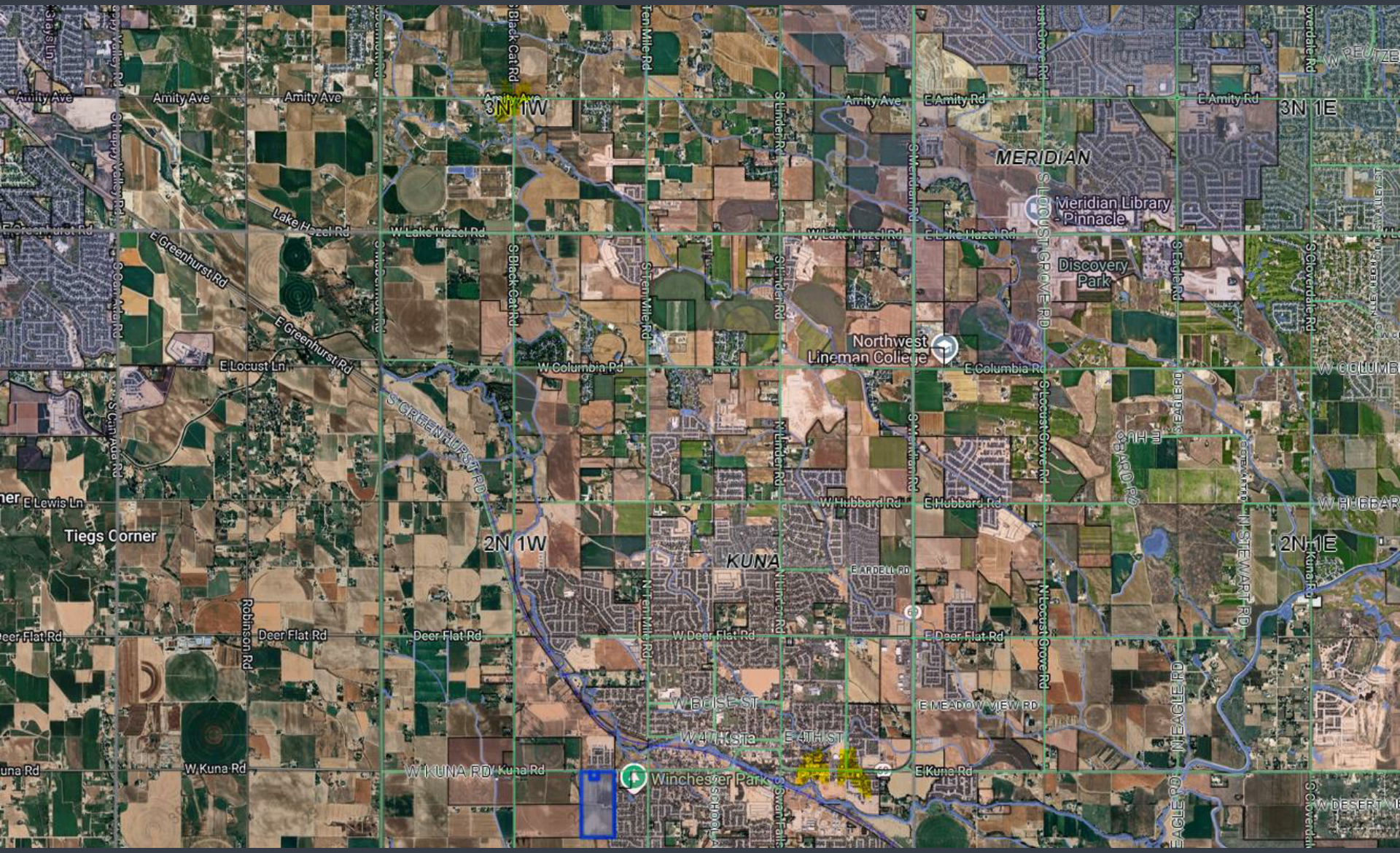
The following mitigations are recommended under year 2025 total traffic conditions, with the proposed development:

- **Black Cat Road & Amity Road**: TInstall either (1) a traffic signal with left-turn lanes on all approaches, or (2) a multilane roundabout with two lanes on the north and south legs. With site generated trips, the intersection is anticipated to need mitigation by approximately 2020.
- **Black Cat Road & Columbia Road**: Install either (1) a traffic signal with left-turn lanes on all approaches, or (2) a single lane roundabout. With site generated trips, the intersection is anticipated to need mitigation by approximately 2025.
- **Ten Mile Road & Kuna Road/Avalon Street**: No mitigations are proposed at this intersection for the 2025 total traffic conditions. Pedestrian improvements along the site frontage could serve in place of intersection mitigation.
- **Avenue D & Main Street**: No mitigation is proposed at this intersection for the 2025 total traffic conditions. Pedestrian improvements along the site frontage could serve in place of intersection mitigation.
- **Orchard Avenue & Avalon Street (SH 69):** No mitigation is proposed at this intersection for the 2025 total traffic conditions.
- **Kay Street & Avalon Street (SH 69)**: Install a traffic signal. With site generated traffic, mitigation is projected to be needed in approximately 2021, at which time the site would have approximately 113 units completed.
- **Meridian Road (SH 69) & Kuna Road**: Install a traffic signa. With site generated traffic, mitigation is projected to be needed in approximately 2024, at which time the site would have approximately 351 units completed.

Traffic Impact Study



Traffic Impact Study



Traffic Impact Study

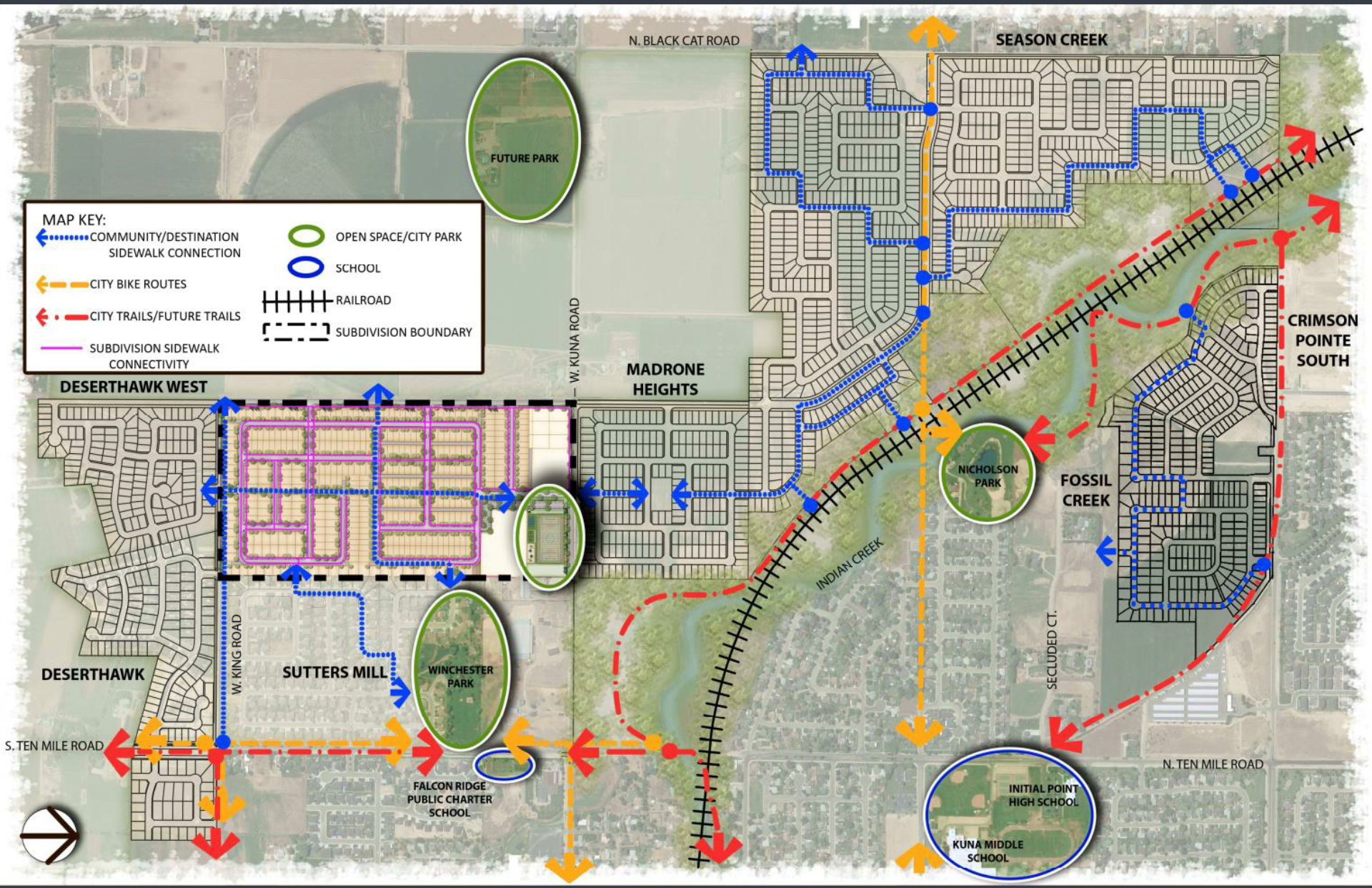
Table 2. Existing Study Transportation Facilities and Roadways

Roadway	Functional Classification[1]	Number of Lanes	Posted Speed (mph[2])	Sidewalks	Bicycle Lanes	On-Street Parking
Black Cat Road	Residential Arterial	2 Lanes	50	No	No	No
Greenhurst Road	Rural Collector	2 Lanes	50	No	No	No
Kuna Road	Residential Arterial/Transitional Commercial Arterial	2 Lanes	35	No	No	No
Avalon Street	Transitional Commercial Arterial	2 Lanes	35	Partial	No	No
Bridge Avenue/Main Street	Transitional Commercial Arterial/Towncenter Arterial	2-3 Lanes	25	Yes	Yes	Yes
State Highway 69	Principal Arterial	4-5 Lanes	35-55	Partial	No	No
Sunbeam Street	Residential Collector	2 Lanes	25	Yes	No	No
Ten Mile Road	Residential Arterial	2 Lanes	35	Partial	No	No

1 Per COMPASS Classification Map / ACHD Master Street Map (Reference 3 / 4)

2 Mph represents miles per hour

Connectivity



CASE NOS. 24-08-AN, 24-05-S & 24-23-DR

MADRONE VILLAGE SUBDIVISION

Planner: Troy Behunin
TBehunin@KunaID.gov
Phone: 208.922.5546

ALL APPLICATION MATERIALS:
24-08-AN, 24-05-S & 24-23-DR:
for the MADRONE VILLAGE SUBDIVISION

If you require assistance accessing the application materials through the link provided above or would like to review the application materials in person at City Hall please contact the assigned planner.

CITY OF KUNA:
P&Z COMMISSION
STAFF REPORT

P & Z Commission Staff Report

Entitlements Requested:	Subdivision	Rezone	Annexation	Special Use	Planned Unit Development	Design Review	Other
Title:	Madrone Village Sub.		Application Number:		24-08-AN, 24-05-S and 24-23-DR		
Date:	6/10/2025		Staff Contact:		Troy Behunin		
Owner(s)/Applicant:	Arroyo Indio Farms, LLC - Owner		Applicant Contact:		6152 E Half Moon Ln., Eagle ID 83616		
Representative:	KM Engineering, LLP		Representative Contact:		shopkins@kmengllp.com		

Purpose
Applicant requests approval for Annexation of approx. 79 ac. into Kuna City and proposing the R-6 (Medium Density Residential) & C-1 (Neighborhood Commercial) zones; and requests Preliminary Plat approval to subdivide the same lands into 354 single-family lots, 38 common lots, 12 common driveways, 1 School Site, 1 City Park and 2 deeded access lots. The site is in Section 27, Township 2 North, Range 1 West (Parcel numbers; R7321001020 & R7321001040). A school site has been integrated into the site plan.

Statement of Fact	
Parcel Number(s):	R7321001020 & R7321001040
Future Land Use Map Designation:	Medium Residential Density
Existing Land Use:	Residential
Current Zoning:	Public (Kuna City) & RUT Rural Urban Transition (Ada County)
Proposed Zoning:	Public, R-6, Medium Density Residential, and C-1 (Neighborhood Commercial
Development Area:	80 acres (Includes area for a New Kuna Rural Fire Dist. Station)
Adjacent Zoning Districts:	**North:** R-6 (Med. Den. Res.) and RR (Rural Residential); **East:** R-6 & R-4 (Medium Residential); **South:** R-6 (Medium Residential) & RUT (Rural Urban Transition - Ada County); **West:** RR (Rural Residential) & Ag., (Both are Ada County)
Adjacent Street(s) Existing:	**North:** W Kuna Rd.; **East:** S Yankee Rock; **South:** W Sunbeam St.; **West:** None
Internal Street(s) Existing & Proposed:	Public Streets Proposed. S Madrone Ave., S Beadlily Ave., S Cranesbill Ave., S Andalusia Ave., S Tidesberry Ave., S Coltsfoot Ave., S Meadowsweet Ave., W Dapple St., W Brindle St., W Haflinger St., W Bayhorse St., W Perlino St., W Rabicano St, W Cremello St., W Ardennais St., W Caspian St., W Canube St., W Sunbeam St.
Adjacent Bike/Pedestrian Facilities:	None
Adjacent Parks:	Providing a City Park
Land Dedication Requirements:	N/A

Comprehensive Plan and Future Land Use Map Analysis

The Comprehensive Plan identifies the subject property as Medium Density Residential on the City's Future Land Use Map (FLUM). This parcel is currently zoned Public (City) and RUT (County). The proposed zoning and land uses for the subject site appear to agree with the FLUM of the City of Kuna.

The Comprehensive Plan identifies Kuna's land uses will support a desirable, distinctive and well-designed community.

The Comprehensive Plan identifies Kuna will be economically diverse and vibrant, ensure infrastructure and public facilities are in place and parcels identified are shovel ready. Kuna will attract and encourage new and existing businesses with an environment friendly to business creation, expansion and relocation. (Goal 1.A & C, Policy A & C, and Objective 1.C.2).

The Comprehensive Plan identifies the goal to encourage development of housing options and strong neighborhoods (Goal 3 D) and encourages housing types for all citizens (Objective 3 D.1).

The Comprehensive Plan encourages development of housing needs to meet demand, creation of neighborhoods connected through sidewalks, pathways, on-street and transit infrastructure (Goal 3 D, Goal 4 B & Goal 4 D).

The Comprehensive Plan identifies respecting and protecting private property rights ensuring land use policies and regulations do not violate those rights, and encourage preservation of development of housing needs, ensuring city actions do not limit the use of property (Goal 3 G).

The Comprehensive Plan promotes a connected street network incorporating collectors and crossings for neighborhood connectivity, while expanding classified roads and preserving Rights-of-Way (Goal 4 D).

Staff Analysis

The applicant submitted a request for Annexation of approx. 78 acres and proposes to apply the C-1 (2.57 acres), and R-6 (86.39 acres) Zones.

The applicant submitted a request for a Preliminary Plat in order to subdivide the subject site. The proposal seeks to subdivide the (approx.) 78 ac. into 6 commercial lots, 354 home lots, 43 common lots and 13 Common Driveway Lots, 1 City Park Lot, and 1 School Lot with a proposed gross density of +/- 4.6 Dwelling Units an Acre (DUA) and a Net Density proposed at 6.0 DUA.

The applicant has coordinated with a Charter School to bring a School Site to this project which will serve students from Kindergarten through 12th grade, which is shown on the Pre Plat as Lot 2, Block 2.

Staff notes the Boise project Board of Control (Project) required a late dedication across most of the frontage on Sunbeam and Beadlily Avenue. The Project requires a minimum 30 foot wide easement for both frontages and the developer responded with a Pre Plat and Landscape plan reflecting the changes to the site in order to accommodate the late requirement.

Staff notes KCC calls for eight foot (8') sidewalks on classified roads to be within the Rights-of-Way (ROW), and these are currently shown on Beadlily Avenue not within the ROW. Staff supports the sidewalk outside the ROW for the two frontages with the irrigation easement. Kuna Road is within the Entryway corridor and the required

10 foot sidewalk may be outside the ROW, however, on the Pre Plat it is shown as an eight foot (8') sidewalk along Kuna Road.

Staff requires an updated Pre Plat plan be re-submitted reflecting these changes for staffs approval prior to submitting for construction plans/civil plans approval from the City.

The Applicant submits a Design Review Application for the open spaces, common lots and buffers along the perimeter frontages. The Applicant proposes approx. 14.82 % or 11.69 acres of qualified open space. The Kuna Pathways Master Plan does not indicate a bike path or pedestrian path for this site. Staff requests the applicant be conditioned to provide Code compliant pedestrian pathways in between lots as shown on the Preliminary Plat submitted. The proposed landscaping appears to be in compliance with Kuna City Code.

The planting detail for trees shall reflect the wire basket and the burlap shall be removed 1/2 way down the root ball after installation when secured.

Staff requires the landscape plan be re-submitted reflecting these changes for staffs approval prior to submitting for construction plans/civil plans approval from the City.

Recommended Conditions of Approval

1. Buffers, curb, gutter and sidewalk (attached and detached) shall be installed in accordance with *KCC 5-10-13-B-1-b.*
2. Developer/Owner/Applicant shall work with Ada County Highway District and the City of Kuna to complete all required traffic improvements to the surrounding roadways and intersections as detailed in the Ada County Highway District staff report.
3. Developer/Owner/Applicant shall install a sign at the terminus of the proposed stub street stating; "this road will continue in the future". Developer/Owner/Applicant shall obtain proper language from Ada County Highway District.
4. Developer shall place a Contractors Sign at the entry of the subdivision.
5. Developer/Owner/Applicant shall measure all front building setbacks from back of sidewalk on all internal local roads.
6. Developer/Owner/Applicant shall ensure the proper easement widths on all lots in accordance with *KCC 5-8-1117-D-6.*
7. It is the responsibility of the Developer to ensure any anticipated buildings fit any given buildable lot in accordance with *KCC 5-8-503.*
8. Fencing within and around the site shall comply with *KCC 5-8-905* (unless specifically approved otherwise and permitted).
9. All required landscaping shall be permanently maintained in a healthy growing condition. The property Owner shall remove and replace unhealthy or dead plant material within 3 days or as the planting season permits as required to meet the standards of these requirements. Maintenance and planting in public Rights-of-Way shall be with approval from ACHD.
10. Landscaping shall not be placed within ten (10) feet of any meter pits, pressurized irrigation valves and/or ACHD underground facilities and must honor all vision triangles.
11. The Landscape Plan and Preliminary Plat as submitted will be considered binding site plans as amended and/or approved.

12. All signage within/for the project shall comply with Kuna City Code and shall be approved through the applicable sign approval process listed in *KCC 5-8-901-B*.
13. If any revisions are made, the Applicant shall provide the Planning and Zoning Staff with a revised copy of the Preliminary Plat. Any revisions of the Plat are subject to Administrative Determination to rule if the revision is substantial.
14. Developer/Owner/Applicant is hereby notified that this project is subject to Design Review inspection fees. Required inspections (post construction), are to verify building and landscaping compliance prior to requesting signature on the final plat.
15. Installation of service facilities shall comply with the requirements of the public utility or irrigation district providing the services. All utilities shall be installed underground, see *KCC 5-9-402-B-22*.
16. Compliance with *I.C. §31-3805* is required. Delivery of water shall not be impeded by any construction on site. Compliance with the requirements of the Boise Project Board of Control is required.
17. When required, submit a petition to the City (as necessary, confirmed with the City Engineer) consenting to the pooling of irrigation surface water rights for delivery purposes and request to annex the irrigation surface water rights appurtenant to the property over to the Kuna Municipal Pressure Irrigation System of the City (KMIS).
18. Connection to City Services (Sewer, Water, Pressurized Irrigation) is required. The Applicant shall conform to all corresponding City of Kuna Master Plans.
19. The Developer/Owner/Applicant shall be required to participate, as determined by the City Engineer, in the development of additional Lift Station capacity, and or a Water Booster Station as necessary.
20. The Developer/Owner/Applicant shall not submit an application for Final Plat until the City's Public Works Director issues a Will-Serve Letter stating the City's appurtenance has capacity to service the proposed development with domestic water, and accept the wastewater discharged from the proposed development.
21. In the event a Will-Serve Letter is not issued within the time the Applicant is required to record a Final Plat, the Applicant shall have good cause and be eligible to receive, pursuant to *KCC 5-9-203-J*, a Time Extension to file a Final Plat up to and until a Will-Serve Letter has been issued.
22. Developer/Owner/Applicant shall work with staff in order to provide final locations of streetlights as required by Kuna City Code. Streetlights for the site shall be LED lighting and must comply with Kuna City Code and established Dark Sky practices.
23. In accordance with *R90-2022*, once the Danskin Sewer Force Main is completed, 40 Equivalent Dwelling Units (EDU's) may be issued on a Phase-by-Phase basis.
24. The Developer/Owner/Applicant shall obtain written approval on letterhead or may be written/stamped on the approved plans of the construction plans from the agencies noted below. All submittals are required to include lighting, landscaping, drainage, and development plans. All site improvements are prohibited prior to approval of the following agencies:
    A. The City Engineer shall approve all sewer connections.
    B. The City Engineer shall approve all civil plans. No construction, grading, filling, clearing or excavation of any kind shall be initiated until the Applicant has received an approved drainage plan.
    C. Central District Health Department recommends the plan be designed and constructed in conformance with standards contained in, "Catalog for Best Management Practices for Idaho Cities and Counties".

D. The Kuna Rural Fire District shall approve fire flow requirements and/or building plans. Installation of fire protection facilities as required by the Fire District are required.
E. The Kuna Municipal Irrigation System and Boise Project Board of Control shall approve any modifications to the existing irrigation system.
F. Approval from Ada County Highway District (ACHD) shall be obtained, and Impact Fees must be paid prior to issuance of any building permit(s). Please consult staff if there are questions about the process.
G. All public rights-of-way shall be dedicated and constructed to the standards of the City and Ada County Highway District. No public street construction may commence without the approval and permit from Ada County Highway District.

25. The Developer/Owner/Applicant, and any future assigns having an interest in the subject property, shall fully comply with all conditions of development as approved by the City Council, or seek amending them through Public Hearing processes.
26. Developer/Owner/Applicant/Contractors are hereby notified of Kuna's working hours. Construction of any kind shall only be conducted within hours specified in *KCC 10-6-3*. Noises and other public nuisances/distractions outside of this time frame are subject to lawful penalties.
27. Developer/Owner/Applicant is hereby notified of Kuna's weed control policies and requirements *KCC 8-1-3.* Weeds, grasses, vines or other growth which endanger property or are over twelve (12) inches in height shall be continuously cut down, weeded out, sprayed, burned, removed or destroyed throughout all seasons.
28. Applicant is conditioned to work with the City Engineer for proper easement widths for the project as a whole.
29. Developer/Owner/Applicant shall submit a Preliminary Plat to reflect Code compliant sidewalks for staffs approval.
30. Developer/Owner/Applicant and all successors shall comply with all Local, State and Federal Laws.

km
ENGINEERING

February 26, 2025
Project No.: 19-151

Mr. Doug Hanson
Planning & Zoning Director
City of Kuna
751 West 4th Street
Kuna, ID 83634

RE: Madrone Village Subdivision – Resubmittal– Kuna, ID
Annexation, Zoning, Preliminary Plat, and Design Review Applications
REVISED Narrative

Dear Mr. Hanson:

On behalf of Arroyo Indio Farm, LLC. and/or its assigns, we are pleased to present Madrone Village, a mixed-use residential and commercial community on the south side of Kuna Road, just west of Ten Mile Road. The approximately 79-acre site is adjacent to existing and planned single-family residential subdivisions and commercial uses. Consistent with Kuna Road's designation as an Entryway Corridor, Madrone Village proposes commercial and civic uses along its Kuna Road frontage, including lots zoned C-1 for neighborhood commercial uses, a lot that has been donated to the Kuna Rural Fire District (KRFD) to meet the District's needs and serve the community, a large community open space area that will be donated for a proposed future public park, and a reserved lot that will be donated for a future public charter school.

The applicant has already donated the fire station lot to the Kuna Rural Fire District and will be donating a park and school lot to directly benefit the community of Kuna and provide added resources to surrounding residents. To achieve the greatest reach of resources, the applicant has worked for years with Kuna Rural Fire District to determine the best location for a first responder/fire station with an ancillary police department dispatch area. The chosen location has frequently been described as the best possible location south of the tracks for this much needed facility. It is also important to note that the donation offer of the future fire station was a significant influence in the recently approved KRFD bond; the site was subsequently donated after the bond passed. A school site will be donated for a future public charter school to minimize bus and vehicle traffic as well as mitigate stress on surrounding schools. Abutting the school site, the proposed park site will be donated to Kuna Parks and Recreation for a future public park. These three donation sites will not only benefit future residents but will make a significant impact on the community of Kuna as a whole.

Madrone Village features enhanced walkability and pedestrian connectivity throughout and to surrounding subdivisions and services in the area; desired amenities for residents including a large open space area large enough to accommodate several sports courts; and single-family residential lot size diversity to provide a variety of housing options for residents.

Applications for this project include Annexation and Zoning to R-6 and C-1 districts; a Preliminary Plat; and Design Review for review of subdivision landscaping. In 2021, we submitted an annexation, preliminary plat and PUD application to the City of Kuna for the subject property. That application has not been heard by any of the City's decision-making bodies and is now being revised with this application package as an updated resubmittal.

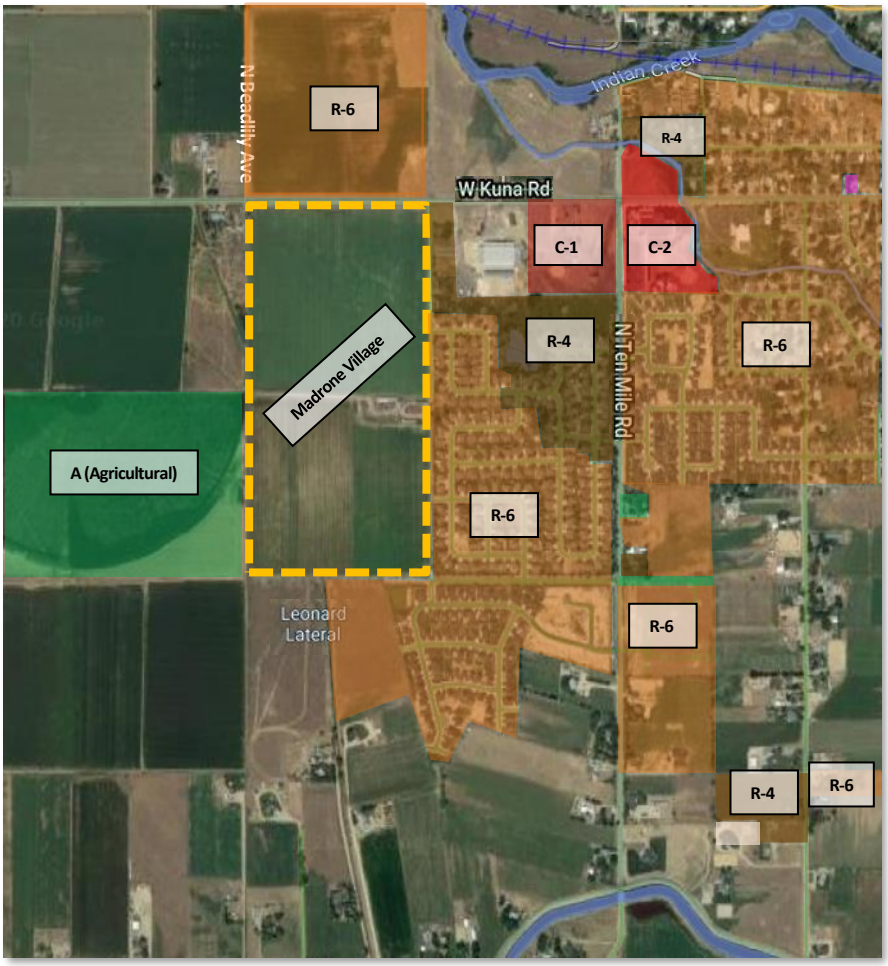
We have held five neighborhood meetings, participated in various discussions with City staff and ACHD, and have researched adjacent projects and recent approvals. The initial neighborhood meeting, held November 13, 2019, related to the original annexation application. The second, third, and fourth neighborhood meetings held September 10, 2020, May 19, 2021, and April 6, 2022, respectively, related to annexation/zoning, preliminary plat, and PUD requests. We held a fifth neighborhood meeting for the subject annexation and preliminary plat request on September 18, 2024. The development plan and renderings included in this application package reflect the input we have received from staff and neighbors, including a transition in lot size adjacent to existing residences in the Sutter's Mill Subdivision to the east, increased pedestrian connectivity, the inclusion of the donated fire station lot, a school and public park lot.

Site Information

The overall property is approximately 79 acres identified as parcel number R7321001040 and R7321001020 (Kuna Rural Fire District lot) and is located approximately ¼ mile west of Ten Mile Road and ½ mile east of Black Cat Road on the south side of Kuna Road. The site is currently zoned RUT in Ada County and is contiguous to City limits on all property boundaries.

Madrone Village is compatible with the existing and planned land uses surrounding the property:

- North: Kuna Road; and the Madrone Heights Subdivision zoned R-6;
- East: C-1 zoning at Kuna and Ten Mile; single family homes zoned R-4; and the Sutter's Mill Subdivision zoned R-6;
- South: the Deserthawk Subdivision zoned R-6; and undeveloped property zoned RUT and designated Low Density Residential on the FLUM;
- West: a new mid-mile collector road; annexed land zoned A (Agriculture) and designated as Mixed Use on the City's FLUM; and undeveloped property zoned RR and designated Medium Density Residential on the City's FLUM.



Compliance with Comprehensive Plan

Madrone Village aligns with the intent of *Envision Kuna* (Kuna's comprehensive plan) by complementing surrounding development and providing residential and employment opportunities in this part of Kuna. *Objective 3.A.2* notes that areas near Kuna Road and the rail line are identified as priority areas to be developed to support strong community activity and commercial centers. In accordance with that objective, Madrone Village proposes a mixture of housing types, commercial lots and open space, all of which will contribute to a strong community and available commercial opportunities in this area.

Madrone Village meets the intent of the future land use designation for this property of Medium Density Residential. We are presenting a mix of housing types to support Kuna's diverse housing goals by balancing an internal cluster of alley-loaded single-family detached lots, medium density detached lots, and larger single-family home lots. The neighborhood commercial portion of the project will support the residential component of the project while also providing neighborhood serving uses to the area currently unseen south of the railroad tracks in Kuna. Additionally, property abutting Kuna Road has been donated to Kuna Rural Fire District for future first responder emergency services, benefiting the entire area.

In alignment with *Goal Area 3,* our intent is to develop a distinct and well-designed community with diverse residential opportunities adjacent to a complementary commercial area to provide essential services as well as employment opportunities for the surrounding area. Our proposed zoning designations and enclosed development plan support the intent of the land use designations and the Comprehensive Plan.

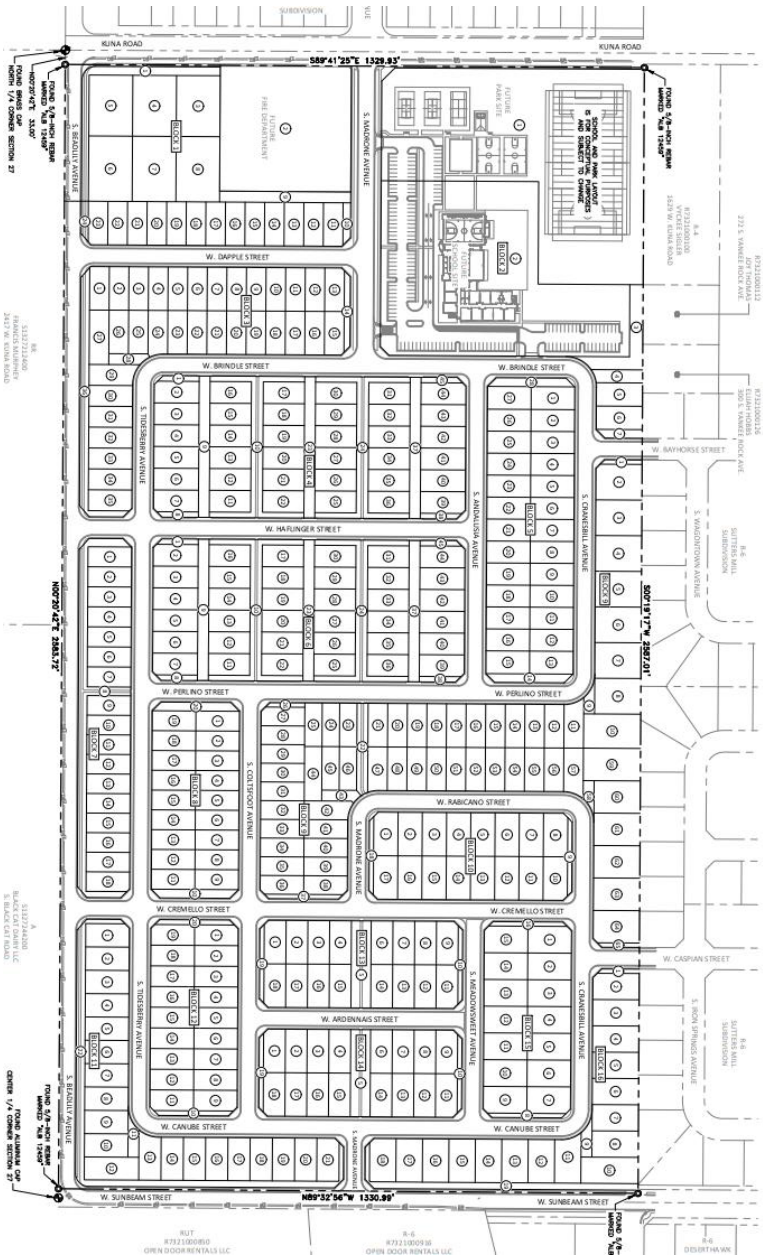
Annexation and Zoning Application

We propose to annex and zone the property to the R-6 (Medium Density Residential) and C-1 (Neighborhood Commercial District) zoning districts to accommodate a mix of single-family detached lot types, six commercial lots and a lot for a future first responder/fire station and ancillary police department dispatch area. Two large lots are also included within the R-6 zone, one of which will be for a future school site, and the other for a future park and open space area to be used by the school and the City of Kuna. In total, the R-6 district will be comprised of approximately 76.39 gross acres and the C-1 zone will be comprised of approximately 2.57 gross acres.

The overall density of the proposed development is reflective of the intent of the Medium Density Residential designation within the comprehensive plan. As *Theme 3* within the "Key Trends and Emerging Themes" section of the Comprehensive Plan notes, there is a growing demand for housing in Kuna, likely driven by younger families and professionals seeking less expensive housing options in the Treasure Valley (p. 6 of the Listening & Learning Summary Report). Madrone Village has been designed to be compatible with other residential developments in the area while providing different lot sizes which in turn will allow for a variety in home builds, specifically to allow a wide range of homebuyers the opportunity to purchase in a high-quality community. The zoning districts requested best reflect the dimensional standards and density required to provide the mix of residential and commercial opportunities proposed.

Preliminary Plat Application

The Madrone Village preliminary plat encompasses approximately 79 acres and consists of 282 standard single-family detached residential lots, 72 alley loaded single-family detached residential lots, 6 commercial lots, 1 park lot, 1 school lot, 1 fire station lot, 2 deed access lots, 13 common drive lots, and 43 common open space lots, totaling 421 lots overall.



Standard single-family residential lot sizes range from approximately 4,000 square feet to 10,329 square feet. Alley loaded single-family residential lots sizes range from 4,085 sq. ft. to 4,429 sq. ft. The range in lots sizes will provide a variety of housing types within the development, consistent with the comprehensive plan.

The larger lots within the development will be along the southern and eastern edges of the subdivision. These larger lots provide a nice transition from the already existing residential lots adjacent to the development, into the alley loaded lots near the center of Madrone Village.

The six commercial lots included in the proposed preliminary plat will provide an opportunity for neighborhood commercial uses to serve existing and future residents. The C-1 district is sought to allow neighborhood commercial uses that are complementary to the residential area and provide necessary services and employment opportunities to future and existing residents, consistent with the comprehensive plan. The development and placement of these lots was configured based on discussions with the City of Kuna, including the Economic Development Department. The commercial lots will provide easy and efficient access to services, ideally situated with frontage on Kuna Road, an arterial roadway and designated Entryway Corridor, and at the corner of S Beadlily Ave, a mid-mile collector that current and proposed developments will extend north through Madrone Heights and Season Creek and south through Deserthawk West.

The applicant has been in discussions with the City of Kuna and the Fire District regarding the development of Lot 2, Block 1. The applicant has donated this lot to the Kuna Rural Fire District for future development of a fire station with an ancillary police dispatch office to ensure adequate service and response time for the entire area.

Access and Connectivity

The primary entrance road for the subdivision will be Madrone Avenue, a full access point via Kuna Road proposed in alignment with the subdivision entrance to Madrone Heights to the north. Madrone Avenue will extend into the subdivision, fork to the east and west, and will eventually connect to Sunbeam Street, a mid-mile collector on the south boundary of the subdivision. A mid-mile collector, Beadlily Avenue is proposed on the west side of the subdivision in alignment with Madrone Heights. Local streets are proposed throughout the subdivision and will be improved to the City of Kuna and ACHD's standards.



Four stub streets are proposed to connect with Beadlily and Sunbeam as depicted on the attached preliminary plat. Two stub streets are proposed to connect with the existing subdivision to the east, Sutter's Mill. This development will connect existing neighborhoods with planned transit corridors and will aid in increasing the safety and efficiency of pedestrian and vehicular traffic in the area.

The mixed-use element presented with the neighborhood commercial component of Madrone Village creates trip capture and increases quality of life for all area residents. Access for the proposed commercial lots will be determined with subsequent development applications and will adhere to ACHD and City requirements based on road classification and spacing requirements.

An existing unopened right-of-way located on the east part of the subject site, Yankee Rock, is proposed to be vacated/exchanged with a separate application to ACHD. In discussions with ACHD it was determined that the piece of land was originally included in a plat from 1910 and was dedicated to the public from the subject site. As the City and ACHD prohibit double-loaded lots, it was determined that vacating the unopened right-of-way is the best use of the land. Existing access to Yankee Rock will be maintained to adjacent homes that currently take direct access to the right-of-way. However, the remaining property will be utilized by the proposed subdivision as indicated on the preliminary plat. As Madrone Village will be dedicating approximately 18 acres of public right-of-way, we propose to exchange the approximately 1.5 acres of unopened right-of-way with ACHD. A right-of-way exchange application has been submitted to ACHD and will be reviewed once this application has been accepted by the City of Kuna.

A traffic impact study (TIS) has been submitted to and accepted by Ada County Highway District (ACHD). A copy of the TIS is included herein for reference.

Walkability
Madrone Village includes multiple pedestrian connections and pathways within the community to enhance walkability for residents. Connections are proposed throughout the alley residential portion to adjacent commercial uses and single-family homes within the community and to adjacent neighborhoods. A mid-block pathway extends from Sunbeam Avenue on the south boundary of the development to the north in alignment with Madrone Avenue. Madrone Village offers the opportunity to connect several adjacent existing neighborhoods to the south and east with pedestrian walkways and will connect north and south to planned and currently developing subdivisions, the railway corridor, Kuna Greenbelt, and future parks. Pedestrian connections will enhance walkability in the entire area and will contribute toward fulfilling Kuna Comprehensive Plan *Goal 4.B* by increasing sidewalk coverage and connectivity.

Services
In accordance with City Code, Madrone Village will utilize City services upon annexation. The applicant has been working with the City on capacity constraints currently experienced by the Ten Mile lift station. Coordination will continue as design is finalized.

A major service this development will provide to the community is a school site and park/open space that will be available for both the school and the community to use. The school lot contains approximately 4 acres while the park lot contains approximately 5 acres. Together they will provide the necessary acreage for a charter school, open space with fields, and a parking area. The school lot will be donated to a charter school that will serve grades K-12. With the proposed Madrone Village, Madrone Heights across Kuna Road, and the growing nature of the area, there will be an influx of new students that this school will serve. The park and open space lot as will provide space for the future charter school as well as the public.

In addition, the property is about one mile from downtown Kuna, which puts it in proximity to the Kuna Library and various parks among other services and amenities. The Falcon Ridge Public Charter School is located approximately 1,500 feet to the east, at the southeast corner of Kuna and Ten Mile Roads. Kuna Middle School and Initial Point High School are both less than 1 mile away at the northeast corner of Boise Street and Ten Mile Road. Ross Elementary School is also less than 1 mile away, near the southwest corner of Boise Street and School Avenue.

Various churches, preschools and daycares are also nearby, which will serve and be supported by future residents and complement future commercial uses planned within Madrone Village.

Residential Uses
The residential portion of Madrone Village is comprised of single-family detached units within the R-6 district. In alignment with *Goal 3.D* and *Objective 3.D.2* of the Comprehensive Plan, Madrone Village proposes to provide various housing options and a strong neighborhood. Larger lots with detached single-family homes will be located on the east to buffer and provide a transition to the Sutter's Mill Subdivision. Lots will transition in size from east to west, with smaller, detached residential lots located on the west side of the project and adjacent to commercial uses to the north. As shown on the attached preliminary plat, alley loaded units are clustered within the west part of the site to provide a unique housing type and higher density while preserving enough land for pathways and the park lot in the northeast portion of the development.

Density
Overall, Madrone Village proposes 354 residential units on approximately 76.39 gross acres or 58.68 net acres in the R-6 district. The resulting density for the subdivision is 4.6 dwelling units per gross acre and 6.0 dwelling units per net acre.

Madrone Village presents a community with a variety of housing types and styles, ample open space, an inner-connected pedestrian network and the provision of two lots dedicated for future use as a fire station and city park. In addition, the public charter school lot will fill a need for families in the development and the immediate surrounding area. The provision of the list of amenities planned, lots to be dedicated to the City, Kuna Rural Fire District and school, and overall quality of Madrone Village supports the density intended for the R-6 district.

Commercial Uses
Approximately 2.57 acres of the overall project site is proposed to include commercial lots for future neighborhood serving uses such as retail, small-scale restaurants and coffee shops, and professional service uses, among other potential uses. The commercial lots will be enclosed with landscaping to provide a natural buffer to adjacent residential uses to the south. Commercial lots will be accessed via private drive aisles with cross-access agreements.



In accordance with the standards noted in *Kuna City Code 5-3-4* we request a 50% reduction to the rear yard setback requirement for the commercial lots abutting residential lots. In lieu of the 40' setback normally required we propose a combination of vegetation and screening to ensure residential lots are adequately separated from commercial uses while encouraging a mix of uses and allowing the community to feel integrated. Design of this area will be coordinated with the City as future applications are submitted.

Amenities and Open Space
Overall, Madrone Village includes approximately 11.69 acres of qualified open space for a total of 14.82% of the site, exceeding the city's required 8.29 acres or 10.5%. An approximately 4.88-acre lot is being provided and will be dedicated for use as a future city park at the northeast part of the property. A soccer field, football field, and lacrosse field alongside a basketball court and tennis/pickleball court have been schematically depicted to demonstrate how the open space could be utilized for various amenities. Landscaped areas and pedestrian walkways are located throughout the development to allow for integration of uses, interconnectivity and pedestrian access to the commercial areas and all amenities. The pathways also provide an active amenity for

residents who can safely walk around the entire neighborhood. All common space within the residential portion of the project will be owned and maintained by the homeowners' association.



Design Review Application

Included with this submittal package is a design review application for common area landscaping within the residential portion of the subdivision. Proposed landscaping will consist of a combination of trees, shrubs, and other landscape materials consistent with City standards, which are detailed on the attached landscape plans. The development of the commercial lots will include lighting plans with detailed photometric info as subsequent design review submittals take place.

Conclusion

We are excited to bring Madrone Village to the City of Kuna. This mixed-use community will complement surrounding uses, fulfill comprehensive plan goals, and provide needed housing and employment opportunities in this area of Kuna. The applicant has already donated a 2-acre lot to the Kuna Rural Fire District for a future fire station with an ancillary police dispatch and plans to donate the proposed park and school site. The community design and mix of uses will allow residents to play, shop, eat and interact with neighbors without leaving their neighborhood.

Madrone Village complements the City's vision for growth and will be an asset to the community. Should you have questions or require further information about this updated submittal of Madrone Village, please feel free to contact me.

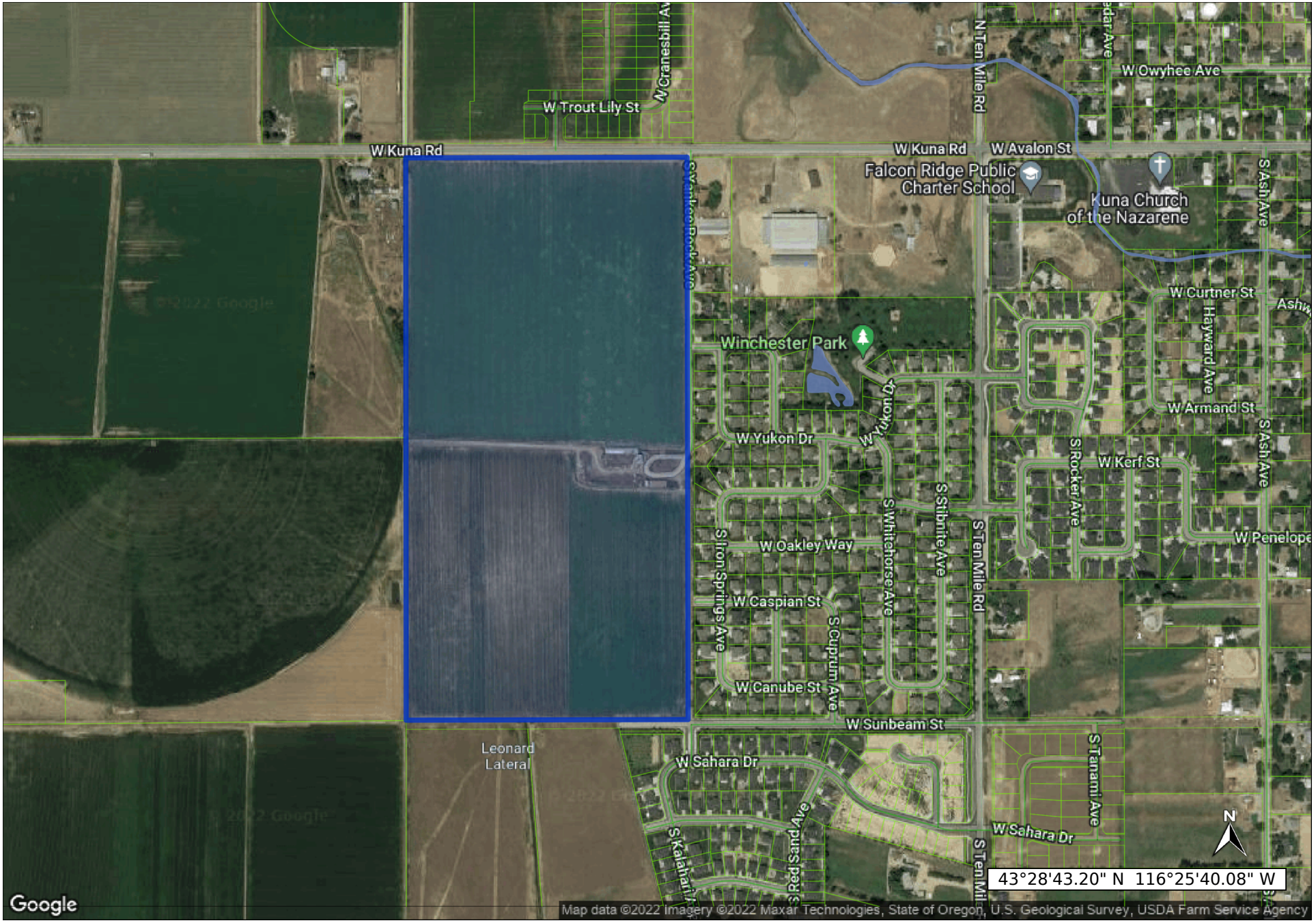
Sincerely,
KM Engineering, LLP

Stephanie Hopkins

Stephanie Hopkins
Land Planning Manager

cc: Arroyo Indio Farm, LLC.

Vicinity map

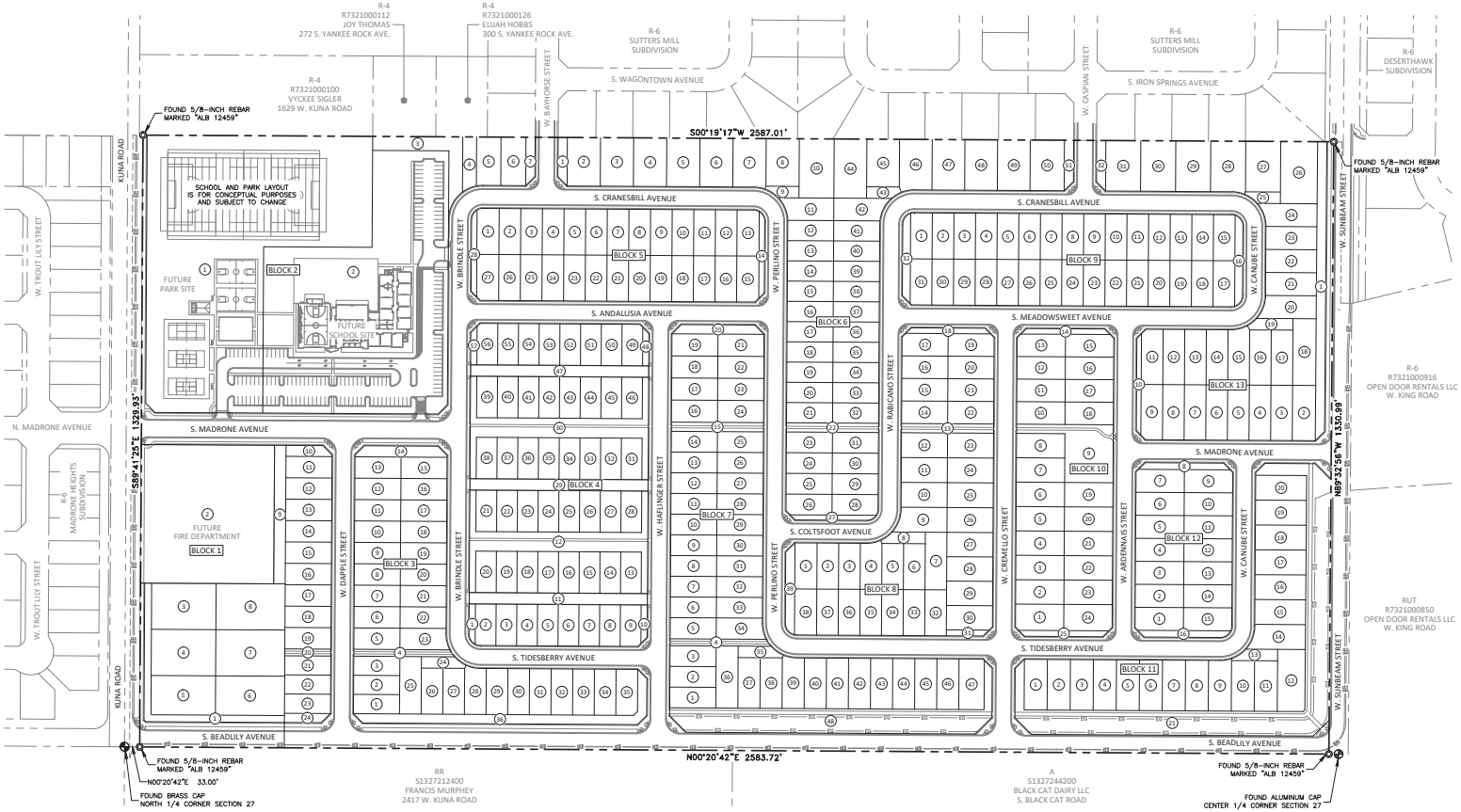


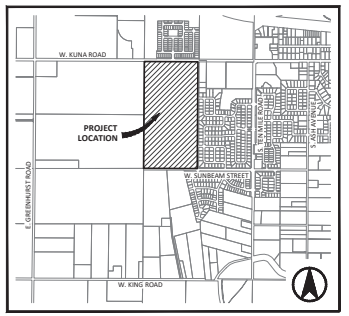
Mar 22, 2022 - landproDATA.com
Scale: 1 inch approx 600 feet

The materials available at this website are for informational purposes only and do not constitute a legal document.

PRELIMINARY PLAT SHOWING
MADRONE VILLAGE SUBDIVISION

SITUATED IN A PORTION OF THE WEST 1/2 OF THE NE 1/4 OF
SECTION 27, TOWNSHIP 2 NORTH, RANGE 1 WEST,
BOISE MERIDIAN, CITY OF KUNA, ADA COUNTY, IDAHO





VICINITY MAP
NOT TO SCALE

PROJECT SUMMARY

SITE DATA

PARCEL NUMBER(S):	R7321001020 & R7321001040	
PROPERTY ADDRESS: CITY/STATE/ZIP:	2021 W. KUNA ROAD KUNA, IDAHO 83634	
CURRENT ZONING:	RUT	
PROPOSED ZONING:	C-1 (NEIGHBORHOOD COMMERCIAL DISTRICT) R-6 (MEDIUM DENSITY RESIDENTIAL)	
PROJECT TOTAL:	416 LOTS	±78.97 ACRES (GROSS)
RIGHT-OF-WAY DEDICATION:	~	±17.44 ACRES
REQUIRED: QUALIFIED OPEN SPACE	±X.XX ACRES	XX.XX%
PROVIDED: QUALIFIED OPEN SPACE:	±X.XX ACRES	XX.XX%

C-1 ZONING

COMMERCIAL LOTS:	6 LOTS	±1.91 ACRES
COMMON LOTS:	1 LOT	±0.20 ACRES
RIGHT-OF-WAY DEDICATION:	~	±0.46 ACRES
SUB-TOTAL:	7 LOTS	±2.57 ACRES

R-6 ZONING

SFR (STANDARD)	306 LOTS	±36.44 ACRES
SFR (ALLEY)	48 LOTS	±4.46 ACRES
DEEDED LOTS: (LOTS 3 & 4, BLOCK 2)	2 LOTS	±0.29 ACRES
SCHOOL SITE (LOT 2, BLOCK 2):	1 LOT	±4.12 ACRES
PARK SITE (LOT 1, BLOCK 2)	1 LOT	±4.82 ACRES
FIRE DEPT. (LOT 2, BLOCK 1)	1 LOTS	±2.00 ACRES
COMMON LOTS:	38 LOTS	±6.09 ACRES
COMMON DRIVE LOTS:	12 LOTS	±1.20 ACRES
RIGHT-OF-WAY DEDICATION:	~	±16.98 ACRES
SUB-TOTAL:	409 LOTS	±76.40 ACRES

SINGLE FAMILY RESIDENTIAL (STANDARD)
MINIMUM LOT SIZE: ±4,150 SF
MAXIMUM LOT SIZE: ±10,784 SF
AVERAGE LOT SIZE: ±5,187 SF

SINGLE FAMILY RESIDENTIAL (ALLEY)
MINIMUM LOT SIZE: ±4,029 SF
MAXIMUM LOT SIZE: ±4,050 SF
AVERAGE LOT SIZE: ±4,048 SF

TOTAL GROSS DENSITY: ±4.63 UNITS PER ACRE

TOTAL NET DENSITY: ±5.96 UNITS PER ACRE

C-1 DIMENSIONAL STANDARDS

MAXIMUM HEIGHT:	35'
MINIMUM STREET FRONTAGE:	0
FRONT YARD SETBACK (LOCAL ROADWAY):	15'
FRONT YARD SETBACK (ARTERIAL OR COLLECTOR):	0'
REAR YARD SETBACK:	5'
INTERIOR SIDE YARD SETBACK:	0'
STREET SIDE YARD SETBACK:	15'
MAXIMUM LOT COVERAGE:	100% DR
MINIMUM LOT SIZE:	2,000 SF

R-6 DIMENSIONAL STANDARDS

MAXIMUM HEIGHT:	35'
MINIMUM STREET FRONTAGE:	45'
FRONT YARD SETBACK (LOCAL ROADWAY):	20'
FRONT YARD SETBACK (ARTERIAL OR COLLECTOR):	30'
REAR YARD SETBACK:	15'
INTERIOR SIDE YARD SETBACK:	5'
STREET SIDE YARD SETBACK:	15'
MAXIMUM LOT COVERAGE:	N/A
MINIMUM LOT SIZE:	4,000 SF

UTILITIES

WATER:	CITY OF KUNA
SEWER:	CITY OF KUNA
POWER:	IDAHO POWER
NATURAL GAS:	INTERMOUNTAIN GAS CO.
TELEPHONE:	CENTURYLINK
IRRIGATION:	BOISE-KUNA IRRIGATION DISTRICT / CITY OF KUNA PI
PRESSURIZED IRRIGATION:	CITY OF KUNA (KMID)
FIRE PROTECTION:	KUNA RURAL FIRE DISTRICT
POLICE PROTECTION:	KUNA POLICE (ADA COUNTY SHERIFF)
SANITATION:	J&M SANITATION
SCHOOL DISTRICT:	KUNA SCHOOL DISTRICT

PRELIMINARY PLAT NOTES

1. ANY RE-SUBDIVISION OF THIS PLAT SHALL COMPLY WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF RE-SUBDIVISION.
2. MINIMUM BUILDING SETBACK LINES SHALL BE IN ACCORDANCE WITH THE APPLICABLE ZONING AND SUBDIVISION REGULATIONS AT THE TIME OF ISSUANCE OF THE BUILDING PERMIT OR AS SPECIFICALLY APPROVED AND/OR REQUIRED.
3. THIS DEVELOPMENT IS SUBJECT TO COVENANTS, CONDITIONS, RESTRICTIONS, AND EASEMENTS.
4. THIS DEVELOPMENT RECOGNIZES 22-4503 OF THE IDAHO CODE, RIGHT TO FARM ACT, WHICH STATES: "NO AGRICULTURAL OPERATION, AGRICULTURAL FACILITY OR EXPANSION THEREOF SHALL BE OR BECOME A NUISANCE, PRIVATE OR PUBLIC, BY ANY CHANGED CONDITIONS IN OR ABOUT THE SURROUNDING NONAGRICULTURAL ACTIVITIES AFTER IT HAS BEEN IN OPERATION FOR MORE THAN ONE (1) YEAR, WHEN THE OPERATION, FACILITY OR EXPANSION WAS NOT A NUISANCE AT THE TIME IT BEGAN OR WAS CONSTRUCTED. THE PROVISIONS OF THIS SECTION SHALL NOT APPLY WHEN A NUISANCE RESULTS FROM THE IMPROPER OR NEGLIGENT OPERATION OF AN AGRICULTURAL OPERATION, AGRICULTURAL FACILITY OR EXPANSION THEREON."
5. UNLESS OTHERWISE SHOWN AND DIMENSIONED, ALL LOTS ARE HEREBY DESIGNED AS HAVING A PERMANENT EASEMENT FOR PUBLIC UTILITIES, IRRIGATION, AND LOT DRAINAGE OVER THE 5-FEET ADJACENT TO ANY INTERIOR SIDE LOT LINE, AND OVER THE 10-FEET ADJACENT TO ANY REAR LOT LINE OR SUBDIVISION BOUNDARY.
6. LOTS 3-8, BLOCK 1 ARE PROPOSED COMMERCIAL LOTS.
7. LOT 3, BLOCK 2 TO BE DEEDED TO PARCEL No. R7321000112.
8. LOT 4, BLOCK 2 TO BE DEEDED TO PARCEL No. R7321000126.
9. LOT 9, BLOCK 1 IS A COMMON DRIVE LOT FOR ACCESS TO COMMERCIAL LOTS.
10. IRRIGATION WATER WILL BE PROVIDED BY CITY OF KUNA (KMID) DISTRICT IN COMPLIANCE WITH IDAHO CODE SECTION 31-3805(1)(b). LOTS WITHIN THIS SUBDIVISION WILL BE ENTITLED TO IRRIGATION WATER RIGHTS AND WILL BE OBLIGATED FOR ASSESSMENTS FROM SAID CANAL COMPANIES.

LEGEND

- BOUNDARY LINE
- ADJACENT BOUNDARY LINE
- ROADWAY CENTERLINE
- SECTION LINE
- RIGHT OF WAY
- LOT LINE
- EG EG EDGE OF GRAVEL
- EP EP EDGE OF PAVEMENT

PROJECT TEAM

PROPERTY OWNER
NAME: ARROYO INDIO FARM, LLC
CONTACT: TIMOTHY ECK
ADDRESS: 1691 S. GRAND FORK WAY
CITY/STATE/ZIP: MERIDIAN, IDAHO 83642
EMAIL: timothyeck@me.com

ENGINEERING
NAME: KM ENGINEERING, LLP.
CONTACT: KEVIN FROEHLICH, P.E.
ADDRESS: 5725 N. DISCOVERY WAY
CITY/STATE/ZIP: BOISE, IDAHO 83713
PHONE: 208.639.6939
EMAIL: kfroehlich@kmengllp.com

LANDSCAPE ARCHITECT
NAME: KM ENGINEERING, LLP.
CONTACT: ALYSSA YENSEN, PLA
ADDRESS: 5725 N. DISCOVERY WAY
CITY/STATE/ZIP: BOISE, IDAHO 83713
PHONE: 208.639.6939
EMAIL: ayensen@kmengllp.com

SURVEY CONTROL NOTES

1. ALL SURVEY DATA IS BASED ON THE US GOVERNMENT HORIZONTAL (NAD83 ADJUSTED TO THE ADA COUNTY H.A.R.N. SURVEY) AND VERTICAL (NAVD 88) BENCHMARK DATUM.

INDEX OF DRAWINGS

SHEET NO.	SHEET TITLE
PP1.0	COVER
PP1.1	EXISTING CONDITIONS
PP2.0	LOT DIMENSIONS
PP2.1	LOT DIMENSIONS
PP3.0	PRELIMINARY ENGINEERING
PP3.1	PRELIMINARY ENGINEERING
PP3.2	PRELIMINARY GRADING AND DRAINAGE
PP3.3	PRELIMINARY GRADING AND DRAINAGE

0 120 240 360
Plan Scale: 1" = 120'

MADRONE VILLAGE SUBDIVISION
KUNA, IDAHO
COVER

REVISIONS

NO.	ITEM	DATE
0	INITIAL PREPLAT SUBMITTAL	11/10/20
1	REVISED PREPLAT SUBMITTAL	07/19/21
2	REVISED PREPLAT SUBMITTAL	04/15/22
4	REVISED PREPLAT SUBMITTAL	10/02/24
5	STAFF COMMENTS	02/20/25
6	REVISED PREPLAT SUBMITTAL	04/02/25

PROFESSIONAL ENGINEER REGISTERED 20404 05/21/25 STATE OF IDAHO KEVIN A. FROEHLICH

Digitally signed by Kevin A. Froehlich, PE
Date: 2025.05.21 12:28:25 -06'00'

km ENGINEERING
5725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
PHONE (208) 639-6939
kmengllp.com

DATE: 2/20/25
PROJECT: 19-151
SHEET NO. PP1.0

P:\19-151\CAD\PLAT\PRELIMINARY\PP-01 SITE PLAN.DWG, 5/21/2025 8:26:51 AM, TYLER PICE, 1:1 (ANSI A (11.00 X 8.50))

MADRONE VILLAGE

40' BPBC EASEMENT

EXHIBIT NO.1

EXHIBIT NO.2

S. BEADLILY AVE.

S. BEADLILY AVE.

S. TIDEBERRY AVE.

S. TIDEBERRY AVE.

W. CANUBE ST.

W. ARDENNAIS ST.

W. CREMELLO ST.

S. COLTSFOOT AVE.

W. HAFLINGER ST.

W. BRINDLE ST.

W. DAPPLE ST.

C-1

FUTURE FIRE STATION

S. MADRONE AVE.

S. MADRONE AVE.

W. SUNBEAM ST.

W. PERLINO ST.

KUNA ROAD

S. MEADOWSWEET AVE.

W. ANDALUSIA ST.

W. CANUBE ST.

W. RABICANO ST.

W. BRINDLE ST.

FUTURE SCHOOL

TOT LOT

TENNIS & PICKLEBALL COURT

BATHROOM

BASKETBALL COURT

FUTURE PARK

OPEN GRASS AREA

MULTI-SPORT FIELD FOOTBALL SOCCER LACROSSE

S. CRANESBILL AVE.

S. CRANESBILL AVE.

W. CASPIAN ST.

W. BAYHORSE ST.

Miranda Gold, President
Alexis Pickering, Vice-President
Kent Goldthorpe, Commissioner
Dave McKinney, Commissioner
Patricia Nilsson, Commissioner

Date: February 5, 2025-DRAFT

To: Timothy Eck-Arroyo Indio Farm, LLC, Connor Lindstrom-KM Engineering

Staff Contact: Dawn Battles, Senior Planner

Project Description: Madrone Village

Trip Generation: This development is estimated to generate 6,053 vehicle trips per day, 484 vehicle trip per hour in the PM peak hour, based on the traffic impact study.

Proposed Development Meets	
All ACHD Policies	
Requires Revisions to meet ACHD Policies	X

Traffic Impact Study	
Yes	X
No	
If yes, is mitigation required	Yes

Area Roadway Level of Service	
Do area roadways meet ACHD's LOS Planning Thresholds?	
Yes	
No	X
Area roads will meet ACHD's LOS Planning Thresholds in the future with planned improvements?	
Yes	X
No	

ACHD Planned Improvements	
FYP	Yes
CIP	Yes

Livable Street Performance Measures	
Pedestrian	LTS 2
Cyclist	LTS 4

Is Transit Available?	
Yes	
No	X

Project/File: **Madrone Village / KPP24-0008 / 24-08-AN/ 24-05-S/ 24-23-DR**
This is an annexation with rezone from RUT (Rural-Urban Transition) to R-6 (Medium Density Residential) and C-1 (Neighborhood Commercial), a preliminary plat and a design review application to allow for the development of a 451-lot mixed use subdivision consisting of 384 single family residential lots, 7 commercial lots, 1 school lot, 1 park lot, 2 access lots, 13 common access lots and 43 common space lots on 77 acres.

Lead Agency: City of Kuna

Site address: 2021 W. Kuna Road

Staff Approval: XXXX, 202X-DRAFT

Applicant/ Owner:
Timothy Eck
Arroyo Indio Farm, LLC
6152 W. Half Moon Lane
Eagle, ID 83616

Representative:
Connor Lindstrom
KM Engineering, LLP
5725 N. Discovery Way
Boise, ID 83713

Staff Contact:
Dawn Battles, Senior Planner
Phone: 208-387-6218
E-mail: dbattles@achdidaho.org

Report Summary:

ACHD Planned Improvements 2
Level of Service Planning Thresholds 3
A. Site Specific Conditions of Approval 4
B. Vicinity Map 7
C. Site Plan 8
D. Traffic Impact Study – Summary and Findings.....9
E. Findings for Consideration 17
F. Policy.....22
G. Attachments.....30
H. Standard Conditions of Approval 31
I. Conclusions of Law.....31
Request for Appeal of Staff Decision 32

ACHD Planned Improvements

1. Capital Improvements Plan (CIP)/ Five Year Plan (FYP):

- Avalon Street between Ten Mile Road and School Avenue is scheduled in the FYP as a community improvement project consisting of the construction of enhanced pedestrian facilities on the south side of the roadway, upgraded ADA ramps and streetlights. The need for bulb-outs and traffic calming treatment/locations will be evaluated during the design phase of the project. The design year is 2029-2030 and the construction date has not been determined.
- School Avenue and the Kuna Downtown Bikeway is scheduled in the FYP for a community project consisting of wayfinding/bikeway signage consistent with the Bike Master Plan in 2027.
- Avenue D/Main Street/4th Street is scheduled in the FYP as a community project consisting of the construction of enhanced pedestrian facilities and angled parking on both sides of the roadway per the adopted Kunad Downtown Corridor Plan with the design year in 2026-2027 and the construction date has not been determined.
- Avalon Street between Linder Avenue and Orchard Avenue is scheduled in the FYP as a community improvement project consisting of pedestrian facilities (pathway) on the north side of the roadway in 2027. The project also includes upgraded ADA ramps and road rehabilitation.
- The intersection of Avalon Street (SH-69) and Kay Avenue is scheduled in the FYP to be signalized as well as adding APS (accessible pedestrian signal) with LPI (leading pedestrian interval), enhanced pedestrian facilities and intersection lighting in 2026. The City of Kuna is leading the construction project.
- Black Cat Road is scheduled in CIP to be widened to 5-lanes from Amity Road to Victory Road between 2036 and 2040.
- The intersection of Lake Hazel Road and Black Cat Road is listed in the CIP to be reconstructed as a single-lane roundabout with 2-lanes on the north leg, 2 lanes on the south, 2-lanes on the east, and 2-lanes on the west leg between 2036 and 2040.
- The intersection of Amity Road and Black Cat Road is listed in the CIP to be reconstructed as a multi-lane roundabout with 4-lanes on the north leg, 4-lanes on the south, 2-lanes east, and 2-lanes on the west leg between 2036 and 2040.

Level of Service Planning Thresholds

1. Condition of Area Roadways and Average Daily Traffic Counts per the TIS

Traffic Count is based on Vehicles per hour (VPH)

Roadway Segment	Classification	Travel Lanes[1]	Two-Way Average Daily Traffic / (Date)	ACHD Peak Hour Std. Volume (One-Way)	Weekday AM Peak Hour		Weekday PM Peak Hour	
					One-Way Volume/ Direction	Meets Std.?	One-Way Volume/ Direction	Meets Std.?
Black Cat Road – Between Amity Road & Lake Hazel Road	Minor Arterial	2	2,051 (12/17/2019)	575 / E	218 / NB	Yes	182 / SB	Yes
Black Cat Road – Between Lake Hazel Road & Columbia Road	Minor Arterial	2	1,861 (12/17/2019)	575 / E	191 / NB	Yes	182 / SB	Yes
Black Cat Road – Between Columbia Road & Greenhurst Road	Minor Arterial	2	1,073 (12/17/2019)	575 / E	84 / NB	Yes	85 / SB	Yes
Black Cat Road – Between Greenhurst Road & Deer Flat Road	Minor Arterial	2	2,368 (12/17/2019)	575 / E	126 / NB	Yes	153 / SB	Yes
Black Cat Road – Between Deer Flat Road & Kuna Road	Minor Arterial	2	2,234 (12/17/2019)	575 / E	104 / NB	Yes	111 / NB	Yes
Black Cat Road – S of Kuna Road	Minor Arterial	2	617 (12/11/2020)	575 / E	22 / NB	Yes	39 / NB	Yes
Kuna Road – W of Black Cat Road	Minor Arterial	2	3,707 (12/11/2020)	575 / E	178 / EB	Yes	229 / WB	Yes
Kuna Road – E of Black Cat Road	Minor Arterial	2	4,713 (12/11/2020)	575 / E	185 / EB	Yes	282 / WB	Yes
Greenhurst Road – Between McDermott Road & Black Cat Road	Collector	2	1,048 (12/11/2020)	575 / E	62 / SB	Yes	94 / NB	Yes
Kuna Road – W of Ten Mile Road	Minor Arterial	2	4,120 (9/15/2020)	575 / E	165 / EB	Yes	242 / WB	Yes
Kuna Road – E of Ten Mile Road	Minor Arterial	2	6,064 (9/16/2020)	575 / E	291 / EB	Yes	329 / WB	Yes
Ten Mile Road – N of Kuna Road	Minor Arterial	2	98 (9/15/2020)	575 / E	2 / SB	Yes	6 / SB	Yes
Ten Mile Road – S of Kuna Road	Minor Arterial	2	2,599 (9/15/2020)	575 / E	167 / NB	Yes	153 / SB	Yes
Sunbeam Street – W of Ten Mile Road	Minor Arterial	2	452 (9/15/2020)	575 / E	21 / EB	Yes	32 / WB	Yes
Ten Mile Road – S of Sunbeam Street	Minor Arterial	2	749 (9/15/2020)	575 / E	44 / NB	Yes	60 / NB	Yes
Bridge Avenue – Between Owyhee Avenue & Main Street	Minor Arterial	2	6,291 (12/11/2020)	575 / E	343 / NB	Yes	357 / SB	Yes
Main Street – Between Ave D & Ave C	Minor Arterial with continuous left-turn lane	3	5,946 (12/11/2020)	720 / E	241 / EB	Yes	357 / WB	Yes
Main Street – Between Ave C & Ave B	Minor Arterial with continuous left-turn lane	3	6,372 (12/11/2020)	720 / E	223 / EB	Yes	364 / WB	Yes
Main Street – Between Ave A & Linder Avenue	Minor Arterial with continuous left-turn lane	3	6,081 (12/11/2020)	720 / E	239 / EB	Yes	370 / WB	Yes

Notes: [1] Travel lanes include the total number of lanes across the roadway's respective cross section.

A. Site Specific Conditions of Approval

1. Submit an updated intersection analysis for Black Cat Road/Columbia Road prior to plan approval and ACHD's signature on the final plat that contains the 200th lot (or land uses that will equal the equivalent trips of 188 PM peak hour trips from residential and/or commercial). The updated intersection analysis should also include alternative mitigation, as the recommended pedestrian improvements along the site frontage are not considered an alternative mitigation measure because they are a requirement of the development. Staff will review the updated analysis and determine at that time what improvements may be required. Additional improvements may be required based on the findings of the updated intersection analysis.

2. Complete the vacation/exchange of Yankee Rock Avenue prior to plan submittal for the first final plat. If the applicant does not complete the right-of-way vacation/exchange for Yankee Rock Avenue, then redesign the site to incorporate Yankee Rock Avenue into the development as a street and resubmit the revised preliminary plat for review. Staff will determine what improvements will be required to Yankee Rock Avenue at that time.

3. If the applicant does not complete the right-of-way vacation/exchange for Yankee Rock Avenue, the following shall apply:

- Redesign the site to incorporate Yankee Rock Avenue into the development as a street and resubmit the revised preliminary plat for review. Staff will determine what improvements will be required to Yankee Rock Avenue at that time.
- At a minimum, construct Yankee Rock Avenue as ½ of a 36-foot wide street section, curb, gutter and 5-foot wide concrete sidewalk plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. Provide a 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side.
- Design Yankee Rock Avenue to reduce the length or include passive design elements. Stop signs, speed humps/bumps and valley gutters will not be accepted as traffic calming.

4. Dedicate additional right-of-way to total 39-feet from centerline of Kuna Road abutting the site. Compensation will not be provided.

5. Improve Kuna Road with 17-feet of pavement from centerline, a 3-foot wide gravel shoulder and a 5-foot wide detached concrete sidewalk abutting the site, as proposed. Locate the sidewalk a minimum of 32-feet from centerline of Kuna Road.

6. Provide a permanent right-of-way easement to 2-feet behind back of sidewalk for any sidewalk located outside of the dedicated right-of-way on Kuna Road.

7. Construct a westbound left-turn lane on Kuna Road when Madrone Avenue is constructed to intersect Kuna Road. Coordinate the design of the turn lane with ACHD's Development Review staff.

8. Construct Beadlily Avenue, along the site's west property line as ½ of a 36-foot wide street section with vertical curb, gutter, an 8-foot wide planter strip and 5-foot wide detached concrete sidewalk on the east side of the roadway plus 12-feet of additional pavement, a 3-foot gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff on the west side of the roadway. Dedicate right-of-way to extend to 2-feet behind back of sidewalk on the east side and to 2-feet behind back of borrow ditch on the west side.

9. Complete Sunbeam Street as a 36-foot wide collector street section with vertical curb, gutter and 7-foot wide attached concrete sidewalk from the east side of the existing Yankee Rock Avenue west

abutting the 320-feet of the site's southeast property line, as proposed. Dedicate additional right-of-way to 2-feet behind back of sidewalk abutting the site.

10. Construct vertical curb, gutter and 7-foot wide attached sidewalk on the east side of Yankee Rock Avenue east of the site to tie into the portion of Sunbeam Street that is proposed to be constructed for this development to prevent an 18-foot wide gap in the improvements (see image page 19).

11. Construct the unimproved portion of Sunbeam Street abutting the site's south property line as ½ of a 36-foot wide street section with vertical curb, gutter and 7-foot wide attached concrete sidewalk on the north side of the roadway plus 12-feet of additional pavement, a 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff on the south side of the roadway. Dedicate right-of-way to extend to 2-feet behind back of sidewalk on the north side of the roadway and to 2-feet behind back of borrow ditch on the south side.

12. Construct the entrance roadway, Madrone Avenue, on Kuna Road as a 36-foot wide local street section with curb, gutter, an 8-foot wide planter strip and 5-foot wide detached concrete sidewalk, as proposed.

13. Dedicate right-of-way to 2-feet behind back of sidewalk, or for detached sidewalk, reduce the right-of-way width to 2-feet behind the back of curb and provide a permanent right-of-way easement that extends from the right-of-way line to 2-feet behind back of sidewalk. Sidewalk shall be located wholly within right-of-way or wholly within an easement.

14. Extend Bayhorse Street and Caspian Street into the site and construct all the other internal local streets as 36-foot wide street sections with curb, gutter and 5-foot wide attached concrete sidewalk within 50-feet of right-of-way, as proposed.

15. Construct a new collector roadway, Beadlily Avenue, to intersect Kuna Road and Sunbeam Street located at the half mile between Black Cat Road and Ten Mile Road, as proposed.

16. Construct Madrone Avenue to intersect Kuna Road located in alignment with Madrone Avenue on the north side of Kuna Road across from the site, as proposed.

17. Construct Madrone Avenue to intersect Sunbeam Street located 625-feet west of Thar Avenue, as proposed.

18. Construct three new local streets to intersect the proposed collector roadway, Beadlily Avenue, as proposed, located as follows:

- Dapple Street, located 420-feet south of Kuna Road
- Haflinger Street, located 585-feet south of Dapple Street
- Cremello Street, located 835-feet south of Haflinger Street

19. Construct all internal local streets to align or offset a minimum of 125-feet, as proposed.

20. If Yankee Rock Avenue is approved for a vacation, then construct a 25-foot wide driveway and a 30-foot wide driveway onto Cranesbill Avenue at the intersection with Brindle Street to provide access to the two parcels that currently only have access to their homes from Yankee Rock Avenue (see image page 21).

21. Construct a 25-foot wide shared driveway onto Madrone Avenue located 340-feet south of Kuna Road, as proposed.

22. Construct six 25-foot wide shared driveways onto local streets throughout the site, as proposed.

23. Construct six 25-foot wide private road/drive aisles that run north/south between Brindle Street and Haflinger Street and Haflinger Street and Perlino Street located 305, 550 and 796-feet east of Beadlily Avenue, as proposed.

24. Install street name and stop signs for the private road/drive aisle. The signs may be ordered through the District. Verification of the correct, approved name of the road is required.

25. Direct access to Kuna Road is prohibited for the future city park, school and fire station lots. Access shall be allowed onto Madrone Avenue. Access will be evaluated as part of a future development application and should be consistent with ACHD's policies in effect at the time. If these parcels were to be developed as commercial or residential uses instead of a fire station, school or city park, access shall be located internal to the site.

26. Redesign the following listed roadways to reduce the length or to include the use of passive design elements. The ultimate locations and design will be determined during plan review by Development Review staff.

- Beadlily Avenue
- Sunbeam Street-Collector
- Brindle Street
- Cremello Street
- Canube Street
- Tidesberry Avenue

Stop signs, speed humps/bumps and valley gutters will not be accepted as traffic calming.

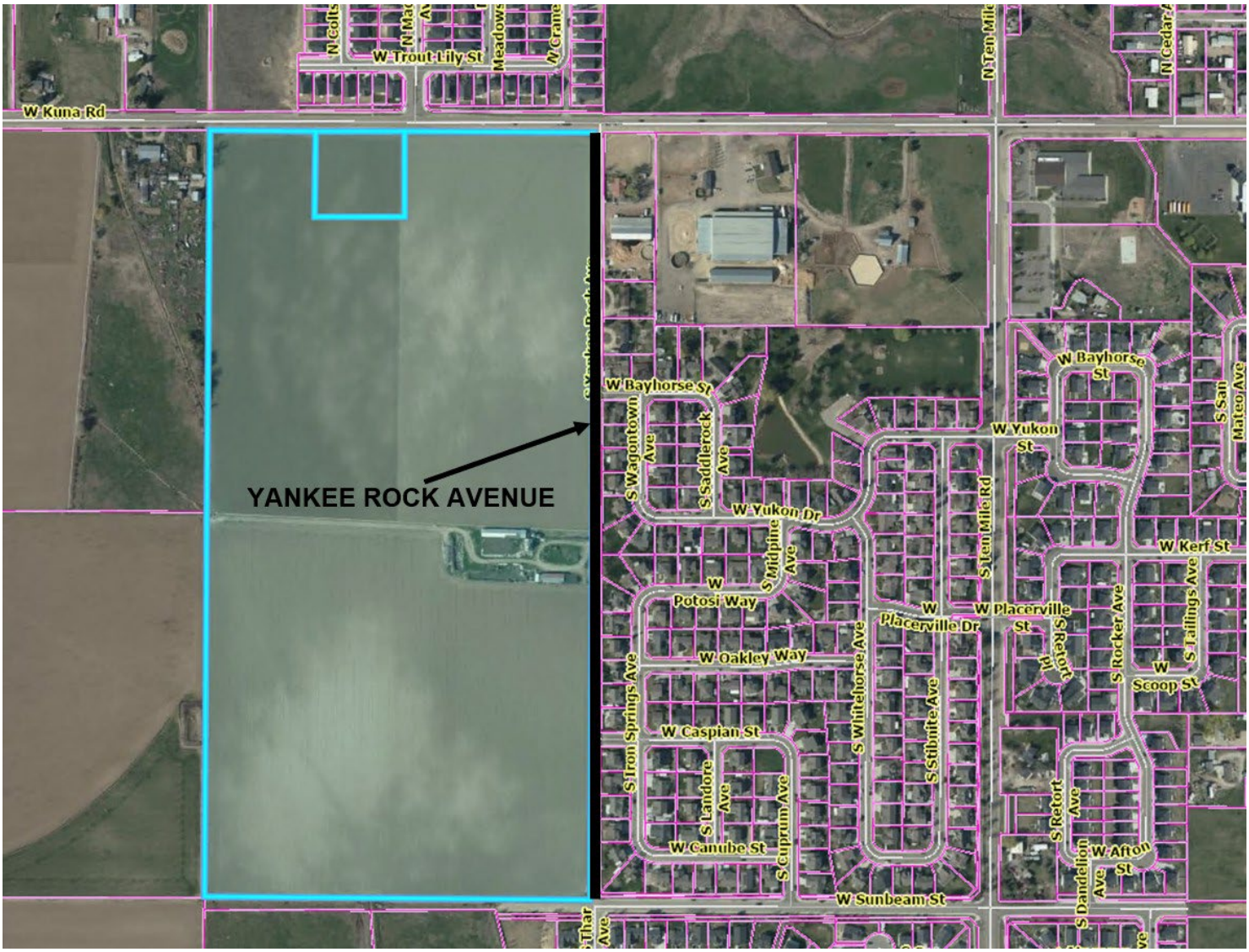
27. Other than the access specifically approved with this application, direct lot access is prohibited to Kuna Road, Beadlily Avenue and Sunbeam Street and should be noted on the final plat.

28. Submit civil plans to ACHD Development Services for review and approval. The impact fee assessment will not be released until the civil plans are approved by ACHD.

29. There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time. The impact fee assessment will not be released until the civil plans are approved by ACHD.

30. Comply with all Standard Conditions of Approval.

B. Vicinity Map



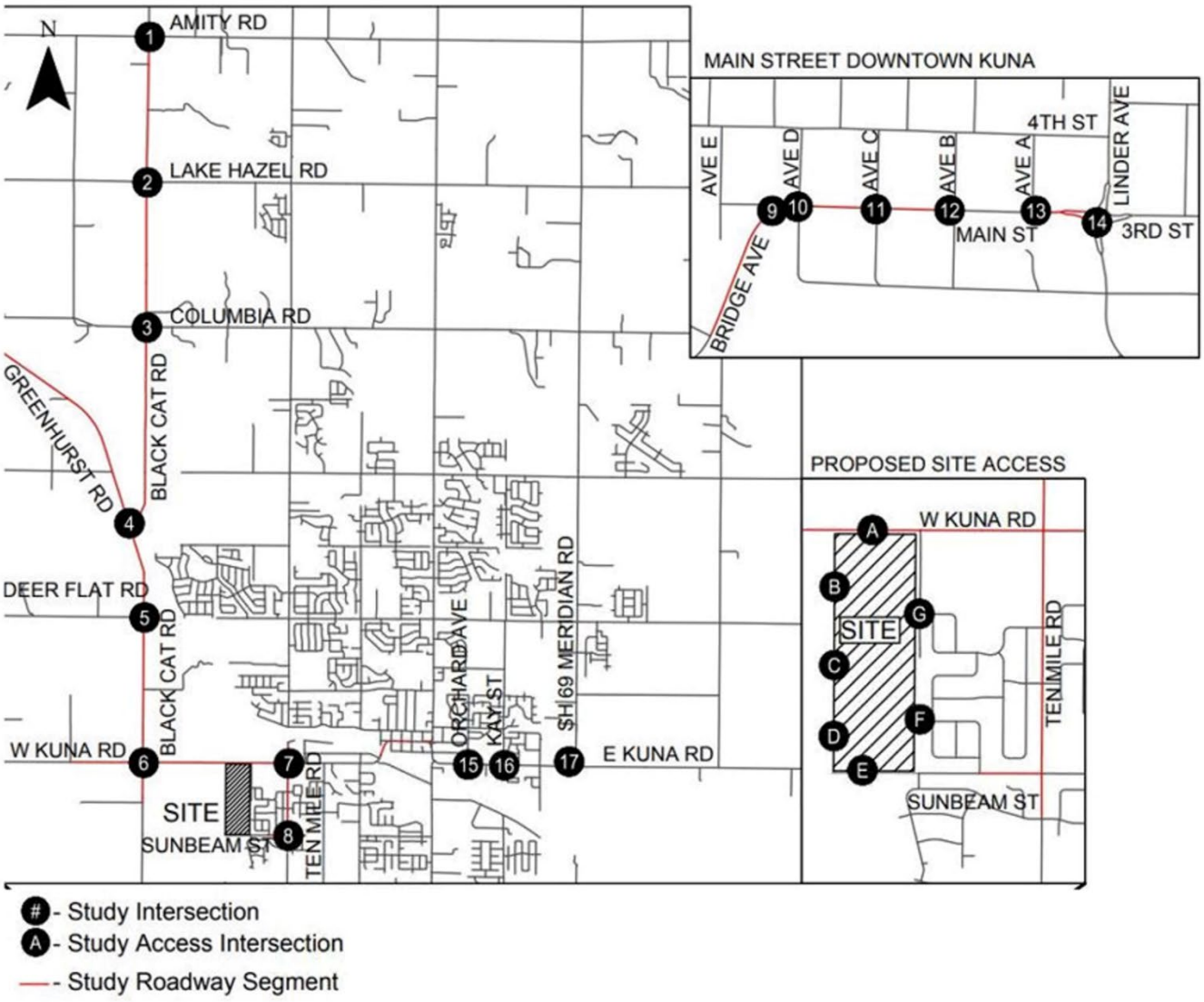
C. Site Plan


MADRONE VILLAGE
KUNA ROAD
C-1
FUTURE FIRE STATION
S. MADRONE AVE.
S. BEADLILY AVE.
W. DAPPLE ST.
MULTI-SPORT FIELD FOOTBALL SOCCER LACROSSE
FUTURE PARK
TOT LOT
BATHROOMS
TENNIS & PICKLEBALL COURT
BASKETBALL COURT
FUTURE SCHOOL
OPEN GRASS AREA
W. BRINDLE ST.
W. BAYHORSE ST.
S. TIDEBERRY AVE.
W. HAFLINGER ST.
W. ANDALUSIA ST.
S. CRANESBILL AVE.
W. PERLINO ST.
W. RABICANO ST.
S. COLTSFOOT AVE.
W. CREMELLO ST.
W. CASPIAN ST.
W. ARDENNAIS ST.
S. MEADOWSWEET AVE.
W. CANUBE ST.
W. SUNBEAM ST.

D. Traffic Impact Study – Summary and Findings

1. Traffic Impact Study

Kittelson & Associates prepared a traffic impact study (TIS) for the proposed Madrone Village development. An executive summary of the findings **as presented by Kittelson & Associates** can be found under attachments on page 30. ACHD has reviewed the submitted traffic impact study for consistency with ACHD policies and practices and may have additional requirements beyond what is noted in the TIS. Staff comments and recommendations on the submitted traffic impact study can be found below.



a. Policy:

Mitigation Proposals: Mitigation recommendations shall be provided within the report. At a minimum, for each roadway segment and intersection that does not meet the minimum acceptable level of service planning threshold or v/c ratio, the report must discuss feasible measures to avoid or reduce the impact to the system. To be considered adequate, measures should be specific and feasible. Mitigation may also include:

- Revision to the Phasing Plan to coincide with the District's planning Capital Projects.
- Reducing the scope and/or scale of the project.

Alternative Mitigation Measures: 7106.7.3 states that if traditional mitigation measures such as roadway widening and intersection improvements are infeasible as determined by ACHD, the TIS may recommend alternative mitigation measures. Alternative mitigation measures shall demonstrate that impacts from the project will be offset.

- If the impacted roadway segments and/or intersections are programmed as funded in the Five Year Plan (FYP) or the Capital Improvements Plan (CIP); no alternative mitigation is required.
- If the impacted roadway segments and/or intersections are not programmed in either the FYP or the CIP; the applicant may (i) analyze the shoulder hour, defined as the hour prior to after the determined peak hour within the two-hour peak period, (sometime analyzed as hour before or after peak period) and (ii) provide a safety analysis to determine alternative mitigation requirements.
    - If the impacted roadway segments and intersections meet the minimum acceptable level of service planning thresholds in the shoulder hour, the applicant may suggest feasible alternative mitigation measures beyond improvements from District policy, such as: off-site sidewalks, off-site bike facilities, connectivity, safety improvements, etc. within 1.5 miles of the proposed development.
    - If the shoulder hour planning thresholds are exceeded the applicant may request to enter into a Development Agreement and pay into the Priority Corridor Fund an amount determined by the ACHD to offset impacts from the project.
- Alternative Mitigation may also include:
    - Revision to the Phasing Plan to coincide with the District's future Capital Projects.
    - Reducing the scope and/or scale of the project.

Level of Service Planning Thresholds: District Policy 7205.3.1 states that Level of Service Planning Thresholds have been established for principal arterials and minor arterials within ACHD's Capital Improvement Plan and are also listed in section 7106. Unless otherwise required to provide a Traffic Impact Study under section 7106, a proposed development with site traffic less than 10% of the existing downstream roadway or intersection peak hour traffic shall not be required to provide mitigation for a roadway or intersection that currently exceeds the minimum acceptable level of service planning threshold or V/C ratio.

b. TIS Findings: Staff has reviewed the submitted traffic impact study (TIS).

The TIS did not include the 7 commercial lots for the mitigation threshold numbers, it only included the residential units. The TIS indicates the commercial lots are anticipated to generate a total of 145 new PM peak hour trips.

Additionally, the TIS evaluated the study intersections without Site Access A and all study intersection operate at ACHD's acceptable level of service planning thresholds in the AM and PM peak hours under 2025 total traffic conditions with the exception of the Ten Mile Road/Kuna Road/Avalon Street intersection.

Intersections:

- Black Cat Road/Amity Road (9%)
    - Overall intersection operates at ACHD's acceptable level of service planning thresholds in the AM and PM peak hours under existing traffic conditions and exceeds ACHD's acceptable level of service planning thresholds in the AM and PM peak hours under 2025 background traffic and 2025 total traffic conditions

- Westbound lane group exceeds ACHD's acceptable level of service planning thresholds in the PM peak hour under existing, 2025 background and 2025 total traffic conditions
- Eastbound lane group exceeds ACHD's acceptable level of service planning thresholds in the AM peak hour and the southbound lane group exceeds ACHD's acceptable level of service planning thresholds in the PM peak hour under 2025 background and 2025 total traffic conditions
- Signal warrant analysis indicates that the intersection meets the eight-hour and four-hour warrants under 2025 background and 2025 total traffic conditions
  - Mitigate with a multi-lane roundabout or a traffic signal
    - No additional improvements are recommended at this intersection, as the proposed site traffic at this intersection will be less than 10% of the 2025 total traffic conditions. Therefore, consistent with District policy 7205.3.1 Level of Service Planning Threshold, which states, a proposed development with site traffic less than 10% of the existing downstream roadway or intersection peak hour traffic shall not be required to provide mitigation.

- Black Cat Road/Columbia Road (12%)
  - Westbound lane group exceeds ACHD's acceptable level of service planning thresholds in the PM peak hour under 2025 background and 2025 total traffic conditions
  - Signal warrant analysis indicates that the intersection meets the eight-hour and four-hour warrants under 2025 background and 2025 total traffic conditions
    - Mitigate with a single lane roundabout for 2025 background traffic and 2025 total traffic conditions
    - Installation of a traffic signal for 2025 total traffic conditions
      - Alternative mitigation-construction of pedestrian improvements along the site frontage

The Black Cat Road and Columbia Road intersection is not programmed for improvements in ACHD's FYP or CIP. The Master Street Map does identify a future single lane roundabout at this intersection. The TIS recommends the construction of a single lane roundabout to accommodate 2025 background traffic and 2025 total traffic conditions or the installation of a 3 X 3 traffic signal to accommodate 2025 total traffic conditions when the site is at full build-out. However, staff believe this improvement may be necessary sooner than anticipated in the traffic impact study.

To verify the assumption of the TIS and to ensure that improvements are made, when necessary to accommodate 2025 total traffic, the applicant should be required to submit an updated intersection analysis for Black Cat Road/Columbia Road prior to plan approval and ACHD's signature on the final plat that contains the 200th residential building lot (or land uses that will equal the equivalent trips of 188 PM peak hour trips from residential and/or commercial). The updated intersection analysis should also include alternative mitigation, as pedestrian improvements along the site frontage are not an alternative mitigation measure because they are a requirement of the development. Staff will review the updated analysis and determine at that time what improvements may be required. Additional improvements may be required based on the findings of the updated traffic impact study.

- Orchard Avenue/SH-69-Avalon Street (13%)
    - Southbound lane group operates at a LOS F in the PM peak hour under 2025 background and 2025 total traffic conditions and exceeds ACHD's acceptable level of service planning thresholds in the shoulder hour under 2025 total traffic conditions
    - Signal warrant analysis indicates that the intersection does not meet traffic signal warrants under 2025 background and 2025 total traffic conditions
        - No mitigation or alternative mitigation proposed
            - Because the v/c ratios for the critical movements are anticipated to be below 0.48 in the PM peak hour, well below ACHD's acceptable level of service planning thresholds which requires a v/c ratio of less than 1.00, no improvements are required on Orchard Avenue at the intersection with SH-69 (Avalon Street).
            - The applicant should coordinate with the City of Kuna and the Idaho Transportation Department (ITD) to determine if additional improvements are necessary on SH-69 and at the intersection with Orchard Avenue.
- Kay Avenue/SH-69-Avalon Street (12%)
    - Northbound lane group exceeds ACHD's acceptable level of service planning thresholds in the PM peak hour under 2025 background and 2025 total traffic conditions
    - Southbound left-turn lane exceeds ACHD's acceptable level of service planning thresholds in the PM peak hour under 2025 background and 2025 total traffic conditions
    - Signal warrant analysis indicates that the intersection meets the eight-hour and four-hour warrants under 2025 total traffic conditions
        - Mitigate with the installation of a traffic signal
            - This intersection is programmed as a funded improvement in the FYP for the installation of a traffic signal in 2026. Therefore, no mitigation is required consistent with ACHD policy 7106.7.3.
- SH-69/ Kuna Road (13%)
    - Northbound left-turn lane exceeds ACHD's acceptable level of service planning thresholds in the PM peak hour under 2025 total traffic conditions
    - Signal warrant analysis indicates that the intersection meets the eight-hour and four-hour warrants under 2025 total traffic conditions
        - Mitigate with the installation of a traffic signal
            - The approach of this intersection that is anticipated to fall below an acceptable level of service planning thresholds, the northbound left-turn lane, is located within ITD right-of-way, shown in green below; and is under the jurisdiction of ITD. The applicant should work with the City of Kuna and the Idaho Transportation Department (ITD) to determine if additional

improvements are necessary on SH-69 at the intersection with Kuna Road.



- Ten Mile Road/Kuna Road/Avalon Street (30%)
    - Northbound lane group operates at a LOS F in the PM peak hour and meets ACHD's acceptable level of service planning thresholds in the shoulder hour under 2025 total traffic conditions with or without Site Access A
    - Signal warrant analysis indicates that the intersection does not meet traffic signal warrants under 2025 total traffic conditions
        - No mitigation proposed
            - Alternative mitigation proposed is to construct pedestrian improvements along the site frontage
                - This intersection is not scheduled for improvements in ACHD's FYP or CIP. The v/c ratios for the critical movements are anticipated to be 0.86 in the PM peak hour and 0.90 without Site Access A, below ACHD's acceptable level of service planning thresholds which requires a v/c ratio of less than 1.00 for a lane group, because of this no improvements are required at the Ten Mile Road/Kuna Road/Avalon Street intersection.
- Avenue D/Main Street (24%)
    - Westbound lane group operates at a LOS F in the PM peak hour and meets ACHD's acceptable level of service planning thresholds in the shoulder hour under 2025 total traffic conditions
    - Signal warrant analysis indicates that the intersection does not meet traffic signal warrants under 2025 total traffic conditions
        - No mitigation proposed
            - Alternative mitigation proposed is to construct pedestrian improvements along the site frontage

- Because the v/c ratios for the critical movements are anticipated to be 0.86 in the PM peak hour, below ACHD's acceptable level of service planning thresholds which requires a v/c ratio of less than 1.00 for a lane group, because of this no improvements are required at the Avenue D/Main Street intersection.

Roadway Segments:

- Kuna Road east of Ten Mile Road (9%)
    - Anticipated to exceed ACHD's acceptable level of service planning thresholds by 2 vehicles in the PM peak hour as a 2-lane roadway under 2025 total traffic conditions
        - No mitigation proposed
            - The roadway segment of Kuna Road east of Ten Mile Road is not programed in ACHD's FYP or CIP. Because this roadway segment is only anticipated to exceed ACHD's acceptable level of service planning thresholds by 2 vehicles in the PM peak hour and proposed site traffic at this intersection will be less than 10% of the 2025 total traffic conditions, no mitigation is required. This is consistent with District policy 7205.3.1 Level of Service Planning Threshold, which states, a proposed development with site traffic less than 10% of the existing downstream roadway or intersection peak hour traffic shall not be required to provide mitigation.
- Bridge Avenue between Owyhee Street and Main Street (7%)
    - Anticipated to exceed ACHD's acceptable level of service planning thresholds in the AM and PM peak hours as a 2-lane roadway under 2025 total traffic conditions
        - No mitigation proposed due to the constraints of the at-grade railroad crossing the existing two-lane bridge over Indian Creek.
            - The proposed site traffic at this intersection will be less than 10% of the 2025 total traffic conditions. Therefore, consistent with District policy 7205.3.1 Level of Service Planning Threshold, which states, a proposed development with site traffic less than 10% of the existing downstream roadway or intersection peak hour traffic shall not be required to provide mitigation; no improvements are required for this segment of Bridge Avenue.

Turn Lanes:
The TIS notes turn lanes are warranted at the following locations:

- Kuna Road/Site Access A (Madrone Avenue)
    - Westbound left-turn lane
- Kuna Road/Beadlily Avenue
    - Westbound left-turn lane-Warranted only without Site Access A

Site Access Evaluation:

- Site Access A (Madrone Avenue), on Kuna Road, a proposed local street located 660-feet east of the new proposed north-south mid-mile collector (Beadlily Avenue), and in alignment with Madrone Avenue on the north side of Kuna Road across from the site. The TIS notes a west-bound left-turn lane is warranted on Kuna Road, this street is anticipated to operate acceptably as a full access, meets ACHD spacing requirements, meets ACHD traffic volume planning thresholds and the sight distance exceeds the minimum requirement. Staff recommends approval of the location as it meets District policy.

- Site Access B (Dapple Street), on Beadlily Avenue, a proposed local street located 420-feet south of Kuna Road. Turn lanes were not warranted at this site access. The TIS notes this access is anticipated to operate acceptably as full access, meets ACHD traffic volume planning thresholds and meets ACHD spacing requirements. Staff recommends approval of the location as it meets District policy and is required to be constructed consistent with the Master Street Map.

- Site Access C (Haflinger Street), on Beadlily Avenue, a proposed local street located 585-feet south of Site Access B. Turn lanes were not warranted at this site access. The TIS notes this access is anticipated to operate acceptably as a full access, meets ACHD traffic volume planning thresholds and meets ACHD spacing requirements. Staff recommends approval of the location as it meets District policy.

- Site Access D (Cremello Street), on Beadlily Avenue, a proposed local street located 835-feet south of Site Access C. Turn lanes were not warranted at this site access. The TIS notes this access is anticipated to operate acceptably as a full access, meets ACHD traffic volume planning thresholds and meets ACHD spacing requirements. Staff recommends approval of the location as it meets District policy.

- Site Access E (Madrone Avenue), on Sunbeam Street, a proposed local street located 645-feet east of Beadlily Avenue and 625-feet west of Thar Avenue. Turn lanes were not warranted at this site access. The TIS notes this access is anticipated to operate acceptably as a full access, meets ACHD traffic volume planning thresholds, meets ACHD spacing requirements and the sight distance exceeds the minimum requirement. Staff recommends approval of the location as it meets District policy.

- Site Access F (Caspian Street), a local stub street at the site's east property line located 915-feet south of Kuna Road is proposed to be extended into the site. The TIS notes this access is anticipated to operate acceptably, meets ACHD traffic volume planning thresholds and meets ACHD spacing requirements. Staff recommends approval of the location as it required to be extended into the site per District policy and to provide circulation and connectivity of the site.

- Site Access G (Bayhorse Street), a local stub street at the site's east property line located 570-feet north of Sunbeam Street is proposed to be extended into the site. The TIS notes this access is anticipated to operate acceptably, meets ACHD traffic volume planning thresholds and meets ACHD spacing requirements. Staff recommends approval of the location as it required to be extended into the site per District policy and to provide circulation and connectivity of the site.

c. **Staff Comments/Recommendations:** Staff comments are provided by District Traffic Services and Development Review staff. Consistent with the findings and recommendations of the TIS the applicant should be required to the following:

    - Construct a westbound left turn lane on Kuna Road at the intersection with Madrone Avenue when Madrone Avenue is constructed to intersect Kuna Road.

- Submit an updated intersection analysis for Black Cat Road/Columbia Road prior to plan approval and ACHD's signature on the final plat that contains the 350th lot (residential and/or commercial). The updated intersection analysis should also include alternative mitigation, as pedestrian improvements along the site frontage are not an alternative mitigation measure because they are a requirement of the development. Staff will review the updated analysis and determine at that time what improvements may be required. Additional improvements may be required based on the findings of the updated traffic impact study.

E. Findings for Consideration

1. Black Cat Road/Columbia Road

The TIS recommends the construction of a single-lane roundabout or the installation of a traffic signal at the intersection under 2025 total traffic conditions. However, staff believe this improvement may be necessary sooner than anticipated in the traffic impact study. To ensure that improvements are made, when necessary to serve the site, the applicant should be required to submit an updated intersection analysis for Black Cat Road/Columbia Road prior to plan approval and ACHD's signature on the final plat that contains the 200th lot (or land uses that will equal the equivalent trips of 188 PM peak hour trips from residential and/or commercial). The updated intersection analysis should also include alternative mitigation, as the recommended pedestrian improvements along the site frontage are not considered an alternative mitigation measure because they are a requirement of the development. Staff will review the updated analysis and determine at that time what improvements may be required. Additional improvements may be required based on the findings of the updated intersection analysis.

2. Vacation/Exchange-Yankee Rock Avenue

a. Existing Conditions: Yankee Rock Avenue is an existing 30-foot wide dirt road located within unmaintained right-of-way that intersects Kuna Road and runs south along the site's east property line for approximately 1,400-feet to intersect with Sunbeam Street. There are two existing parcels on the east side of Yankee Rock Avenue that only have access to their residences via Yankee Rock Avenue.



b. Applicant's Proposal: The applicant is proposing to vacate/exchange Yankee Rock Avenue and incorporate that area into the site as part of the development.

The applicant is proposing to construct two driveways onto a local internal street, Cranesbill Avenue, to provide access to the two homes on Yankee Rock Avenue.

c. Staff comments/Recommendations: At the time of this subdivision application, the right-of-way vacation/exchange has not been completed. Therefore, the applicant should be required to complete the vacation/exchange prior to plan submittal for the first final plat.

If the applicant does not complete the right-of-way vacation/exchange for Yankee Rock Avenue, then they should be required to redesign the site to incorporate Yankee Rock Avenue into the development and resubmit the revised preliminary plat for review. Staff will determine what improvements will be required to Yankee Rock Avenue at that time.

At a minimum, the applicant should be required to construct Yankee Rock Avenue as ½ of a 36-foot wide street section, curb, gutter and 5-foot wide concrete sidewalk plus 12-feet of additional pavement widening beyond the centerline

established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side.

The existing right-of-way for Yankee Rock Avenue is long and straight; therefore, the applicant should design the roadway to reduce the length or include passive design elements if the right-of-way is not vacated/exchanged.

Stop signs, speed humps/bumps and valley gutters will not be accepted as traffic calming.

See Finding 7 regarding the applicant's proposals and ACHD requirements for the driveways for the two existing homes on Yankee Rock Avenue.

2. Kuna Road

a. Existing Conditions: Kuna Road is improved with 2-travel lanes, 24 to 38-feet of pavement and no curb, gutter or sidewalk abutting the site. There is 66 to 70-feet of right-of-way for Kuna Road (32 to 37-feet from centerline).

b. Applicant Proposal: The applicant is proposing to dedicate additional right-of-way to total 37-feet from centerline of Kuna Road abutting the site.

The applicant is proposing to improve Kuna Road with 17-feet of pavement from centerline, a 3-foot wide gravel shoulder and a 5-foot wide detached concrete sidewalk abutting the site.

c. Staff Comments/Recommendations: Consistent with the MSM, the applicant should be required to dedicate additional right-of-way to total 39-feet from centerline of Kuna Road abutting the site. Compensation will not be provided for the additional dedicated right-of-way as this segment of Kuna Road is not programmed for improvements in the CIP.

The applicant's proposal to improve Kuna Road meets District policy and should be approved, as proposed. The sidewalk should be located a minimum of 32-feet from centerline of Kuna Road.

The applicant should be required to provide a permanent right-of-way easement to 2-feet behind back of sidewalk for any sidewalk located outside of the dedicated right-of-way.

Consistent with the findings and recommendations of the traffic impact study, the applicant should be required to construct a westbound center left-turn lane on Kuna Road when Madrone Avenue (Site Access A) is constructed to intersect Kuna Road. Coordinate the design of the turn lane with ACHD's Development Review staff.

3. Beadlily Avenue-North/South Mid-Mile Collector

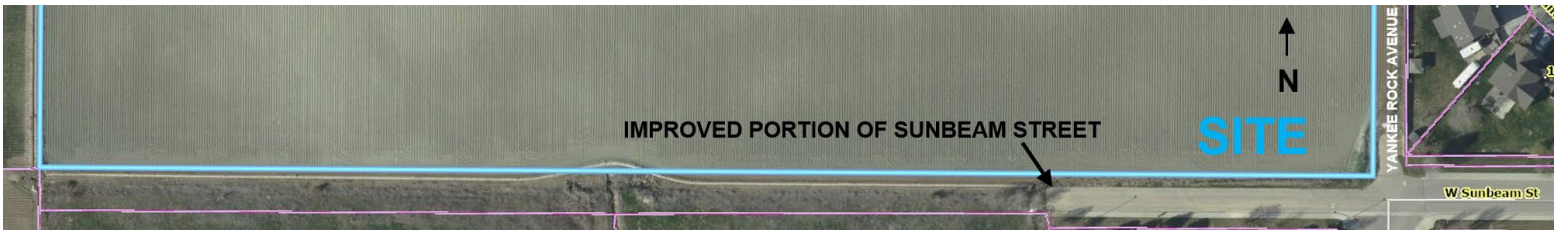
a. Existing Conditions: There are no collector roadways within the site.

b. Applicant Proposal: The applicant is proposing to construct Beadlily Avenue, as designated on the MSM, from the intersection with Kuna Road south along the site's west property line to intersect Sunbeam Street, a new proposed collector road located at the site's south property line as ½ of a 36-foot wide street section with vertical curb, gutter, a 6-foot wide planter strip and 5-foot wide detached concrete sidewalk on the east side of the roadway plus 12-feet of additional pavement, a 3-foot gravel shoulder and a 5-foot wide borrow ditch on the west side.

c. Staff Comments/Recommendations: The applicant's proposal meets District policy with the exception of the width of the planter strip which policy requires an 8-foot wide planter strip and should be approved. Construct a minimum 8-foot wide planter strip and size the borrow ditch to accommodate the roadway storm runoff on the west side of the roadway. Dedicate right-of-way to extend to 2-feet behind back of sidewalk on the east side and to 2-feet behind back of borrow ditch on the west side.

4. Sunbeam Street

a. Existing Conditions: A portion of Sunbeam Street is improved abutting approximately 320-feet of the site's southeast property line with 2-travel lanes, 24-feet of pavement, and no curb, gutter or sidewalk.

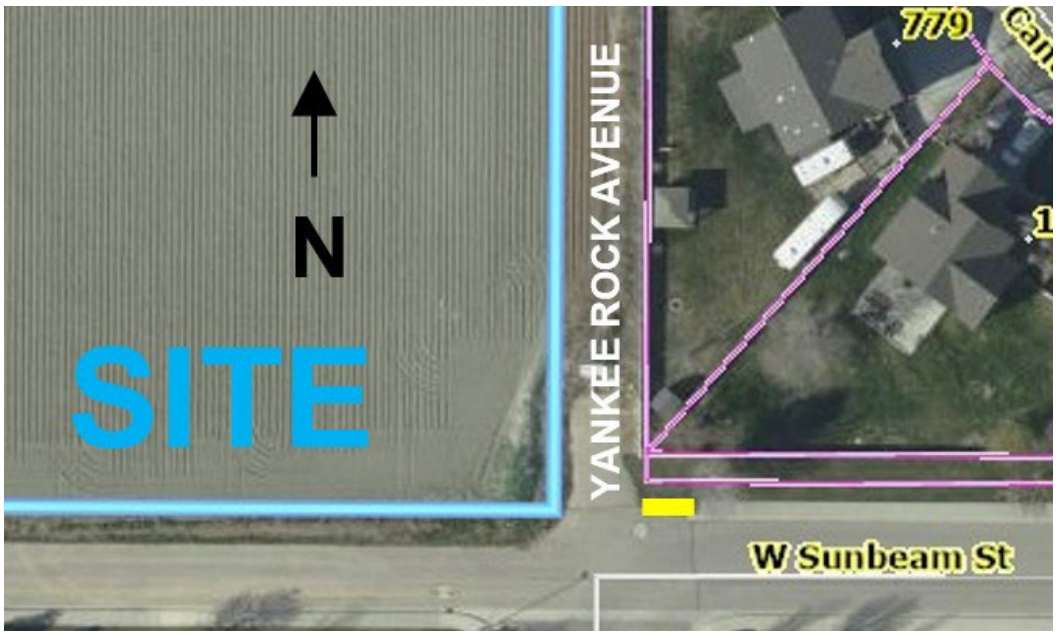


b. Applicant's Proposal: As noted above, the applicant is proposing to incorporate Yankee Rock Avenue into the development and is proposing to complete Sunbeam Street as a 36-foot wide street section with vertical curb, gutter and 7-foot wide attached concrete sidewalk from the east side of the existing Yankee Rock Avenue west abutting the 320-feet of the site's southeast property line.

The applicant is proposing to construct the remaining portion of Sunbeam Street abutting the site's south property line as ½ of a 36-foot wide street section with vertical curb, gutter and 7-foot wide attached concrete sidewalk on the north side of the roadway plus 12-feet of additional pavement, a 3-foot wide gravel shoulder and a 5-foot wide borrow ditch on the south side of the roadway.

c. Staff Comments/Recommendations: The applicant's proposals meet District policy and should be approved, as proposed. The applicant should be required to provide a borrow ditch sized to accommodate the roadway storm runoff on the south side of Sunbeam Street. Dedicate right-of-way to extend to 2-feet behind back of sidewalk on the north side of the roadway and to 2-feet behind back of borrow ditch on the south side.

With the completion of Sunbeam Street from the east side of Yankee Rock Avenue west will create an approximate 18-foot wide gap in the curb, gutter and sidewalk, shown in yellow. If the vacation/exchange of Yankee Rock Avenue is approved, then the applicant should be required to construct vertical curb, gutter and 7-foot wide attached sidewalk east of the site to tie into the portion of Sunbeam Street that is proposed to be constructed for this development to prevent a gap in the improvements.



5. Internal Local Streets

a. Existing Conditions: There are no local streets within the site. Bayhorse Street and Caspian Street stub to the site's east property line.

b. Applicant Proposal: The applicant is proposing to construct the entrance roadway, Madrone Avenue, to intersect Kuna Road as a 36-foot wide local street section with curb, gutter, an 8-foot wide planter strip and 5-foot wide detached concrete sidewalk within 70-feet of right-of-way.

The applicant is proposing to extend Bayhorse Street and Caspian Street into the site and construct all the other internal local streets as 36-foot wide street sections with curb, gutter and 5-foot wide attached concrete sidewalk within 50-feet of right-of-way.

c. Staff Comments/Recommendations: The applicant's proposals meet District policy and should be approved, as proposed.

For detached sidewalk, the applicant may reduce the right-of-way width to 2-feet behind the back of curb and provide a permanent right-of-way easement that extends from the right-of-way line to 2-feet behind back of sidewalk. Sidewalk shall be located wholly within right-of-way or wholly within an easement.

6. Roadway Offsets

a. Existing Conditions: There are no roadways within the site.

b. Applicant's Proposal: The applicant is proposing to construct one new collector roadway, Beadlily Avenue, to intersect Kuna Road, a minor arterial roadway, and Sunbeam Street, a new collector roadway, located at the half mile between Black Cat Road and Ten Mile Road.

The applicant is proposing to construct one new local street, Madrone Avenue, to intersect Kuna Road located 660-feet east of the proposed collector roadway, Beadlily Avenue, and in alignment with Madrone Avenue on the north side of Kuna Road across from the site.

The applicant is proposing to construct one new local street, Madrone Avenue, to intersect Sunbeam Street, a proposed collector roadway located 625-feet west of Thar Avenue.

The applicant is proposing to construct three new local streets to intersect the proposed collector roadway, Beadlily Avenue located as follows:

- Dapple Street, located 420-feet south of Kuna Road
- Haflinger Street, located 585-feet south of Dapple Street
- Cremello Street, located 835-feet south of Haflinger Street and 640-feet north of Sunbeam Street

The applicant is proposing to construct all other internal local streets to align or offset a minimum of 125-feet.

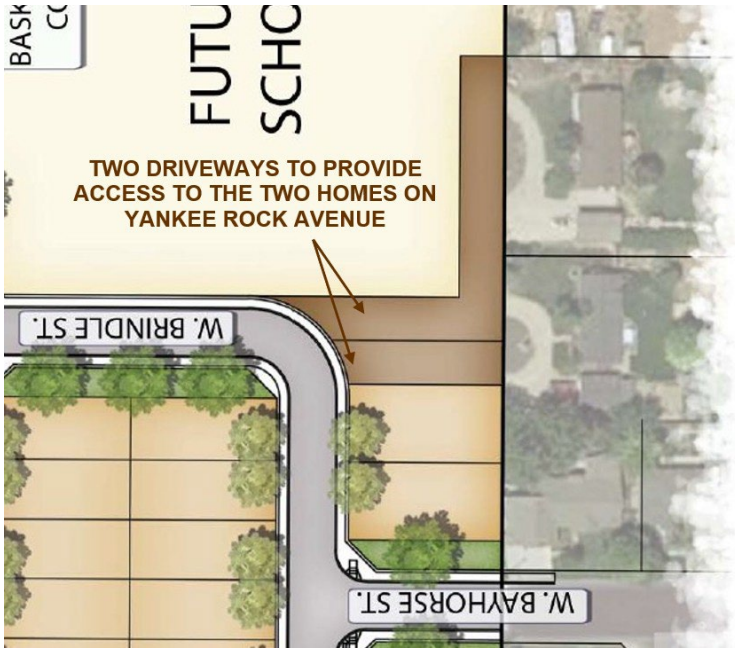
c. Staff Comments/Recommendations: The applicant's proposals meet District policy and should be approved, as proposed.

7. Driveways/ Private Roads

7.1 Internal Local Streets

a. Existing Conditions: There are no roadways within the site.

b. **Applicant's Proposal:** As noted above, Yankee Rock Avenue is proposed to be vacated, and the applicant is proposing to construct a 25-foot wide driveway and a 30-foot wide driveway onto Cranesbill Avenue at the intersection with Brindle Street to provide access to the two parcels that currently only have access to their homes from Yankee Rock Avenue.



The applicant is proposing to construct a 25-foot wide shared driveway onto Madrone Avenue located 340-feet south of Kuna Road to provide access to six commercial lots.

The applicant is proposing to construct six 25-foot wide private road/drive aisles that run north/south between Brindle Street and Haflinger Street and Haflinger Street and Perlino Street located 305, 550 and 796-feet east of Beadlily Avenue (measured centerline-to-centerline).

c. **Staff Comments/Recommendations:** The applicant's proposals meet District policy and should be approved, as proposed.

If the City of Kuna approves the private road/drive aisles, the applicant shall be required to pave the private roadway/drive aisles their full widths and at least 30-feet into the site beyond the edge of pavement of all public streets and install pavement tapers with 15-foot curb radii abutting the existing roadway edge. If private roads are not approved by the City of Kuna, the applicant will be required to revise and resubmit the preliminary plat to provide public standard local streets in these locations.

Street name and stop signs are required for the private roads. The signs may be ordered through the District. Verification of the correct, approved name of the road is required.

ACHD does not make any assurances that the private road, which is a part of this application, will be accepted as a public road if such a request is made in the future. Substantial redesign and reconstruction costs may be necessary in order to qualify this road for public ownership and maintenance.

The following requirements must be met if the applicant wishes to dedicate the roadway to ACHD:

- Dedicate a minimum of 50-feet of right-of-way for the road.
- Construct the roadway to the minimum ACHD requirements.
- Construct a stub street to the surrounding parcels.

8. Future Park, School and Fire Station Lots

The preliminary plat includes a future city park (Lot 1 Block 2), a school (Lot 2 Block 2) and fire station (Lot 2 Block 1). Direct access to Kuna Road is prohibited from these lots with the exception of the fire station and access for the park and school lots should be required onto Madrone Avenue. Although the site plan shows a driveway onto Madrone Avenue and a driveway onto Brindle Street, access will be evaluated as part of a future development application and should be consistent with

ACHD's policies in effect at the time. If these parcels were to be developed as commercial or residential uses instead of a fire station, school or city park, access should be located internal to the site.

9. Traffic Calming

a. Applicant's Proposal: The applicant is proposing to construct several long straight sections of collector and local roadways proposed to be greater in length than 750-feet and are as follows:

- Beadlily Avenue-Collector
- Sunbeam Street-Collector
- Brindle Street
- Cremello Street
- Canube Street
- Tidesberry Avenue

b. Staff Comments/Recommendations: The applicant should be required to redesign the above listed roadways to reduce the length or to include the use of passive design elements. The ultimate locations and design will be determined during plan review by Development Review staff.

Stop signs, speed humps/bumps and valley gutters will not be accepted as traffic calming.

10. Other Access

Kuna Road is classified as a minor arterial roadway and Beadlily Avenue and Sunbeam Street are classified as collector roadway. Other than the access specifically approved with this application, direct lot access is prohibited to these roadways and should be noted on the final plat.

F. Policy

1. Federal Accessibility Design Guidelines and Standards

District policy 7203.1.1 states that developers shall follow the current version of the U.S. Access Board's Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), 36 CFR Part 1190, September 7, 2023; (Also see, https//www.access-board.gov/prowag and https//www.access-board.gov/files/prowag/planning-and-design-for-alternatives.pdf for additional information).

2. Minor Improvements

Minor Improvements Policy: District Policy 7203.3 states that minor improvements to existing Highways adjacent to a proposed development may be required. These needed transportation facilities are to correct deficiencies or replace deteriorated facilities. Included are sidewalk and/or bike lane construction or replacement (with physical buffers if missing and needed); construction of transitional sidewalk segments; crosswalk construction or replacement; curb and gutter construction or replacement; repair, replacement or expansion of curb extensions; replacement of unused driveways with curb, gutter, sidewalk, repair or addition of traffic calming or speed mitigation features; installation or reconstruction of pedestrian ramps; pavement repairs; signs, motor vehicle, pedestrian and bicycle traffic control devices; and other similar items. The current version of PROWAG will determine the applicable accessibility requirements for alterations and elements added to existing streets. ACHD staff is responsible for identifying the minor improvements that would be proportionate to the size and complexity of the development.

3. Livable Street Performance Measures

District policy 7203.8 states that ACHD has adopted performance measures (level of stress) for evaluating the experience of bicyclists and pedestrians. ACHD seeks to create a transportation network that serves all ages and abilities. Bike and pedestrian facilities built through development should achieve a bike and pedestrian level of traffic stress 1 or 2, with no new bike lane below a minimum of 5-feet.

4. Kuna Road

Arterial Roadway Policy: District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets. Improvements shall include transitional segments in accordance with the current version of PROWAG.

Master Street Map and Typology Policy: District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master Street Map, Livable Streets Design Guide, and the most current ACHD Livable Streets Performance Measures Plan as adopted by the ACHD Commission. The developer or engineer should contact the District before starting any design.

Street Section and Right-of Way Width Policy: District Policy 7205.2.1 & 7205.5.2 states that the standard 3-lane street section shall be 37-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, and a continuous center left-turn lane, and curbs and gutters. A 3-lane road shall also include a minimum 10-foot wide multi-use path on both sides with an 8-foot wide buffer from back-of-curb. Other bike facility treatments as defined in the ACHD Bike Master plan may be approved at the discretion of the ACHD Development Review Supervisor. If an interim on-street bike lane is required in order to connect to existing facilities, the street section shall be 53-feet to allow for a 5-foot wide bike lane and 3-foot wide painted buffer. Landscaped medians with intermittent turn lanes may be allowed when a minimum of 20-feet of pavement on both sides of the median is provided.

If a landscaped median is included in any of these cross sections, the landscaping shall be maintained by license agreement with the adjacent HOA, property owner, or by interagency agreement with the corresponding land use jurisdiction.

At the discretion of Traffic Engineering staff, adjustments may be made to the street section, including removal of the continuous center turn lanes or modification to lane widths, where no driveways or intersections are present or to ensure adequate space for pathway and buffers.

Right-of-Way Dedication: District Policy 7205.2 states that The District will provide compensation for additional right-of-way dedicated beyond the existing right-of-way along arterials listed as impact fee eligible in the adopted Capital Improvements Plan using available impact fee revenue in the Impact Fee Service Area.

No compensation will be provided for right-of-way on an arterial that is not listed as impact fee eligible in the Capital Improvements Plan.

The District may acquire additional right-of-way beyond the site-related needs to preserve a corridor for future capacity improvements, as provided in Section 7300.

Pedestrian Facilities: District Policy 7205.5.7 requires a concrete sidewalk at least 5-feet wide are required on both sides of all arterial streets. A parkway strip at least 8-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Alternatively, on roadways identified for improvement in the Capital Improvement Plan, a minimum 10-foot wide multi-use path may be required. The path shall be placed in accordance with planned buildout in the Master Street Map with a minimum 8-foot wide planter strip as measured to the closest edge of the path. Street trees are encouraged between the pedestrian

facility and the roadway when irrigation and maintenance will occur by the adjacent property owner or HOA through an approved license agreement. Consult the District's planter width policy if trees are to be placed within the parkway strip. In some instances, to match existing conditions, a minimum 7-foot wide sidewalk may be constructed next to the back-of-curb. ACHD Development Review staff will be responsible for determining the required facility. Vertical hardscape alternatives to street trees may be considered in the buffer space when street trees are not practicable.

Detached sidewalks and multi-use paths are encouraged and should be parallel to the adjacent roadway. Pedestrian facilities will only be allowed to deviate from a straight line parallel to the roadway when authorized by Development Review staff to accommodate site specific conditions (i.e., street trees, utilities, etc.).

Appropriate easements shall be provided if public pedestrian facilities are placed out of the right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the pedestrian facility. Pedestrian facilities shall either be located wholly within the public right-of-way or wholly within an easement.

Curb ramps or blended transitions shall be provided to connect the pedestrian access route at each pedestrian street crossing in accordance with the current version of PROWAG. Provide detectable warning surface in accordance with the current version of PROWAG.

Frontage Improvements Policy: District Policy 7205.2.1 states that the developer shall widen the pavement to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site. Curb, gutter and additional pavement widening may be required (See Section 7205.5.5).

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Kuna Road is designated in the MSM as a Residential Arterial with 3-lanes, a 37-foot street section (back-of-curb to back-of-curb) and a minimum 10-foot wide multi-use path on both sides with an 8-foot wide buffer from back-of-curb within 78-feet of right-of-way. If an interim on-street bike lane is required in order to connect to existing facilities, the street section shall be 53-feet to allow for a 5-foot wide bike lane and 3-foot wide painted buffer.

5. Beadlily Avenue (N/S Mid-Mile Collector) and Sunbeam Street

Collector Street Policy: District policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets. Improvements shall include transitional segments in accordance with ADA and the current version of PROWAG.

Master Street Map and Typologies Policy: District policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard street sections shall serve as the default. ACHD reserves the right to require bicycle and pedestrian facilities above those identified in the Livable Streets Design Guide and Master Street Map to ensure the safest facility possible based on current best practice.

Street Section and Right-of-Way Policy: District policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70-feet, depending on the location and width of the sidewalk or multi-use path and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk or multi-use path is located within an easement; in which case the District will require a minimum right-of-way width that extends 2-feet behind the back-of-curb on each side.

The standard street section shall be 47-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike

lanes. If a multi-use path is determined to be the required treatment, the street section shall be reduced to 37-feet. If it is determined a continuous center left-turn lane is not appropriate and a path is installed, the street section may be reduced to 26-feet.

Residential Collector Policy: District policy 7206.5.2 states that the standard street section for a collector in a residential area shall be 36-feet (back-of-curb to back-of-curb). The District will consider a 33-foot or 29-foot street section with written fire department approval and taking into consideration the needs of the adjacent land use, the projected volumes, the need for bicycle lanes, and on-street parking.

At the discretion of Traffic Engineering staff, adjustments may be made to the street section, including removal of the continuous center turn lanes or modification to lane widths, where no driveways or intersections are present or to ensure adequate space for pathways and buffers.

Half Street Policy: District Policy 7206.2.2 required improvements shall consist of pavement widening to one-half the required width, including curb, gutter and concrete sidewalk (minimum 5-feet), plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side. Alternatively, on roadways identified as low-stress bikeways in ACHD's Bike Master Plan, a minimum 10-foot wide multi-use path may be required in lieu of sidewalks. ACHD Development Review staff will be responsible for determining the required facility. The path shall be built 8-feet behind the top back of curb as measured to the closest edge of the path. Street trees are encouraged between the pedestrian facility and the roadway when irrigation and maintenance will occur by the adjacent property owner or HOA through an approved license agreement. Vertical hardscape alternatives to street trees may be considered in the buffer space when street trees are not practicable.

Pedestrian Facilities: District policy 7206.5.6 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all collector streets. A parkway strip at least 8-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalk constructed next to the back-of-curb shall be a minimum of 7-feet wide. Alternatively, on roadways identified as low-stress bikeways in ACHD's Bike Master Plan, a minimum 10-foot wide multi-use path may be required in lieu of sidewalks. ACHD Development Review staff will be responsible for determining the required facility. The path shall be built 8-feet behind the back-of-curb as measured to the closest edge of the path. Street trees are encouraged between the pedestrian facility and the roadway when irrigation and maintenance will occur by the adjacent property owner or HOA through an approved license agreement. Vertical hardscape alternatives to street trees may be considered in the buffer space when street trees are not practicable.

Pedestrian facilities should be parallel to the adjacent roadway. Pedestrian facilities will only be allowed to deviate from a straight line when authorized by Development Review staff to meet site specific conditions (i.e., street trees, utilities, etc.).

Appropriate easements shall be provided if public sidewalks or multi-use paths are placed out of the right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk or multi-use path. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

Curb ramps or blended transitions shall be provided to connect the pedestrian access route at each pedestrian street crossing in accordance with the current version of PROWAG. Provide detectable warning surface in accordance with the current version of PROWAG.

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features

required through development. A new collector roadway was identified on the MSM with the street typology of Residential Collector. The new collector roadway should align with Beadlily Avenue on the north side of Kuna Road at the mid-mile between Black Cat Road and Ten Mile Road across from the site that was approved as part of the Madrone Heights development. The new collector roadway should extend from Kuna Road and continue through the property to the south to intersect Sunbeam Street, a new collector road located at the site's south property line. The Residential Collector typology as depicted in the Livable Street Design Guide recommends a 2-lane roadway with bike lanes, a 36-foot street section within 54-feet of right-of-way.

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. This segment of Sunbeam Street is designated in the MSM as a Residential Collector with 2-lanes and on-street bike lanes, a 36-foot street section within 54-feet of right-of-way.

6. Yankee Rock Avenue

Local Roadway Policy: District Policy 7207.2.1 states that the developer is responsible for improving all local street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

Street Section and Right-of-Way Policy: District Policy 7207.5 states that right-of-way widths for all local streets shall generally not be less than 47-feet wide and that the standard street section shall be 33-feet (back-of-curb to back-of-curb).

Standard Urban Local Street—33-foot Street Section and Right-of-way Policy: District Policy 7207.5.2 states that the standard street section shall be 33-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 47-feet of right-of-way.

For the City of Kuna and City of Star: Unless otherwise approved by Kuna or Star, the standard street section shall be 36-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 50-feet of right-of-way.

Sidewalk Policy: District Policy 7207.5.7 states that five-foot wide concrete sidewalk is required on both sides of all local street, except those in rural developments with net densities of one dwelling unit per 1.0 acre or less, or in hillside conditions where there is no direct lot frontage, in which case a sidewalk shall be constructed along one side of the street. Some local jurisdictions may require wider sidewalks.

The sidewalk may be placed next to the back-of-curb. Where feasible, a parkway strip at least 8-feet wide between the back-of-curb and the street edge of the sidewalk is recommended to provide increased safety and protection of pedestrians and to allow for the planting of trees in accordance with the District's Tree Planting Policy. If no trees are to be planted in the parkway strip, the applicant may submit a request to the District, with justification, to reduce the width of the parkway strip.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

Half Street Policy: District Policy 7207.2.2 required improvements shall consist of pavement widening to one-half the required width, including curb, gutter and concrete sidewalk (minimum 5-feet), plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side.

7. Internal Local Streets

Local Roadway Policy: District Policy 7207.2.1 states that the developer is responsible for improving all local street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

Street Section and Right-of-Way Policy: District Policy 7207.5 states that right-of-way widths for all local streets shall generally not be less than 47-feet wide and that the standard street section shall be 33-feet (back-of-curb to back-of-curb).

Standard Urban Local Street—33-foot Street Section and Right-of-way Policy: District Policy 7207.5.2 states that the standard street section shall be 33-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 47-feet of right-of-way.

For the City of Kuna and City of Star: Unless otherwise approved by Kuna or Star, the standard street section shall be 36-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 50-feet of right-of-way.

Continuation of Streets Policy: District Policy 7207.2.4 states that an existing street, or a street in an approved preliminary plat, which ends at a boundary of a proposed development shall be extended in that development. The extension shall include provisions for continuation of storm drainage facilities. Benefits of connectivity include but are not limited to the following:

- Reduces vehicle miles traveled.
- Increases pedestrian and bicycle connectivity.
- Increases access for emergency services.
- Reduces need for additional access points to the arterial street system.
- Promotes the efficient delivery of services including trash, mail and deliveries.
- Promotes appropriate intra-neighborhood traffic circulation to schools, parks, neighborhood commercial centers, transit stops, etc.
- Promotes orderly development.

Sidewalk Policy: District Policy 7207.5.7 states that five-foot wide concrete sidewalk is required on both sides of all local street, except those in rural developments with net densities of one dwelling unit per 1.0 acre or less, or in hillside conditions where there is no direct lot frontage, in which case a sidewalk shall be constructed along one side of the street. Some local jurisdictions may require wider sidewalks.

The sidewalk may be placed next to the back-of-curb. Where feasible, a parkway strip at least 8-feet wide between the back-of-curb and the street edge of the sidewalk is recommended to provide increased safety and protection of pedestrians and to allow for the planting of trees in accordance with the District's Tree Planting Policy. If no trees are to be planted in the parkway strip, the

applicant may submit a request to the District, with justification, to reduce the width of the parkway strip.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

8. Roadway Offsets

Local Street Intersection Spacing on Minor Arterials: District policy 7205.4.3 states that new local streets should not typically intersect arterials. Local streets should typically intersect collectors. If it is necessary, as determined by ACHD, for a local street to intersect an arterial, the minimum allowable offset shall be 660-feet as measured from all other existing roadways as identified in Table 1a (7205.4.6).

Collector Offset Policy: District policy 7205.4.2 states that the optimum spacing for new signalized collector roadways intersecting minor arterials is one half-mile.

District policy 7206.4.2 states that the preferred spacing for new collectors intersecting existing collectors is ¼ mile to allow for adequate signal spacing and alignment.

District policy 7206.4.5, states that the preferred spacing for a new local street intersecting a collector roadway to align or offset a minimum of 330-feet from any other street (measured centerline to centerline).

Local Offset Policy: District policy 7207.4.2, requires local roadways to align or provide a minimum offset of 125-feet from any other street (measured centerline to centerline).

9. Driveways/Private Roads

9.1 Internal Local Streets

Driveway Location Policy: District policy 7207.4.1 requires driveways near intersections to be located a minimum of 75-feet (measured centerline-to-centerline) from the nearest local street intersection, and 150-feet from the nearest collector or arterial street intersection.

Successive Driveways: District Policy 7207.4.1 states that successive driveways away from an intersection shall have no minimum spacing requirements for access points along a local street, but the District does encourage shared access points where appropriate.

Driveway Width Policy: District policy 7207.4.3 states that where vertical curbs are required, residential driveways shall be restricted to a maximum width of 20-feet and may be constructed as curb-cut type driveways.

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7207.4.3, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

Private Road Policy: District policy 7212.1 states that the lead land use agencies in Ada County establish the requirements for private streets. The District retains authority and will review the proposed intersection of a private and public street for compliance with District intersection policies and standards. The private road should have the following requirements:

- Designed to discourage through traffic between two public streets,
- Graded to drain away from the public street intersection, and

- If a private road is gated, the gate or keypad (if applicable) shall be located a minimum of 50-feet from the near edge of the intersection and a turnaround shall be provided.

10. Traffic Calming

Speed Control and Traffic Calming Policy: District policy 7207.3.7 states that the design of local street systems should discourage excessive speeds by using passive design elements. If the design or layout of a development is anticipated to necessitate future traffic calming implementation by the District, then the District will require changes to the layout and/or the addition of passive design elements such as horizontal curves, bulb-outs, chokers, etc. The District will also consider texture changes to the roadway surface (i.e. stamped concrete) as a passive design element. These alternative methods may require maintenance and/or license agreement.

Speed Control and Traffic Calming Policy: District policy 7206.3.8 states that collector streets should be designed to discourage speeds above 35 MPH and in a residential area, collector streets should be designed to discourage speeds above 30 MPH. The design of collector street systems should discourage excessive speeds by using passive design elements. If the design or layout of a development is anticipated to necessitate future traffic calming implementation by the District, then the District will require changes to the layout and/or the addition of passive design elements such as horizontal curves, bulb-outs, chokers, etc. The District will also consider texture changes to the roadway surface (i.e. stamped concrete) as a passive design element. These alternative methods may require a maintenance and/or license agreement.

11. Tree Planters

Tree Planter Policy: Tree Planter Policy: The District's Tree Planter Policy prohibits all trees in planters less than 8-feet in width without the installation of root barriers. Class II trees may be allowed in planters with a minimum width of 8-feet, and Class I and Class III trees may be allowed in planters with a minimum width of 10-feet.

12. Landscaping

Landscaping Policy: A license agreement is required for all landscaping proposed within ACHD right-of-way or easement areas. Trees shall be located no closer than 10-feet from all public storm drain facilities. Landscaping should be designed to eliminate site obstructions in the vision triangle at intersections. District Policy 5104.3.1 requires a 40-foot vision triangle and a 3-foot height restriction on all landscaping located at an uncontrolled intersection and a 50-foot offset from stop signs. Landscape plans are required with the submittal of civil plans and must meet all District requirements prior to signature of the final plat and/or approval of the civil plans.

13. Pathway Crossings:

United States Access Board R304.5.1.2 Shared Use Paths. In shared use paths, the width of curb ramps runs and blended transitions shall be equal to the width of the shared use path.

AASHTO's Guidelines for the Development of Bicycle Facilities 5.3.5 Other Intersection Treatments: The opening of a shared use path at the roadway should be at least the same width as the shared use path itself. If a curb ramp is provided, the ramp should be the full width of the path, not including any flared sides if utilized. . . . Detectable warnings should be placed across the full width of the ramp.

FHWA's "Designing Sidewalks and Trails for Access" (1999) reflected common ADA-related concepts: Chapter 6, Page 16-6: The width of the ramp should be at least as wide as the average width of the trail to improve safety for users who will be traveling at various speeds. In addition, the overall width of the trail should be increased, so the curb ramp can be slightly offset to the side. The increased width reduces conflict at the intersection by providing more space for users at the bottom of the ramp.

Request for Appeal of Staff Decision

To request an appeal of a staff level decision, see District policy 7101.6.7 at https://www.achdidaho.org/home/showpublisheddocument/452/638243231708370000

Request for Reconsideration of Commission Action

To request reconsideration of a Commission Action, see District policy 1006.11 at https://www.achdidaho.org/home/showpublisheddocument/452/638243231708370000

ADA COUNTY
DEVELOPMENT SERVICES

200 W. FRONT STREET, BOISE, IDAHO 83702-7300 PHONE (208) 287-7900
https://adacounty.id.gov/developmentservices FAX (208) 287-7909

BUILDING • COMMUNITY PLANNING • ENGINEERING & SURVEYING • PERMITTING

January 14, 2025

Troy Behunin
Kuna City Planning Department
PO Box 13
Kuna, ID 83634

RE: 24-09-AN / 24-05-S / 2021 W Kuna Road / Madrone Village Subdivision

Troy,

The City of Kuna has requested feedback regarding the proposed annexation with rezone from RUT (Rural Urban Transition) to R-6 (Medium Density Residential) and C-1 (Neighborhood Commercial), a preliminary plat consisting of 300 standard single-family detached residential lots, 84 alley loaded single-family detached residential lots, 7 commercial lots, 1 future park lot, 1 school lot, 13 common access lots, and 43 common open space lots on 79-acres, located at 2021 W Kuna Road (Parcel Nos. R7321001040 and R7321001020).

Land Use

Ada County supports the annexation due to its compliance with the Kuna Comprehensive Plan, as adopted by the County, which designates the site as *Medium Density Residential*. The proposed R-6 (Medium Density Residential) zoning allows for a residential density of up to six units per acre. The proposed net density of the project is 6.81 units per acre and the site is contiguous to the City of Kuna. Therefore, the application complies with the following Comprehensive Plan goals regarding development within Areas of City Impact and encourages residential development to occur at urban densities within Areas of City Impact where public facilities are available.

Goal 2.2 Direct urban development to incorporated cities, ACIs, and Planned Communities where investments in urban services have already been made or are planned and programmed in a CIP or work program.

Goal 2.2a: Support the land-use and development policies expressed in adopted comprehensive plans for the Areas of City Impact.

Comprehensive Plan

The layout of the subdivision complies with many of the goals of the Ada County Comprehensive Plan. The proposal to set aside over 14% of the site as usable open space, with an approximately 4.3-acre lot to be dedicated for use as a future city park, a soccer field, football field, lacrosse field, basketball court and tennis/pickleball court. Landscaped areas and pedestrian walkways are propsed to be located throughout the development to allow for integration of uses, interconnectivity and pedestrian access to the proposed commercial areas and all amenities. The development complies with the following objectives and policies of the Kuna Comprehensive Plan to preserve open space, incorporate open space elements into development projects, and to expand the pathway and trail network.

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

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

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

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

The proposal to provide approximately 5-acres of commercial area is supported by the following objective and policy of the Kuna Comprehensive Plan to provide commercial nodes outside of the downtown area and at strategic locations such as a long Ten Mile Road.

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

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

The proposal to dedicate a future first responder/fire station is supported by the following policy of the Kuna Comprehensive Plan to provide sites for new facilities to retain and improve emergency response time.

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

The proposal to extend the roadway connection from the east along the site's south boundary by constructing half of the mid-mile collector street, Sunbeam Street, thereby creating a connection between Ten Mile Road and a new north/south mid-mile collector street, Beaduly Avenue, along the site's west boundary, as well as connecting to existing stub streets to the east, are supported by the following goal and policy of the Kuna Comprehensive Plan, which is to provide neighborhood connectivity and expanding mid-mile collector streets.

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

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

Please feel free to contact me with any questions.

Sincerely,

Stacey DuPuis

Stacey DuPuis
Community & Regional Planner
Ada County Development Services

CITY OF KUNA
P.O. BOX 13
KUNA, ID 83634
www.KunaID.gov

MICHAEL L. BORZICK
GIS MAPPING

Telephone (208) 208-287-1726; Fax (208) 287-1731
Email: mborzick@kunaID.gov

MEMORANDUM

TO: Director of Kuna Planning and Zoning

FROM: Adam Wenger ~ Public Works Director
Michael L. Borzick ~ GIS Manager/Plan Review Manager

RE: Madrone Village

DATE: September 10, 2024

We have reviewed the request of the above applicant. It is noted that specific development plans are not provided except those implied as allowed or permitted in a residential subdivision. Public Works' recommendation is to approve/proceed with this project and address any issues and conditions raised below in connection with this application during plan review. Accordingly, we have provided the following comments:

1. **Sanitary Sewer Needs**
   a) The City requires connection to all city utilities.
   b) Wastewater from the applicant's property will be treated at the South Treatment Plant (currently), which has sufficient capacity to serve this site at this time. The nearest point of connection for the Madrone Village Subdivision property is at the intersection of N Kay Ave and E Limestone St or at E Limestone St and N Olivine Ave both will discharge into Hubbard Lift Station. When connecting to the sewer system, the applicant shall abide by all relevant inspection, sewer reimbursement policies and agreements and all relevant connection fees. One (1) unit is responsible for one (1) sewer connection fee. 87 units – 87 connection fees.
   c) The developers of this project were asked to complete an offsite project that would remove up to 655 EDU's from the Ten Mile Lift Station and switch the discharge point to the Danskin Lift Station. Without this off-site project Public Works cannot give their approval to move forward with Madrone Villages.
   d) Applicant must conform to City of Kuna Sewer Master Plan.
   e) For assistance in locating existing facilities and understanding issues associated with connection, please contact the GIS Manager at 208-287-1726.

2. **Potable Water Needs**
    a) The applicant's property is currently vacant and it is required that the applicant connect to City facilities at the commencement of development even though water is greater than 300' away.
    b) The nearest point of connection for the Madrone Village Subdivision property is anywhere along the Kay Road corridor but we would require a loop through N Olivine Ave. When connecting to the water system, the applicant will need to abide by any relevant water reimbursement policies and agreements and any relevant connection fees.
    c) Improvements necessary to provide adequate fire protection as required by Kuna Fire District will be required of the development.
    d) Applicant must conform to City of Kuna Water Master Plan.
    e) For assistance in locating existing facilities, please contact the GIS Manager at 208-287-1726.

3. **Pressure and Gravity Irrigation**
    a) The nearest point of connection for the Madrone Village Subdivision property is anywhere along the Kay Road corridor and or through N Olivine Ave – connecting to both would be necessary.
    b) Provide adequate request(s) and legal descriptions for annexing and pooling the irrigation water in a phased approach.
    c) For assistance in locating existing facilities, please contact the GIS Manager at 208-287-1726.

4. **Grading and Storm Drainage**
    The following is not required for an Annexation or a Re-zone but will be required when alteration of surface features is proposed (such as grading or paving) in connection with future land use applications:

    a) Please provide a grading and drainage plan which supports and maintains all upstream drainage rights ***and all downstream irrigation delivery rights as they presently exist for this property.***
    b) Please provide a storm water disposal plan acceptable to the City Engineer which accounts for the increased storm water drainage. Please provide detail drawings of drainage facilities for review. The city relies on the ACHD Storm water policy as guidance for design.
    c) Any increase in quantity or rate of runoff or decrease in quality of runoff from the site compared to historical conditions must be detained, treated and released at rates no greater than historical amounts.
    d) If offsite disposal of storm water in excess of historical rates or conditions is proposed, or disposed at locations different than provided historically, the approval of the affected entities is required.

5. **General**
    a) Verify that existing and proposed elevations match at property boundaries such that a slope burden is not imposed on adjacent properties.
    b) State the vertical datum used for elevations on all drawings.
    c) Provide engineering certification on all final engineering drawings.

6. **Inspection Fees**
    An inspection fee will be required for City inspection of the construction of any **public** water, sewer and irrigation facility associated with this development. The developer will still require a qualified responsible engineer to do sufficient inspection to justly certify to DEQ the project was completed in accordance with approved plans and specifications and to provide accurate as-built drawings to the City. The developer's engineer and the City's inspector are permitted to coordinate inspections as much as possible. The current inspection fee is $1.70 per lineal foot of sewer, water and pressure irrigation pipe and payment is due and payable prior to the City's approval of final construction plans.

7. **Right-of-Way**
   The following conditions are related to these classified streets and future quarter line classified streets and apply at the time of additional development:

   a) It is recommended new and existing approaches onto the classified streets comply with ACHD approach policies.
   b) It is recommended that sidewalk, curb and gutter, street widening and any related storm drainage facilities, consistent with city code and policies, are provided at the time of land-use change or re-development.

8. **As-Built Drawings**
   As-built drawings are required at the conclusion of any public facility construction project and are the responsibility of the developer's engineer. The city may help track changes, but will not be responsible for the finished product. As-built drawings will be required before occupancy or final plat approval is granted.

9. **Recommendation**
   Public Works recommends this property be zoned as requested due to the real capacity issues at the Ten Mile and Danskin Lift Station. Public Works' recommendation is to approve/proceed with this project as it is an enclave parcel which is contiguous to several other larger projects in the area. Additionally, utilities for this project are mostly in place or are being constructed so having parcels that can use said facilities helps keep lines "fresh" and doesn't overextend our maintenance teams to the peripheries of the city.

10. Exhibits
    a. Exhibit A.1 – Vicinity Map
    b. Exhibit A.2 – Topo Map
    c. Exhibit A.3 – Land Value Map
    d. Exhibit A.4 – Lot Size Map
    e. Exhibit A.5 – Soil Slope Map
    f. Exhibit A.6 – Comp Plan Map
    g. Exhibit A.7 – Pathway and Bike Lane Map

We look forward to working with you on this project. If we may be of further assistance, feel free to contact me at 208-287-1726.

Sincerely,

Michael L Borzick

Michael L Borzick
GIS Manager/Plan Review Manager

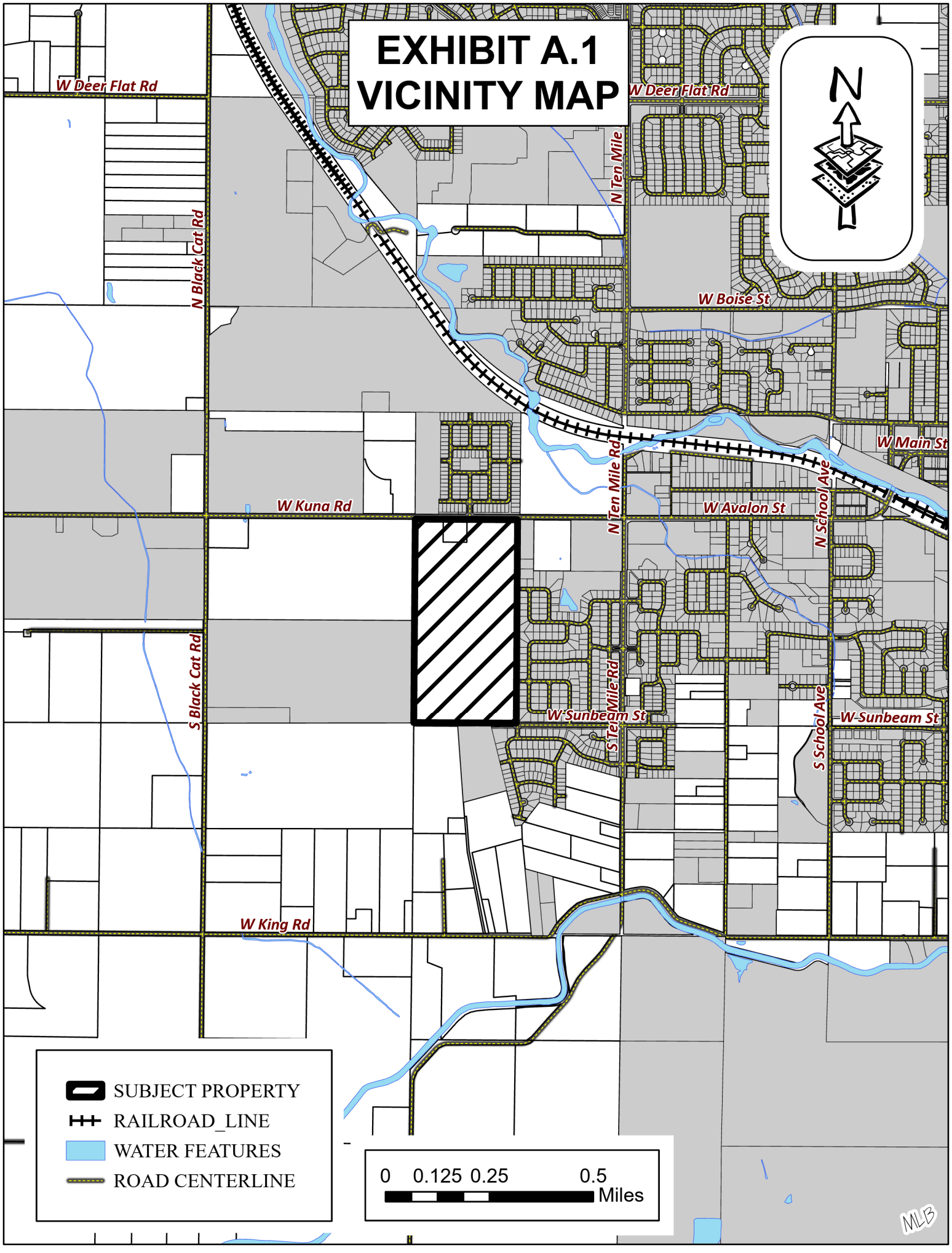


EXHIBIT A.1
VICINITY MAP
N
W Deer Flat Rd
W Deer Flat Rd
N Ten Mile
N Black Cat Rd
W Boise St
W Main St
N Ten Mile Rd
W Kuna Rd
W Avalon St
N School Ave
S Black Cat Rd
S Ten Mile Rd
W Sunbeam St
W Sunbeam St
S School Ave
W King Rd
SUBJECT PROPERTY
RAILROAD_LINE
WATER FEATURES
ROAD CENTERLINE
0 0.125 0.25 0.5
Miles
MLB

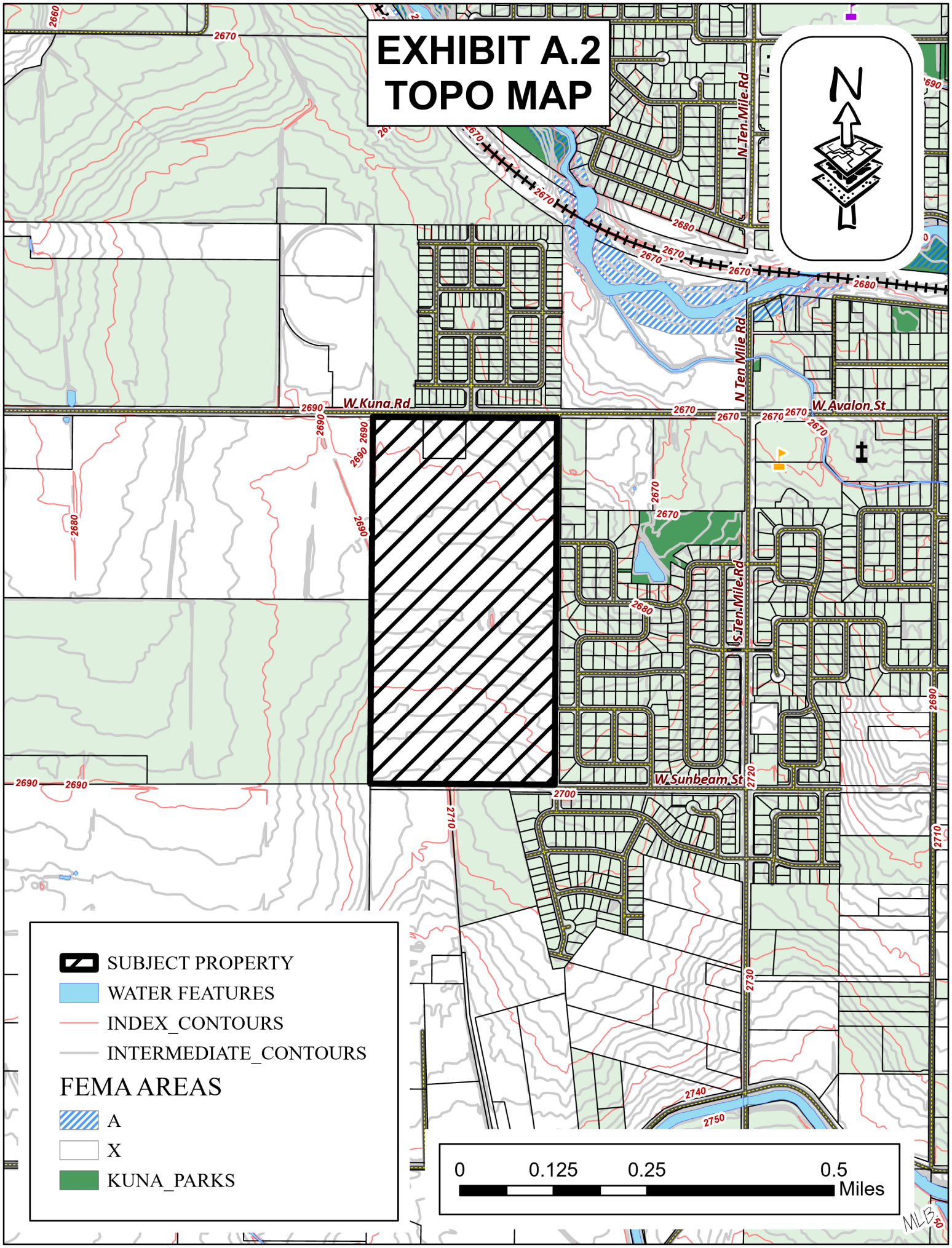
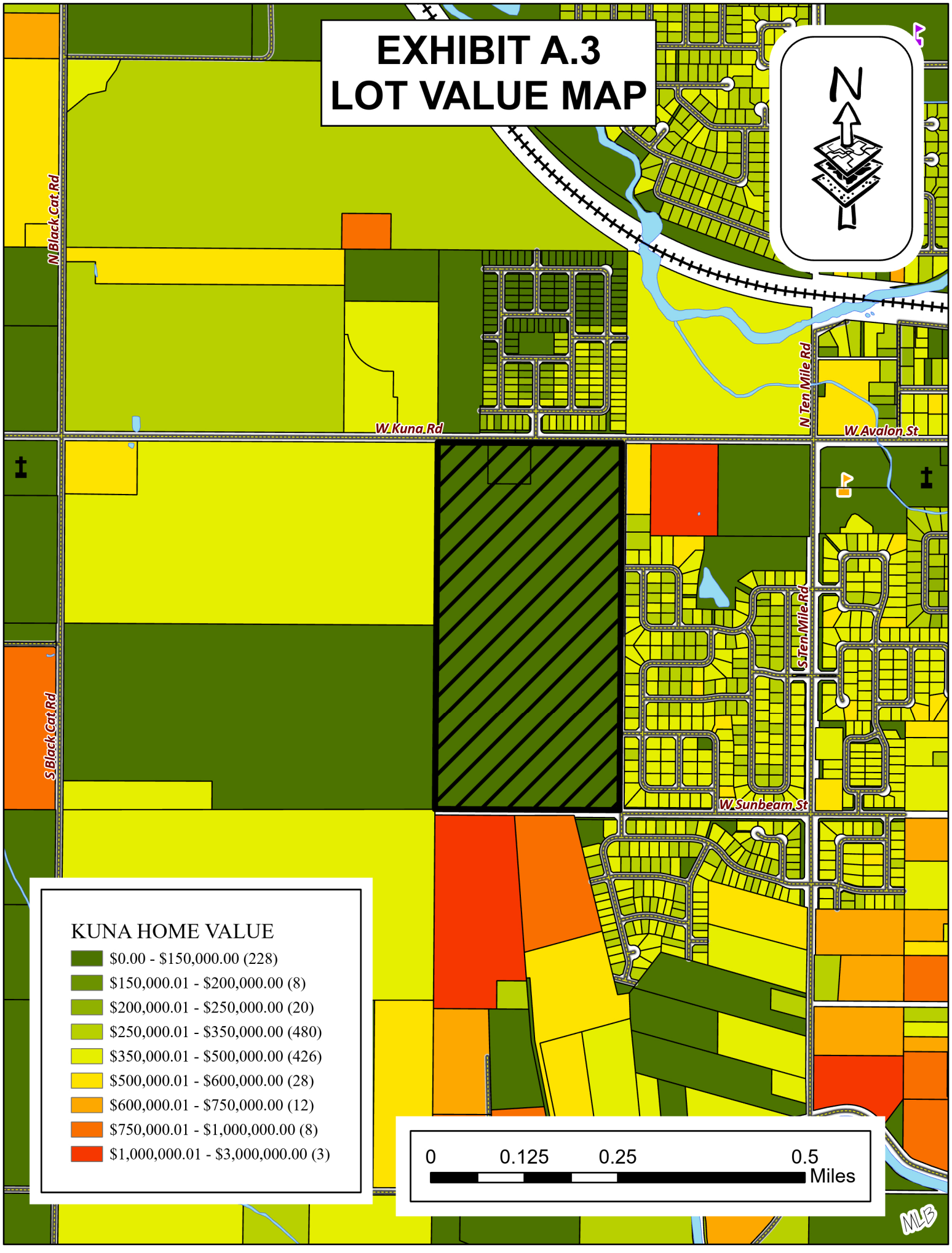


EXHIBIT A.2
TOPO MAP
N
N Ten Mile Rd
W Kuna Rd
W Avalon St
S Ten Mile Rd
W Sunbeam St
SUBJECT PROPERTY
WATER FEATURES
INDEX_CONTOURS
INTERMEDIATE_CONTOURS
FEMA AREAS
A
X
KUNA_PARKS
0
0.125
0.25
0.5
Miles

EXHIBIT A.3
LOT VALUE MAP



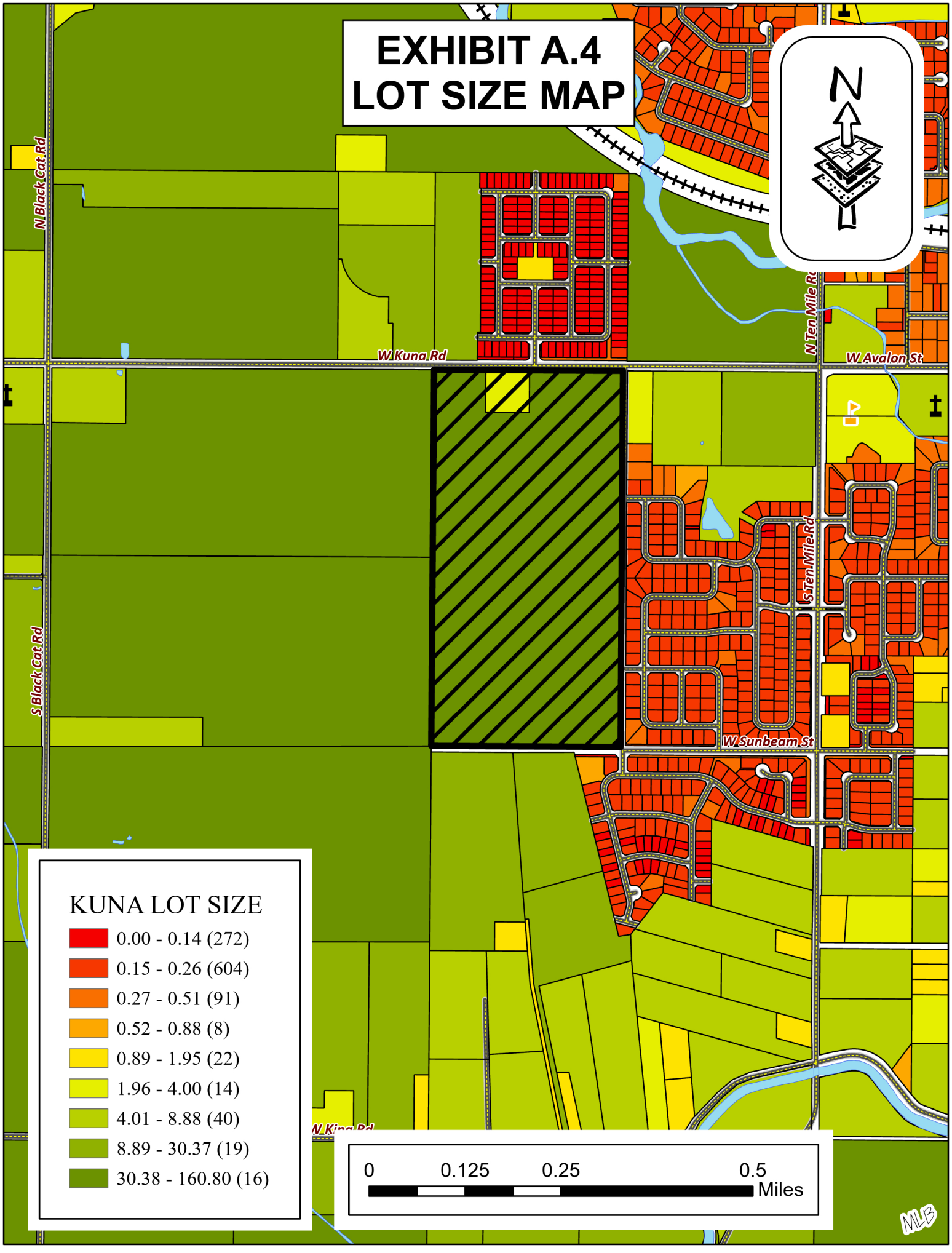


EXHIBIT A.4
LOT SIZE MAP
N
N Black Cat Rd
W Kuna Rd
N Ten Mile Rd
W Avalon St
S Ten Mile Rd
S Black Cat Rd
W Sunbeam St
N King Rd
KUNA LOT SIZE
0.00 - 0.14 (272)
0.15 - 0.26 (604)
0.27 - 0.51 (91)
0.52 - 0.88 (8)
0.89 - 1.95 (22)
1.96 - 4.00 (14)
4.01 - 8.88 (40)
8.89 - 30.37 (19)
30.38 - 160.80 (16)
0
0.125
0.25
0.5
Miles
MLB

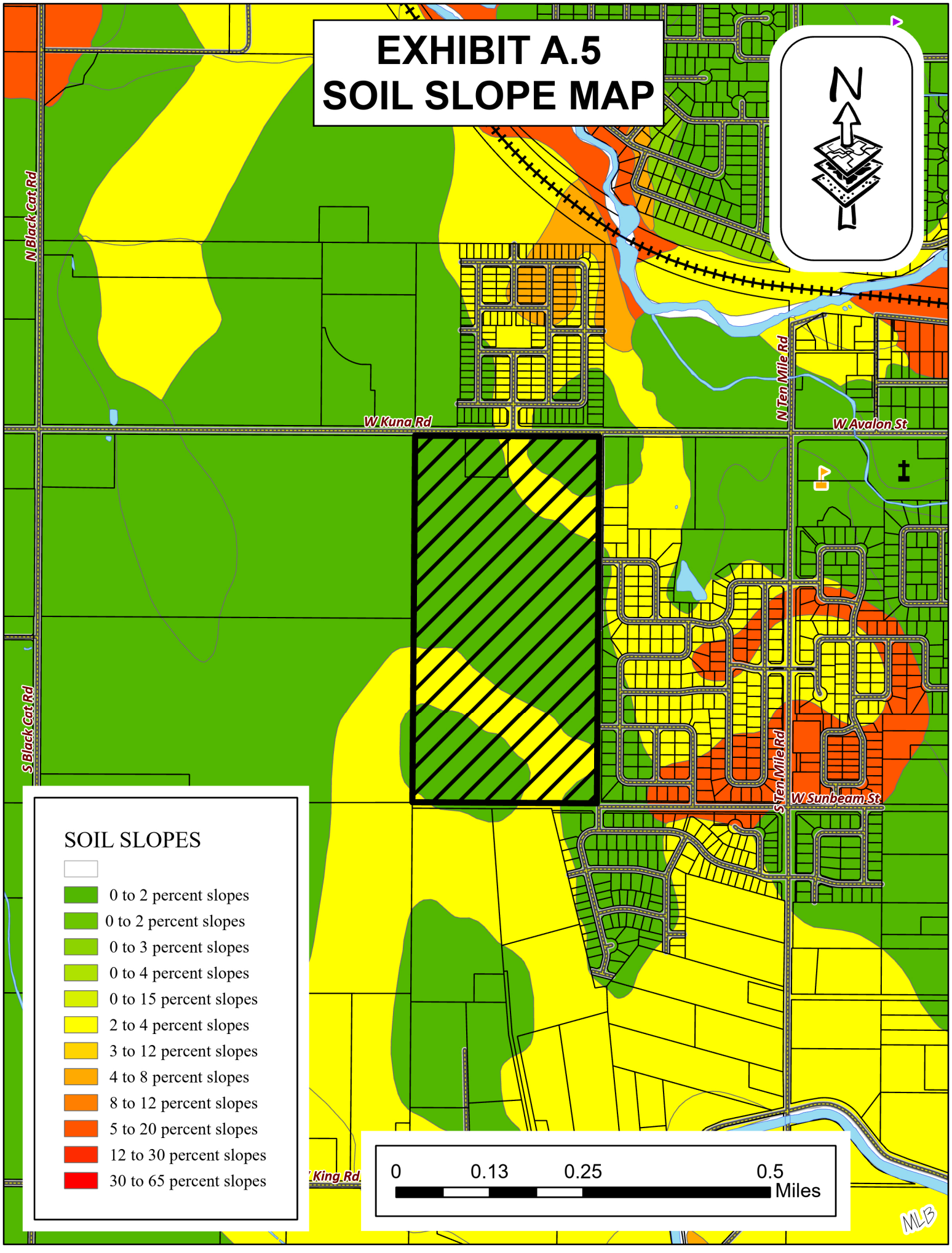


EXHIBIT A.5
SOIL SLOPE MAP
N
N Black Cat Rd
S Black Cat Rd
W Kuna Rd
N Ten Mile Rd
S Ten Mile Rd
W Avalon St
W Sunbeam St
SOIL SLOPES
0 to 2 percent slopes
0 to 2 percent slopes
0 to 3 percent slopes
0 to 4 percent slopes
0 to 15 percent slopes
2 to 4 percent slopes
3 to 12 percent slopes
4 to 8 percent slopes
8 to 12 percent slopes
5 to 20 percent slopes
12 to 30 percent slopes
30 to 65 percent slopes
0
0.13
0.25
0.5
Miles
MLB

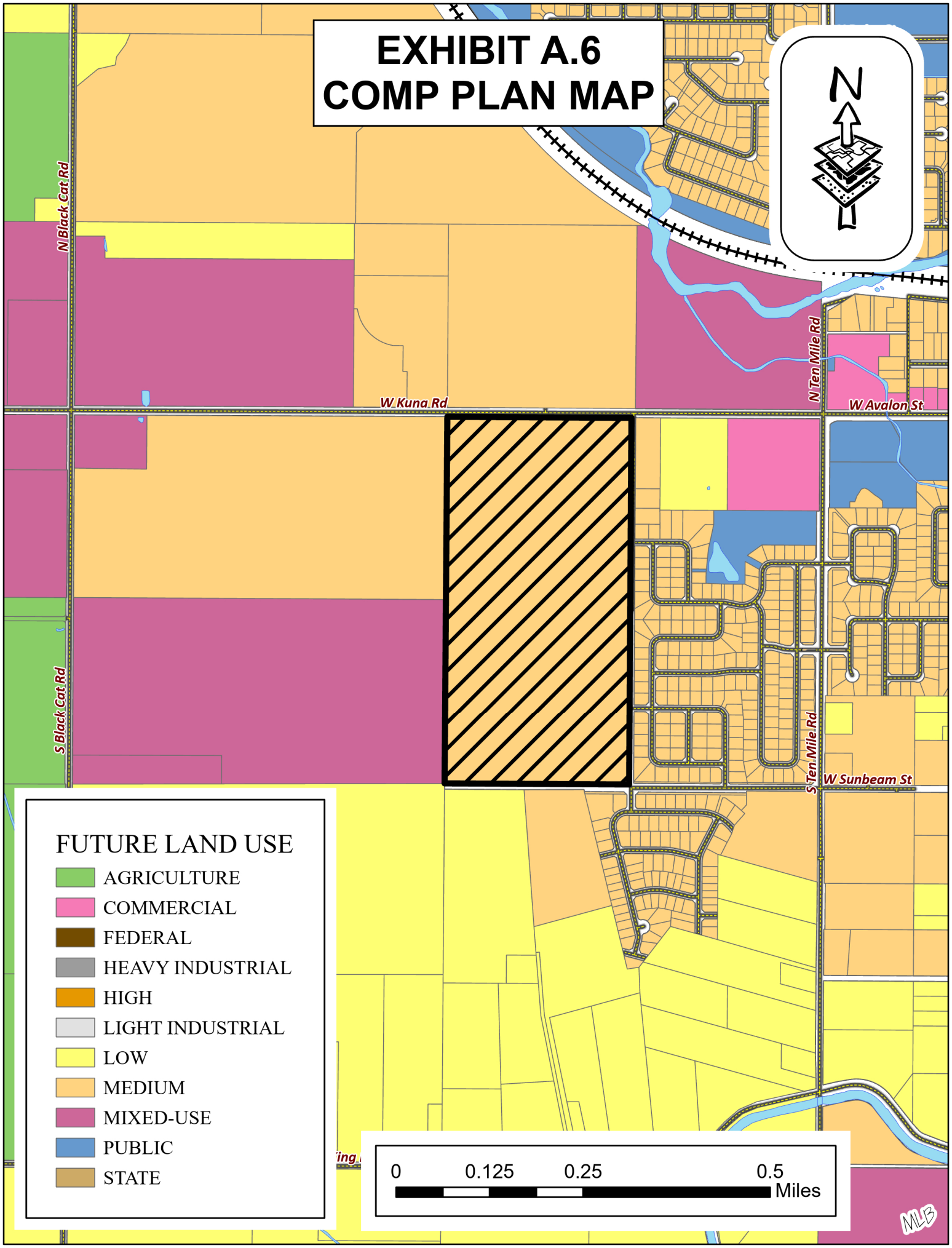


EXHIBIT A.6
COMP PLAN MAP
N
N Black Cat Rd
S Black Cat Rd
W Kuna Rd
N Ten Mile Rd
S Ten Mile Rd
W Avalon St
W Sunbeam St
FUTURE LAND USE
AGRICULTURE
COMMERCIAL
FEDERAL
HEAVY INDUSTRIAL
HIGH
LIGHT INDUSTRIAL
LOW
MEDIUM
MIXED-USE
PUBLIC
STATE
0
0.125
0.25
0.5
Miles
MLB

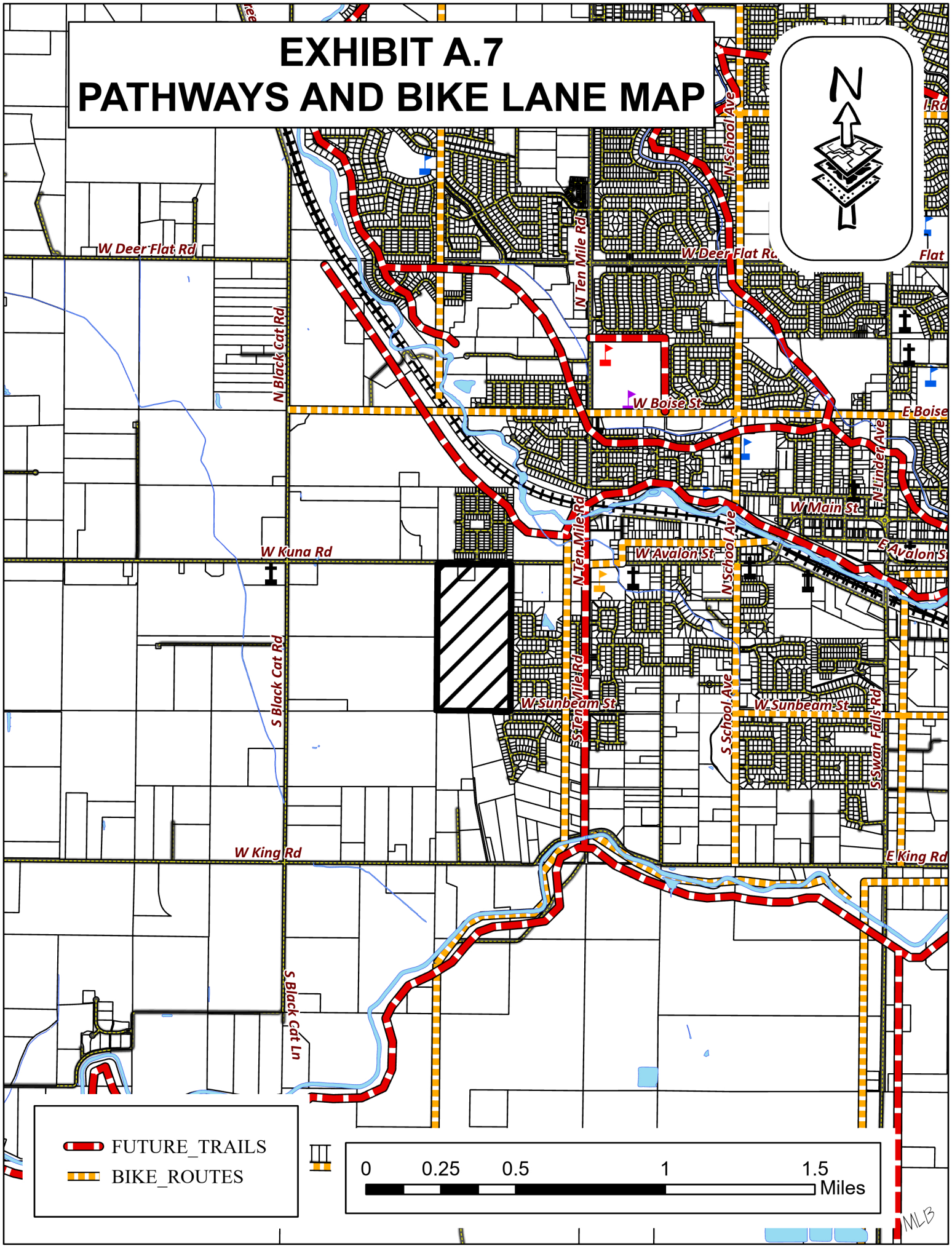


EXHIBIT A.7
PATHWAYS AND BIKE LANE MAP
N
W Deer Flat Rd
N Black Cat Rd
N Ten Mile Rd
N School Ave
W Deer Flat Rd
W Boise St
E Boise
N Linder Ave
W Main St
W Kuna Rd
W Avalon St
E Avalon St
S Black Cat Rd
S Ten Mile Rd
W Sunbeam St
S School Ave
S Swan Falls Rd
W King Rd
E King Rd
S Black Cat Ln
FUTURE_TRAILS
BIKE_ROUTES
0
0.25
0.5
1
1.5
Miles
MLB

FRED BUTLER
CHAIRMAN OF THE BOARD

RICHARD MURGOITIO
VICE CHAIRMAN OF THE BOARD

ROBERT D. CARTER
PROJECT MANAGER

THOMAS RITTHALER
ASSISTANT PROJECT MANAGER

APRYL GARDNER
SECRETARY-TREASURER

MARY SUE CHASE
ASSISTANT SECRETARY-TREASURER

BOISE PROJECT BOARD OF CONTROL

(FORMERLY BOISE U.S. RECLAMATION PROJECT)

2465 OVERLAND ROAD
BOISE, IDAHO 83705-3155

OPERATING AGENCY FOR 167,000 ACRES FOR THE FOLLOWING IRRIGATION DISTRICTS

NAMPA-MERIDIAN DISTRICT
BOISE-KUNA DISTRICT
WILDER DISTRICT
NEW YORK DISTRICT
BIG BEND DISTRICT

TEL: (208) 344-1141
FAX: (208) 344-1437

02 January 2025

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

RE: Arroyo Indio Farm, LLC Madrone Village Sub. 24-08-AN, 24-05-S
2021 W Kuna Rd Kuna 83634
Boise-Kuna Irrigation District BK-1310
Leonard Lateral 40+50, 53+70
Sec. 27, T2N, R1W, BM.

Troy Behunin, Senior Planner:

Boise Project will not approve of this development until the issue of the Leonard Lateral, an 18 inch non-reinforced buried concrete pipeline running kiddie corner on the southwest corner of the property, is addressed and protected in the plans per the map provided.

The United States' Leonard Lateral lies within the southwest boundary of the above-mentioned location. The easement for this lateral is held in the name of the United States through the Bureau of Reclamation under the authority of the Act of August 30, 1890. (26 Stat. 391; 43 U.S.C. 945)

The Boise Project Board of Control is contracted to operate and maintain this Lateral. We assert the federal easement 27 feet west and southwest and 20 feet east and northeast of the lateral's centerline. Whereas this area is for the operation and maintenance of our facility, no activity should hinder our ability to do so.

The Boise Project does not approve landscaping, gravel only, within its easements, as this will certainly increase our cost of maintenance. All easements must remain a flat drivable surface. No variances will be granted.

Fencing, gates, pathways and pressurized irrigation lines, as may be required, must be constructed just off the canal easement, to ensure public safety and prevent encroachments. No variances will be granted.

Parking lots, curbing, light poles, signs, etc. and the placing of asphalt and/or cement over Project facility easements must be approved by Boise Project Board of Control prior to construction.

Project facilities and/or easements that parallel, and are within and/or intended to be within road right-of-ways due to any development of this property must be relocated outside of road right-of-ways. The easements of Boise Project facilities will remain the same unless agreed upon and/or approved with written permission from Boise Project Board of Control.

The construction of any roadway crossings must be conducted only during the non-irrigation season when the canal is dewatered. In any case no work shall take place within the easement before the proper crossing agreements have been secured through the Bureau of Reclamation and the Boise Project Board of Control.

Utilities planning to cross any project facility must do so in accordance with the master policies now held between the Bureau of Reclamation and most of the utilities. In any case, no work shall take place within the easement before proper crossing agreements have been secured through both the Bureau of Reclamation and the Boise Project Board of Control.

Crossing agreements must be secured and signed by all parties prior to March 1st of each year. A time schedule for the construction to be done during the non-irrigation season must be approved by Boise Project prior to any activity within Project easements. No construction will be allowed within the easement boundaries of the Boise Project Board of Control facilities after March 15th of each year. However, on a case by case basis, overhead utilities and utilities boring underneath a Project facility may be allowed after March 15th if reviewed and approved by the Boise Project.

The piping and relocation of any Lateral, Canal and/or Drain must be reviewed and approved by the Project and is (to include all appurtenant boxes and/or structures) and must be warranted by the landowner for a period of (5) five-years. The Warrantee Agreement must be secured prior to ANY disturbance of that facility.

Boise Project Board of Control must approve any requests and/or relocation of delivery points prior to construction.

Storm Drainage and/or Street Runoff must be retained on site.

NO DISCHARGE into any live irrigation system is permitted.

Per Idaho Statutes, Title 42, local irrigation/drainage ditches that cross this property, in order to serve neighboring properties, must remain unobstructed and protected by an appropriate easement by the landowner, developer and contractors.

This development is subject to Idaho Code 31-3805, in accordance, this office is requesting a hard copy of the plans to include irrigation and drainage.

Wording on the preliminary and final recorded plat needs to state that any proposed and/or future usage of the Boise Project Board of Control facilities are subject to Idaho Statues, Title 42-1209.

We request a copy of the recorded final plat and/or record of survey (to include instrument, book and page numbers) be sent to the Boise Project Board of Control so we may track this project to closure.

Whereas this development is in its preliminary stages, Boise Project Board of Control reserves the right to require changes when our easements and/or facilities are affected by unknown factors even during the construction phase.

If you have any further questions or comments regarding this matter, please do not hesitate to contact me at (208) 344-1141.

Sincerely,

Thomas Ritthaler
Assistant Project Manager, BPBC

tbr/tr
cc: Ray Moore — Watermaster, Div; 3 BPBC
Alicia Flavel — Secretary – Treasurer, BKID
File

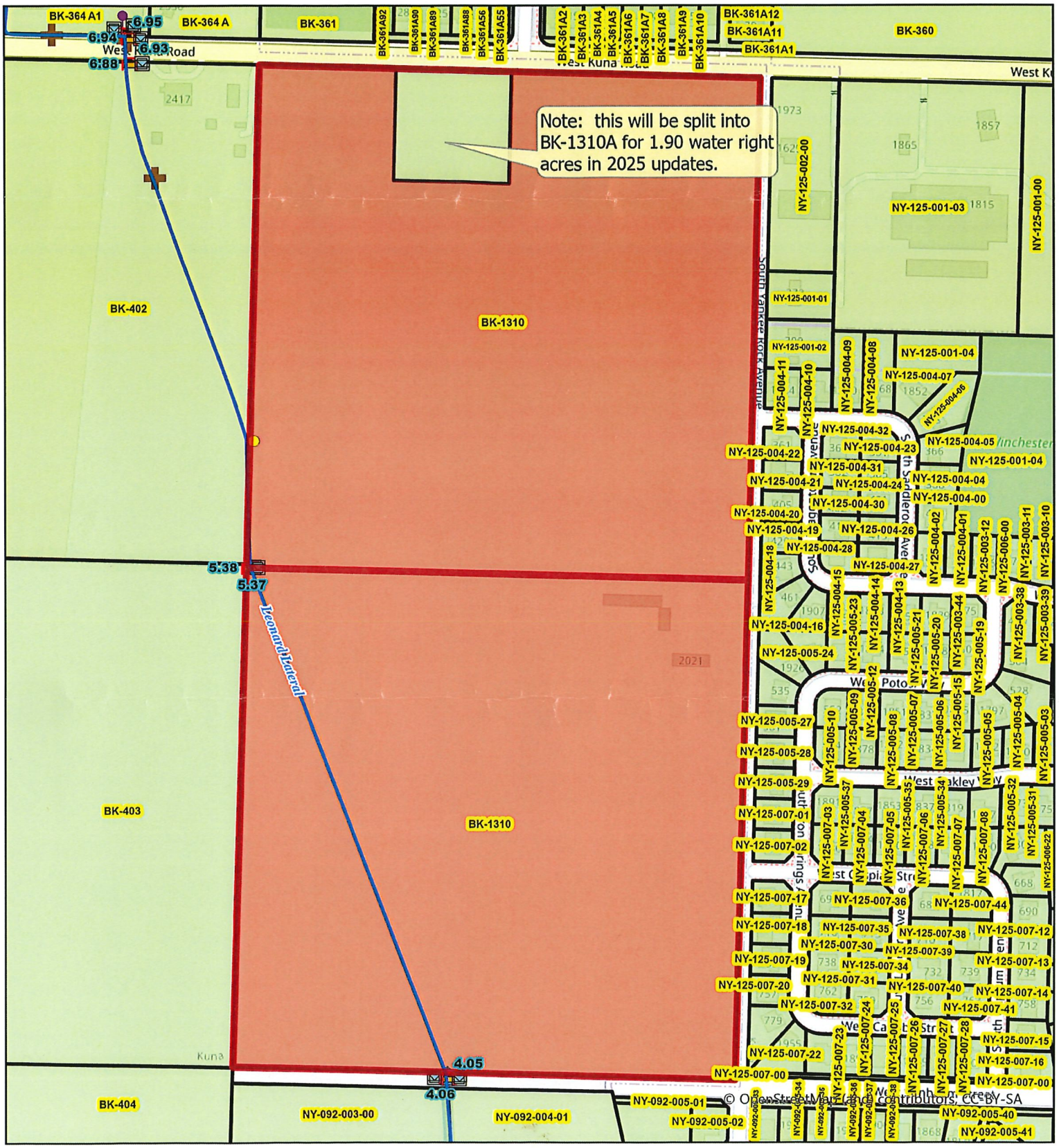
Case # 24-08-AN, 24-05-S, Annexation & Preliminary Plat Madrone Village Subdivision

BK-1310 ARROYO INDIO FARM LLC LEONARD LATERAL, TAP 4.05 38.5 WATER RIGHT ACRES
LEONARD LATERAL, TAP 5.37 39.09 WATER RIGHT ACRES
TOTAL WR ACRES FOR ACCOUNT: 77.59

Agency Contact: City of Kuna, Planning & Zoning
Contact: Troy Behunin, Senior Planner TBehunin@kunaid.gov
Hearing Date: 2/25/2025 Submit Comments by: NONE LISTED

Note: New account 1310A will be split from this account in 2025 updates for 1.90 water right acres. See Case #24-06-AN - Kuna Rural Fire Station #2.

X:\Scans\MadroneVillage



© OpenStreetMap contributors, CC-BY-SA

CENTRAL DISTRICT HEALTH

Ada County Transmittal

Division of Community and Environmental Health

Return to:

- ☐ ACZ
- ☐ Boise
- ☐ Eagle
- ☐ Garden City
- ☐ Meridian
- ☒ Kuna
- ☐ Star

Rezone/OTD # _____

Conditional/Accessory Use # _____

Preliminary / Final / Short Plat 24-08-AM

Development Name/Section Madrone Village CDH File # _____

☐ 1. We have No Objections to this Proposal.

☐ 2. We recommend Denial of this Proposal.

☐ 3. Specific knowledge as to the exact type of use must be provided before we can comment on this Proposal.

☐ 4. Before we can comment concerning individual sewage disposal, we will require more data concerning the depth of:
☐ high seasonal ground water ☐ waste flow characteristics
☐ bedrock from original grade ☐ other _____

☐ 5. This office may require a study to assess the impact of nutrients and pathogens to receiving ground waters and surface waters.

☒ 6. After written approvals from appropriate entities are submitted, we can approve this proposal for:
☒ central sewage ☐ community sewage system ☐ community water well
☐ interim sewage ☒ central water
☐ individual sewage ☐ individual water

☒ 7. The following plan(s) must be submitted to and approved by the Idaho Department of Environmental Quality:
☒ central sewage ☐ community sewage system ☐ community water
☐ sewage dry lines ☒ central water

☒ 8. Infiltration beds for storm water disposal are considered shallow injection wells. If they are not in the City of Boise or ACHD right-of-way, an application and fee per well, vicinity map and construction plans must be submitted to CDH.

☐ 9. If restroom or plumbing facilities are to be installed, then a sewage system MUST be installed to meet Idaho State Sewage Regulations.

☐ 10. An accessory use application, fee, detailed site plan and floor plans must be submitted to CDH for review.

☐ 11. Land development application, fee per lot, test holes and full engineering report is required.

☐ 12. CDH makes no guarantee a septic permit will be issued on the split off lot. A speculative site evaluation is recommended.

☐ 13. We will require plans be submitted for a plan review for any:
☐ food establishment ☐ swimming pools or spas ☐ child care center
☐ beverage establishment ☐ grocery store

☐ 14. _____

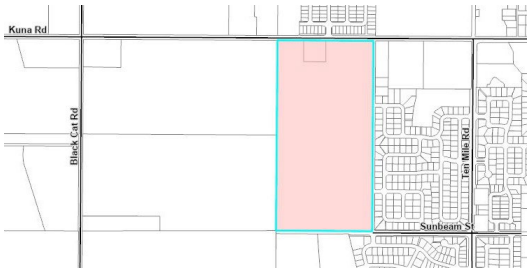
_____

_____

_____ Reviewed By: Rob Bauer Date: 1/15/25

Communities in Motion (CIM) Development Review Checklist

Development Name:	Madrone Village
CIM Vision Category:	Existing Neighborhood
Consistent with CIM Vision?	YES
New Households:	385 **New Jobs:** ±110





Safety

How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.

Kuna Road

Pedestrian level of stress	✗
Bicycle level of stress	✗



Economic Vitality

To what extent does the project enable people, government, and businesses to prosper?

Economic Activity Center Access	✓
Impact on Existing Surrounding Farmland	✓
Net Fiscal Impact	✓



Convenience

What services are available within 0.5 miles (green) or 1 mile (yellow) of the project?

Nearest bus stop	✗
Nearest public school	✓
Nearest public park	✓



Quality of Life

Checked boxes indicate that additional information is attached.

Active Transportation	✓
Automobile Transportation	
Public Transportation	
Roadway Projects	

✓ **Improves performance** ✓ **Does not improve or reduce performance** ✗ **Reduces performance**

Comments:
Based on the site plan provided, COMPASS has no additional comments.

Who we are: *The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization for Ada and Canyon Counties. This review evaluates whether land developments are consistent with Communities in Motion, the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document. Past checklists are available online. See the Development Review User Guide* for more information on the red, yellow, and green checklist thresholds.

https://compassidaho.org/
info@compassidaho.org

COMPASS
COMMUNITY PLANNING ASSOCIATION of Southwest Idaho

Sent: 1/13/25

Complete Network Appendix

Checkmarks (✓) below indicate suggested changes to a site plan, based on the COMPASS Complete Network Policy (No. 2022-01). Both the Complete Network Policy and site-specific suggestions are intended to better align land use with identified transportation uses in the corridor. Please see the Complete Network map for primary and secondary uses for roadways (minor arterial and above) in Ada and Canyon Counties.

Corridor Name:	Kuna Road
Primary Use:	N/A
Secondary Use:	Freight

Land Uses to Support Bicycle and Pedestrian Transportation

✓ Provide sidewalks and pathways between horizontal mixed use areas to promote walking and biking between areas.

Bicycle and Pedestrian Infrastructure

✓ Apply traffic calming measures to discourage speeding on local roads

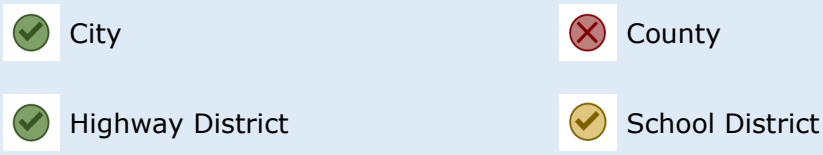
✓ Provide sufficient and covered bike parking near destinations

Fiscal Impact Analysis

Below are the expected revenues and costs to local governments from this project. The purpose of this analysis is to help the public, stakeholders, and the decision-makers better manage growth.

Capital and operating expenditures are determined based on service and infrastructure needs, including persons per household, student generation rates, lot sizes, street frontages, vehicle trip and trip adjustment factors, average trip lengths, construction values, income, discretionary spending, and employment densities.

Net Fiscal Impact by Agency



Breakeven point across all agencies: 1 Year

Additional Information:

- The value for the donated land for the fire department and school district was not included in this calculation. Estimating the value for this land will not significantly impact the results of the Fiscal Impact Analysis.

Disclaimer*: This tool only looks out 20 years and does not include replacement costs for infrastructure, public utilities, or unfunded transportation needs in the project area. More information about the COMPASS Fiscal Impact Tool is available at:* *https://compassidaho.org/fiscal-impact-tool/*

Kuna School District
Future Ready

Kuna School District

Empowering students to lead productive lives.

Date: 2/25/25

RE: Madrone Village

Dear Commissioners and City Council Members,

Kuna School District has reviewed the application for Madrone Village and provides the following comments for your consideration.

To reduce our reliance on bonds and to promote reasonable growth within our district, we seek partnerships with residential developers. Through these partnerships with developers, we hope to mitigate the impact new homes will have on the Kuna School District and our ability to deliver educational services without compromising the quality of service delivery to current residents or imposing substantial additional costs upon current residents to accommodate proposed subdivisions or other developments. (*See* Idaho Code §67-6513).

The developer has not established a partnership with the Kuna School District for this project; therefore, we do not endorse or support this application.

Feel free to reach out to either Mr. Jensen or Mr. Reddy if you would like more information.

Regards,
Jason Reddy and Tim Jensen
Kuna School District Planning Team

Kim Bekkedahl, Superintendent
Brian Graves, *Asst. Superintendent*
Jason Reddy, *Asst. Superintendent*
Allison Westfall, *Communications Director*
Brad Steadman, *Chief Financial Officer*
Kelly Schamber, *Special Education Director*
Kevin Gifford, Curriculum, Instruction & Assessment Director

711 E. Porter Rd., Kuna, Idaho 83634 Phone: (208) 922-1000

KUNA RURAL FIRE DISTRICT
EST. 1951

150 W BOISE ST
PO Box 607
Kuna, ID 83634
PHONE: (208) 922-1144
FAX: (208) 922-1982

Date: 12/24/2024
From: Kuna Rural Fire District

Regarding: Madron Village
Design Review
Preliminary Plat 24-05-S
2021 W Kuna Road, Kuna, ID

Comments: The Kuna Rural Fire District can support the proposed application comprised with mixed use development under the following conditions:

- The Kuna Rural Fire District shall be included in the subsequent residential subdivision phasing and commercial building permit approval process. Final conditions of approval for each residential & commercial subdivision phase will be established during a more detailed review of civil plans with a fire code plan review concurrent with the Public Works Department and Building Department plan review process. See Fire District website for associated fees.

- Subdivision designs shall comply with the adopted commercial fire code at the time of application for plat approvals. All subdivisions shall have emergency services access roadways and firefighting water supplies complying with appendix “D” and “B” of the state adopted fire code. All commercial building permits will be reviewed in collaboration with the City of Kuna Building Official. All fire protection system permits will be deferred under a separate submittal process and issued directly through the Fire District.

- Onsite firefighting water supply shall be available prior to the storage of combustible materials for both residential and commercial subdivisions.

Regards,

Kuna Rural Fire District
150 W Boise Street
Kuna, ID 83634
1.208.922.1144

From:	Kendra Conder
To:	Troy Behunin
Subject:	RE: Request for Official Comments for Madrone Village
Date:	Friday, December 20, 2024 10:37:24 AM
Attachments:	image002.png image003.png

Good Morning Troy,

ITD has reviewed the application transmittal for Madrone Village and does not have any comments. Due to the distance between the proposed development and SH-69, ITD does not anticipate significant traffic impact to the State Highway System.

However, please include ITD in future correspondence surrounding the school site development.

Thank you!

Kendra Conder
District 3 | Development Services Coordinator
Idaho Transportation Department
Office: 208-334-8377
Cell: 208-972-3190



From: Troy Behunin <tbehunin@kunaid.gov>
Sent: Thursday, December 19, 2024 6:11 PM
To: ACHD (planningreview@achdidaho.org) <planningreview@achdidaho.org>; Adam Ingram (Adam.Ingram@sparklight.biz) <Adam.Ingram@sparklight.biz>; Adam Wenger <AWenger@kunaid.gov>; Bobby Withrow <bwithrow@kunaid.gov>; Boise-Kuna Irri. Dist. <aflavel.bkirrdist@gmail.com>; Brando Medica (bmedica@meridiancity.org) <bmedica@meridiancity.org>; Brent Moore <bmoore@adacounty.id.gov>; Brian Graves (bgraves@kunaschools.org) <bgraves@kunaschools.org>; Camille Burt (camille.r.burt@usps.gov) <camille.r.burt@usps.gov>; Chad Gordon <Chad.Gordon@jmsanitation.com>; Chief M. Fratusco <mfratusco@adacounty.id.gov>; DEQ <BRO.Admin@deq.idaho.gov>; Eric Adolpfson <eadolfson@compassidaho.org>; Erika Olvera (eolvera@nmid.org) <eolvera@nmid.org>; Genna Ashley - Boise Project Board of Control (gashley@boiseproject.org) <gashley@boiseproject.org>; Idaho Power - Jacky Chris <easements@idahopower.com>; Idaho Power - K Funke <kfunke@idahopower.com>; D3 Development Services <D3Development.Services@itd.idaho.gov>; John Walburn - Cableone <john.walburn@cableone.biz>; Justin Walker <jwalker@kellerassociates.com>; Kendra Conder <Kendra.Conder@itd.idaho.gov>; Kristal Hinkle - KRFD <KHinkle@kunafire.com>; Leon Letson (lletson@adacounty.id.gov) <lletson@adacounty.id.gov>; Lori Badigian <lbadigian@cdhd.idaho.gov>; Marc Boyer (marc.c.boyer@usps.gov) <marc.c.boyer@usps.gov>; Mike Borzick <mborzick@kunaid.gov>; Mike Hickman <mhickman@kellerassociates.com>; Mikel Sangroniz <msangroniz@Kellerassociates.com>; 'Mindy Wallace' <Mwallace@achdidaho.org>; NMID <nmid@nmid.org>; Olivia McKinnon (ovielstichmckinnon@compassidaho.org) <ovielstichmckinnon@compassidaho.org>; Paris Dickerson (PDickerson@idahopower.com) <PDickerson@idahopower.com>; Robbie Reno (rreno@kunaschools.org) <rreno@kunaschools.org>; Sam Feist <SFeist@kunaid.gov>; scott arellano KRFD <scott@fccnw.com>;

Stacey DuPuis <sdupuis@adacounty.id.gov>; Steve Taulbee - MFD <staulbee@meridiancity.org>; Terri (terri@nyid.org) <terri@nyid.org>; TLawrence Kuna Fire <tlawrence@kunafire.com>; Tom Ritthaler (TRitthaler@boiseproject.org) <TRitthaler@boiseproject.org>; Tim Jensen (Kuna School District) <tejensen@kunaschools.org>
Cc: Doug Hanson <dhanson@kunaid.gov>; Ashley Wolgast <AWolgast@kunaid.gov>
Subject: Request for Official Comments for Madrone Village

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Evening Greetings Everyone,
The City of Kuna requests official comments from your organization for this project in relation to the services it provides.

Please find the request for formal comments below for a new proposal in the City of Kuna

*To view submittal packet please click **BLUE** link below next to Case Number(s).

Agency Transmittal – December 19, 2024

Notice is hereby given by the City of Kuna the following actions are under consideration**:**

CASE NUMBER(S):	24-08-AN (Annexation) & 24-05-S (Preliminary Plat) – ***Madrone Village Subdivision.***
PROJECT DESCRIPTION	Arroyo Indio Farm, LLC, requests approval for Annexation of approx. 79 ac. into Kuna City and proposing the R-6 (Medium Density Residential) & C-1 (Neighborhood Commercial) zones; and requests Preliminary Plat approval to subdivide the same lands into 384 single-family lots, 42 common lots, 12 common driveways, **1 School Site**, 1 City Park and 2 deeded access lots. The site is in Section 27, Township 2 North, Range 1 West (Parcel numbers; R7321001020 & R7321001040. *Please take special note a school site has been integrated into the proposed site plan.*
SITE LOCATION	Near the SWC of Kuna and Ten Mile Roads., Kuna, ID 83634.
REPRESENTATIVE	**Connor Lindstrom** 5725 N Discovery Way Boise, ID, 83713 208.639.6939 clindstrom@kmengllp.com
SCHEDULED HEARING DATE	Tuesday, **February 25, 2025,** at 6:00 PM, Kuna City Hall Council Chambers, 751 W 4th Street, Kuna, ID 83634
STAFF CONTACT	Troy Behunin Senior Planner TBehunin@KunaID.gov

Click the **BLUE** link next to the “CASE NUMBER(S)” box above – Either hover and <*CLICK*> or, hold the Ctrl button and <*CLICK*>.

Please let us know if you have any questions or need additional information.

Troy

PLANNING & ZONING KUNA IDAHO

751 W. 4th Street
P.O. Box 13
Kuna, ID 83634

Troy Behunin
Senior Planner
City of Kuna | Development Services
Phone: 208.922.5546 Ext. 4
Email: TBehunin@KunaID.Gov
www.kunacity.id.gov

All e-mail messages sent to or received by City of Kuna e-mail accounts are subject to Idaho law, in regard to both release and retention, and may be released upon request, unless exempt from disclosure by law.

CASE NO. 25-02-S, 25-01-AN, 25-03-DR

CRIMSON SQUARE; PRE-PLAT, ANNEXATION, AND DESIGN REVIEW

Planner: Marina Lundy, MLundy@kunaid.gov, (986)269-8341

ALL APPLICATION MATERIALS: CRIMSON SQUARE SUBDIVISION 25-02-S, 25-01-AN, 25-03-DR

If you require assistance accessing the application materials through the link provided above or would like to review the application materials in person at City Hall please contact the assigned planner.

CITY OF KUNA:
P&Z COMMISSION
STAFF REPORT

Planning & Zoning Commission Staff Report

Entitlements Requested:	Subdivision	Rezone	Annexation	Lot Split	Planned Unit Development	Design Review	Time Extension

Title:	Crimson Square	**Application Number:**	25-02-S 25-01-AN 25-03-DR
Date:	6/10/2025	**Staff Contact:**	Marina Lundy
Owner(s)/Applicant:	ADP Architects, LLC- Pamela Gaines	**Applicant Contact:**	pam@adpboise.com
Representative:	ADP Architects, LLC- Glenn Walker	**Representative Contact:**	208.353.0734 gwalker@adpboise.com

Purpose
Applicant requests annexation and zoning, pre-plat, approval to subdivide the site into six (6) commercial lots and one (1) common lot, and design review. The site is located at the corner of N Ten Mile Rd and W Deer Flat Rd (APN: S1315449280) S15 T2N R1W.

Statement of Fact	
Parcel Number(s):	S1315449280
Future Land Use Map Designation:	Commercial
Existing Land Use:	Vacant/Agricultural
Current Zoning:	Rural Urban Transition
Proposed Zoning:	C-1, Commercial
Development Area:	5.98 Acres
Adjacent Zoning Districts:	**North:** C-1 (Neighborhood Commercial District) **East:** R-6 (Medium Density Residential) **South:** C-1 (Neighborhood Commercial District) **West:** C-1 (Neighborhood Commercial District)
Adjacent Street(s) Existing & Proposed:	**North:** W Crenshaw St (Existing), W Lampblack Dr (Existing) **East:** N Ten Mile Rd (Existing) **South:** W Deer Flat Rd (Existing) **West:** N Madderlake Ave (Existing)
Internal Street(s) Existing & Proposed:	None
Adjacent Bike/Pedestrian Facilities:	None
Adjacent Parks:	None
Land Dedication Requirements:	N/A

Comprehensive Plan and Future Land Use Map Analysis

The Comprehensive Plan identifies the subject property as Commercial on the City's Future Land Use Map (FLUM). The parcel is currently zoned Agricultural. The proposed C-1 Commercial zoning and land uses for the subject site appear to agree with the FLUM of the City of Kuna

The Comprehensive Plan identifies Kuna's land uses will support a desirable, distinctive and well-designed community.
The proposed preliminary plat is consistent with the following Comprehensive Plan components:

- Goal Area 1: Kuna will be economically diverse and vibrant, Objective 1.C.2: Create an environment that is friendly to business creation, expansion and relocation, and Policy 1.C.2.d: Ensure infrastructure and public facilities are in place and parcels identified for commercial or industrial are shovel ready.
- Goal area 3: Objective 3.C: Encourage development of commercial areas with good connectivity and character.

Staff Analysis

The applicant submitted a request for Annexation, preliminary plat, and design review to subdivide the subject site. The proposal appears to comply with the FLUM, with the proposed zones of C-1, and to subdivide the 5.9 acres of vacant land into six (6) commercial lots and one (1) common lot.

The Preliminary Plat shows 10 foot sidewalks along N. Ten Mile Road and W Deer Flat Road that are within the right of way (ROW). Staff recommends there be a transition from the existing 5 foot sidewalk to the proposed 10 foot sidewalk along N Ten Mile Road and that across the N Ten Mile Road entrance to the subdivision there be a clearly identifiable pedestrian crossing.

Staff recommends that any landscaping that will grow taller than three (3) feet be pulled ten (10) feet back from the N Ten Mile entrance and the W Lampblack Dr entrance.

Staff supports a minor buffer reduction near the Ten Mile entrance as the area is a drive aisle.

All future commercial uses will need to go through their own design review for building, parking, signage and landscaping.

Recommended Conditions of Approval

1. Developer/Owner/Applicant shall work with Ada County Highway District and the City of Kuna to complete all required traffic improvements to provide public access to the site as this project will have internal private streets, as detailed in the Ada County Highway District staff report.

2. Developer/Owner/Applicant shall measure all front building setbacks from back of sidewalk on all internal local roads.

3. Applicant shall ensure the proper easement widths on all lots in accordance with KCC 5-9-308.

4. It is the responsibility of the Developer to ensure any anticipated buildings fit any given buildable lot.

5. Fencing within and around the site shall comply with KCC 5-8-1005 (unless specifically approved otherwise and permitted).

6. All required landscaping shall be permanently maintained in a healthy condition. The property Owner shall remove and replace unhealthy or dead plant material within 3 days or as the planting season permits as required to meet the standards of these requirements. Maintenance and planting in public Rights-of-Way shall be with approval from ACHD.

7. Landscaping shall not be placed within ten (10) feet of any meter pits, pressurized irrigation valves and/or ACHD underground facilities and must honor all vision triangles.

8. All signage within/for the project shall comply with Kuna City Code and shall be approved through the applicable sign approval process listed in KCC 5-8-1704 through 1706.

9. If any revisions are made, the Applicant shall provide the Planning and Zoning Staff with a revised copy of the Preliminary Plat. Any revisions of the Plat are subject to Administrative Determination to rule if the revision is substantial.

10. Developer/Owner/Applicant is hereby notified this project is subject to Design Review inspections and fees. Required inspections (post construction), are to verify building and landscaping compliance prior to requesting signature on the final plat.

11. Installation of service facilities shall comply with the requirements of the public utility or irrigation district providing the services. All utilities shall be installed underground, see KCC 5-9-402-B-22.

12. Connection to City Services (Sewer and Water) is required. The Applicant shall conform to all corresponding City of Kuna Master Plans.

13. Developer/Owner/Applicant shall work with staff in order to provide final locations of streetlights as required by Kuna City Code. Streetlights for the site shall be LED lighting and must comply with Kuna City Code and established Dark Sky practices.

14. The Developer/Owner/Applicant, and any future assigns having an interest in the subject property, shall fully comply with all conditions of development as approved by the City Council, or seek amending them through Public Hearing processes.

15. Developer/Owner/Applicant/Contractors are hereby notified of Kuna's working hours. Construction of any kind shall only be conducted within hours specified in KCC 10-6-3. Noises and other public nuisances/distractions outside of this time frame are subject to lawful penalties

16. Developer/Owner/Applicant is hereby notified of Kuna's weed control policies and requirements KCC 8-1-3. Weeds, grasses, vines or other growth which endanger property or are over 12 inches in height shall be continuously cut down, weeded out, sprayed, burned, removed or destroyed throughout all seasons.

17. Upon City Council's approval, no revisions shall be made to the Final Plat. If revisions are desired, the Applicant shall bring a copy of the changes to Planning and Zoning staff to determine if a new approval is required via the Public Hearing process.

18. Correct and verified as-built (record drawings) drawings shall be required before occupancy or Final Plat approval by City Engineer is granted.

19. Applicant is conditioned to follow the common lot width shown in the preplat dated 2/11/2025.

20. Applicant is conditioned to submit a site plan with a clearly identified pedestrian crossing at the N Ten Mile entrance of the property.

21. Applicant is conditioned to create a transition between the ten (10) foot sidewalk and five (5) foot sidewalk on N Ten Mile Road.

22. Applicant is conditioned to keep any landscaping that will grow taller than three (3) feet at least ten (10) feet back from the N Ten Mile Rd. and W Lampblack Dr. entrance.

23. Applicant is conditioned to work with the City Engineer for proper easement widths for the project as a whole.

24. Developer/Owner/Applicant and all successors shall comply with all Local, State and Federal Laws.

The Crimson Square Subdivision project involves the annexation of the northwest corner of land at Ten Mile and Deer Flat Roads, from county into the City of Kuna and the subsequent assignment of the Commercial zoning as shown in the future land use map. The owner(s) of this property are also seeking approval of the preliminary plat for a mixed-use neighborhood services development.

The proposed development, Crimson Square, is envisioned as a vibrant and convenient hub to the surrounding community, offering a range of essential services and amenities. The project will encompass approximately 5.989 acres located in an area of Kuna that is growing and in need of additional services. Some examples of the anticipated uses will be as follows:

- **Gas Station / Convenience Store** – A convenient fuel and quick market option for residents and commuters
- **Restaurants** – Space allocated for both drive-thru / quick-serve and sit down restaurants to offer diverse dining options
- **Office Space** – Professional services office space to serve local businesses and create employment opportunities
- **Retail** – Space designed to accommodate a variety of businesses / boutiques

The possibilities are open and with the division of lots, there is a freedom associated with the future businesses coming in to develop what is most needed aligning with the subdivision's guidelines, the City's requirements and zoning ordinances, and the community's interests.

The preliminary plat shows divisions breaking the site into eight lots. There will be a 19,334 sf communal lot (Lot 1) that buffers the businesses from the roadway(s) with it's amorphic softscaping. There will be a 200 sf lot at the north perimeter that is being planned for a future utility relocation from off site to on site. (As of now, it is not confirmed but the owner(s) are planning ahead, for if and when the details are all worked out.) While the remaining six lots will be buildable lots offering a variety of uses to serve the immediate community and potentially attract consumers from surrounding areas.

We believe that Crimson Square Subdivision will significantly benefit neighbors and all of Kuna by:

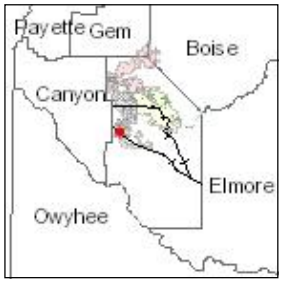
- **Providing convenient access to essential services** – Reducing the need for residents to travel long distances for everyday needs, saving time and effort
- **Enhancing the local economy** – Creating jobs and attracting new businesses to the area, boosting overall foot traffic and sales
- **Increasing property values** – Contributing to the overall desirability of the neighborhood (walkability score, etc.)
- **Creating a sense of community** – Offering a central gathering place for residents

Crimson Square represents a significant investment in the future of Kuna, providing much needed services and amenities for its residents. We are confident that this project will enhance the quality of life for the community and contribute to its continued growth and prosperity. We welcome the opportunity to work with the City of Kuna and its surrounding neighborhoods to bring this vision to life.

Ada County Assessor

This map is a user generated static output from an Internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION OR LEGAL PURPOSES.





Legend

- Railroad
- Roads (2,000 - 4,000 s
  - <all other values>
  - Interstate
  - Ramp
  - Principal Arterial
  - Collector
  - Minor Arterial
  - Local
  - Parks
  - Alley
  - Driveway
- Parks
- Townships
- Sections
- Condos
- Parcels
- raster.DBO.AdaOrthos2
  - Red: Band_1
  - Green: Band_2
  - Blue: Band_3

2/6/2025

CRIMSON SQUARE SUBDIVISION - PRELIMINARY PLAT

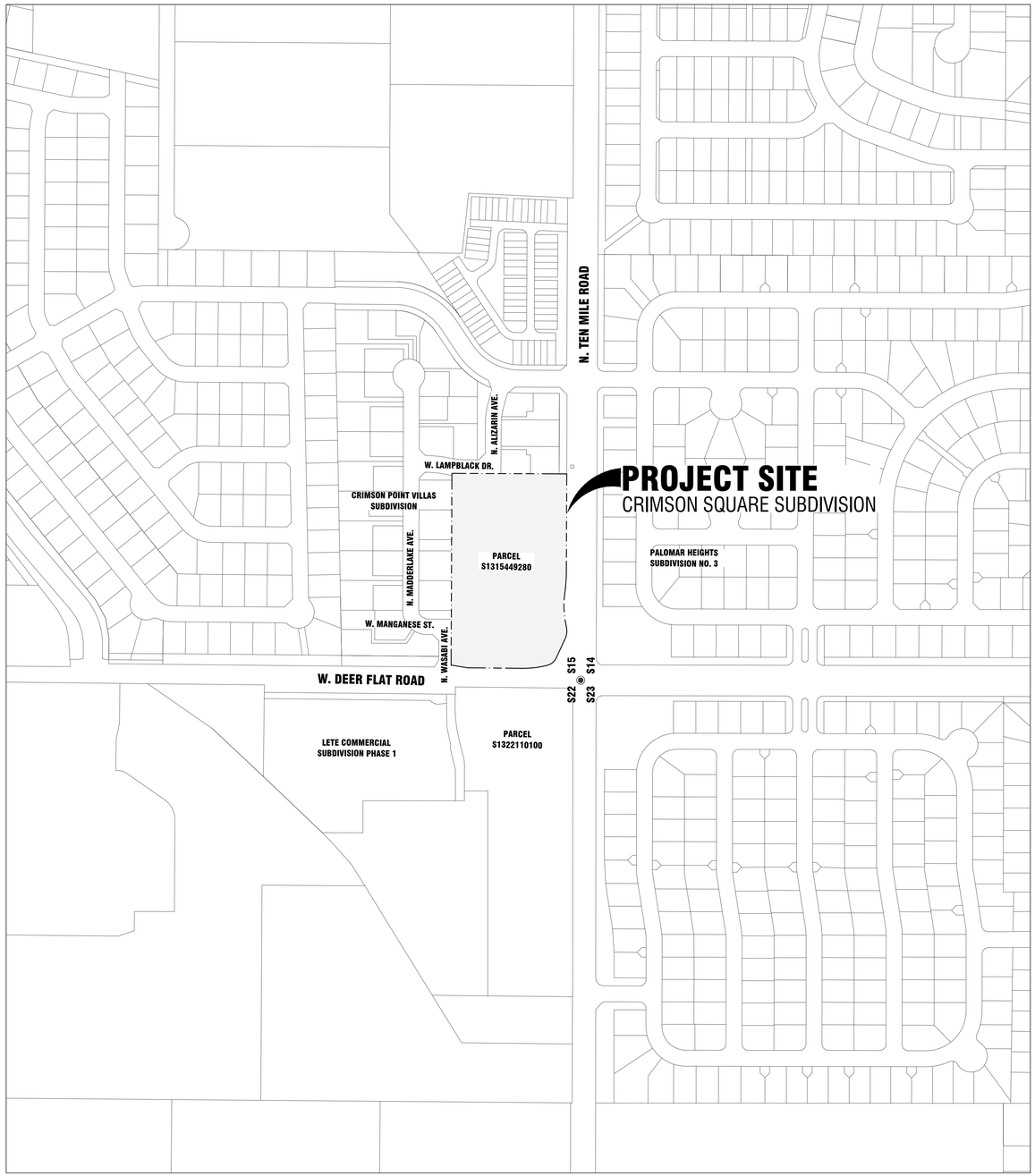
KUNA, IDAHO - 2025

PROPOSED LEGEND

- BOUNDARY LINE
- RIGHT-OF-WAY LINE
- CENTERLINE
- PROPERTY LOT LINE
- ZERO PROPERTY LOT LINE
- ZONE BOUNDARY
- C-2 — ZONE DESIGNATION
- PROPOSED VERTICAL CURB
- PROPOSED ROLLED CURB
- PROPOSED VERTICAL TO ROLLED CURB TRANSITION SECTION
- PROPOSED STREET LIGHT
- DIRECTION OF SURFACE FLOW
- PROPOSED SEEPAGE BED WITH MONITORING WELLS
- PROPOSED DROP INLET
- SD — PROPOSED STORM DRAIN LINE AND MANHOLE
- GIRR — PROPOSED GRAVITY IRRIGATION LINE AND BOX
- PIRR — PROPOSED PRESSURE IRRIGATION LINE AND VALVE
- W — PROPOSED WATER LINE AND VALVE
- PROPOSED FIRE HYDRANT
- SS — PROPOSED SANITARY SEWER LINE AND MANHOLE

EXISTING LEGEND

- EXISTING PROPERTY LOT LINE
- EG — EXISTING EDGE OF GRAVEL
- TOB — EXISTING TOP OF BANK
- TOE — EXISTING TOE OF BANK
- EXISTING DITCH FLOW LINE
- OHP — EXISTING OVERHEAD POWER W/ POLE
- GAS — EXISTING UNDERGROUND GAS
- UGT — EXISTING UNDERGROUND TELEPHONE
- EXISTING FENCE
- EXISTING VERTICAL CURB
- EXISTING ROLLED CURB
- 2750 — EXISTING 5' CONTOUR
- 2749 — EXISTING 1' CONTOUR
- EXISTING DROP INLET
- SD — EXISTING STORM DRAIN LINE AND MANHOLE
- GIRR — EXISTING GRAVITY IRRIGATION LINE
- PIRR — EXISTING PRESSURE IRRIGATION LINE AND VALVE
- W — EXISTING WATER LINE AND VALVE
- EXISTING FIRE HYDRANT
- SS — EXISTING SEWER LINE AND MANHOLE
- EXISTING STREET LIGHT
- EXISTING ROAD SIGN
- EXISTING SPRINKLER BOX
- P — EXISTING POWER JUNCTION BOX
- EXISTING TELEPHONE RISER
- EXISTING DECIDUOUS TREE
- EXISTING EVERGREEN TREE
- EXISTING GAS MARKER
- EXISTING GAS VALVE



1 VICINITY MAP

SCALE: 1" = 200'

ONE DIRECTION
NORTH

300 200 100 0 200 400

HORIZONTAL SCALE IN FEET

2 SHEET INDEX

1 OF 3	C.100	TITLE SHEET
2 OF 3	C.200	PRELIMINARY PLAT
3 OF 3	C.300	CONCEPTUAL SITE PLAN

3 SITE DATA

BUILDABLE LOT AREA	4.42 ACRES	BUILDABLE LOTS	7
COMMON LOT AREA	0.44 ACRES	COMMON LOTS	1
RIGHT-OF-WAY AREA	1.13 ACRES	TOTAL LOTS	8
TOTAL AREA	5.99 ACRES		

4 CONSTRUCTION CONTACT INFORMATION

ENGINEER
CIVIL INNOVATIONS, PLLC
CONTACT: BEN THOMAS
1043 E. PARK BLVD. STE 100
BOISE, ID 83712
PHONE: (208) 884-8181

DEVELOPER
TECO ONE, LLC
CONTACT: MICHAEL OLSON
1500 N. ELDORADO
BOISE, ID 83704
PHONE: (208) 616-3340

SURVEYOR
SAWTOOTH LAND SURVEYING, LLC
CONTACT: JEFF BEAGLEY, PLS
2030 S. WASHINGTON AVE.
EMMETT, ID 83617
PHONE: (208) 846-8570

5 BENCH MARK AND DATUM DATA

DATUM DATA
HORIZONTAL: NAD 83
VERTICAL: NAVD 88

6 PRELIMINARY PLAT NOTES

1. MINIMUM BUILDING SETBACK LINES SHALL CONFORM TO THE APPLICABLE ZONING REGULATIONS OF THE CITY OF KUNA AT THE TIME OF ISSUANCE OF A BUILDING PERMIT.
2. ANY RE-SUBDIVISION OF THIS PLAT SHALL COMPLY WITH THE APPLICABLE ZONING REGULATIONS OF THE CITY OF KUNA IN EFFECT AT THE TIME OF RE-SUBDIVISION.
3. IRRIGATION WATER WILL BE PROVIDED BY THE CITY OF KUNA IN COMPLIANCE WITH IDAHO CODE SECTION 31-3805(1)(B). ALL LOTS WITHIN THIS SUBDIVISION WILL BE ENTITLED TO IRRIGATION RIGHTS AND WILL BE OBLIGATED FOR ASSESSMENTS FROM CITY OF KUNA.
4. MAINTENANCE OF ANY IRRIGATION, DRAINAGE PIPE OR DITCHES CROSSING A LOT IS THE RESPONSIBILITY OF THE LOT OWNER UNLESS SUCH RESPONSIBILITY IS ASSUMED BY AN IRRIGATION/DRAINAGE ENTITY. SUCH LOTS MUST REMAIN FREE OF ENCROACHMENTS AND OBSTRUCTIONS TO SAID IRRIGATION/DRAINAGE FACILITIES.
5. THIS DEVELOPMENT RECOGNIZES SECTION 22-4503 OF THE IDAHO CODE, RIGHT TO FARM ACT, WHICH STATES: "NO AGRICULTURAL OPERATION, AGRICULTURAL FACILITY OR EXPANSION THEREOF SHALL BE OR BECOME A NUISANCE, PRIVATE OR PUBLIC, BY ANY CHANGED CONDITIONS IN OR ABOUT THE SURROUNDING NONAGRICULTURAL ACTIVITIES AFTER IT HAS BEEN IN OPERATION FOR MORE THAN ONE (1) YEAR, WHEN THE OPERATION, FACILITY OR EXPANSION WAS NOT A NUISANCE AT THE TIME IT BEGAN OR WAS CONSTRUCTED. THE PROVISIONS OF THIS SECTION SHALL NOT APPLY WHEN A NUISANCE RESULTS FROM THE IMPROPER OR NEGLIGENT OPERATION OF AN AGRICULTURAL OPERATION, AGRICULTURAL FACILITY OR EXPANSION THEREOF".
6. LOTS SHALL NOT BE REDUCED IN SIZE WITHOUT PRIOR APPROVAL FROM THE HEALTH AUTHORITY AND THE CITY OF KUNA.
7. THIS SUBDIVISION WILL BE SUBJECT TO THE COVENANTS, CONDITIONS AND RESTRICTIONS THAT ARE TO BE FILED FOR RECORD AT THE ADA COUNTY RECORDER'S OFFICE.
8. LOT 1 SHALL BE A COMMON AREA LOT TO BE OWNED AND MAINTAINED BY THE BUSINESS ASSOCIATION.
9. NO LOTS WITHIN THIS SUBDIVISION SHALL BE ALLOWED TO TAKE DIRECT ACCESS FROM N. TEN MILE OR W. DEER FLAT ROAD UNLESS APPROVED BY ACHD AND THE CITY OF KUNA.

GENERAL INFORMATION

IRRIGATION DISTRICT: BOISE KUNA IRRIGATION DISTRICT, NEW YORK IRRIGATION DISTRICT
SCHOOL DISTRICT: KUNA
FIRE DISTRICT: KUNA
SEWER PROVIDER: CITY OF KUNA
WATER PROVIDER: CITY OF KUNA

CIVIL INNOVATIONS, PLLC
1043 E. PARK BLVD. STE 100
BOISE, ID 83712
PHONE: (208) 884-8181
www.civil-innovations.com

BENJAMIN P. THOMAS — 10062 — REGISTERED PROFESSIONAL ENGINEER — 02/11/25 — STATE OF IDAHO

THESE DRAWINGS, OR ANY PORTION OR EXTENSION THEREOF, SHALL NOT BE USED OR REPRODUCED ON ANY PROJECT WITHOUT WRITTEN CONSENT FROM CIVIL INNOVATIONS, PLLC

NO.	DESCRIPTION	BY	DATE
	REVISIONS		

CRIMSON SQUARE SUBDIVISION
KUNA, IDAHO

TITLE SHEET

PROJECT NO.	25-0109-CR
DWG FILE	C.100
DESIGNED BY	BT
DRAWN BY	BT
CHECKED BY	BT
ISSUE DATE	02/11/25
HORIZ. SCALE	AS SHOWN
VERT. SCALE	AS SHOWN

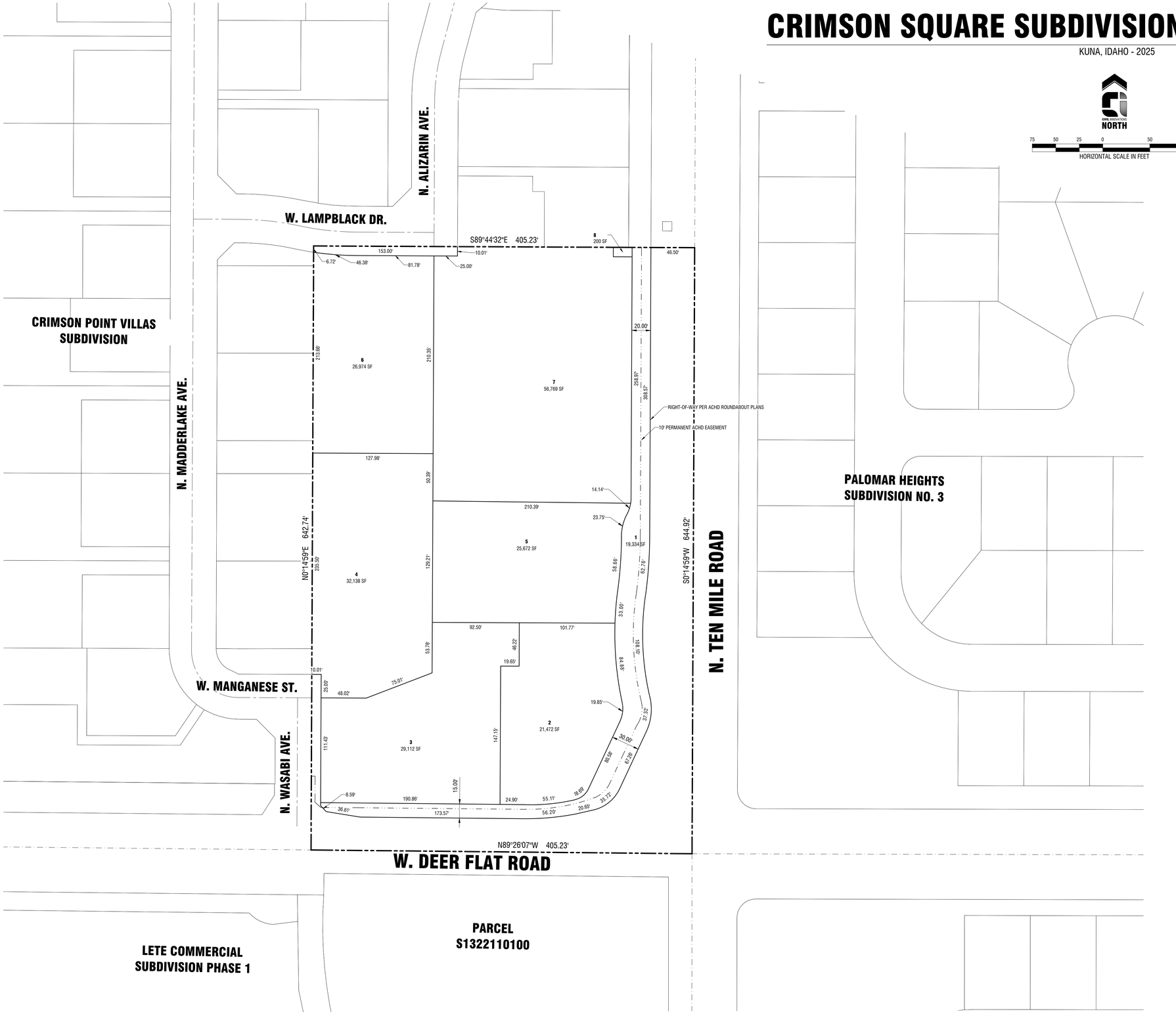
C.100

SHEET 1 OF 3

D:\Civil Innovations Projects\2025\Crimson Square - 01092\25-0109-Crimson Square\200 - Construction Drawings\204 - Preliminary Plat\25-0109-CR - PRELIMINARY COVER SHEET.dwg

CRIMSON SQUARE SUBDIVISION - PRELIMINARY PLAT

KUNA, IDAHO - 2025



CIVIL INNOVATIONS, PLLC
1043 E. PARK BLVD. STE 100
BOISE, ID 83712
PHONE: (208) 884-8181
www.civil-innovations.com

PROFESSIONAL ENGINEER REGISTERED 10062 02/11/25 STATE OF IDAHO BENJAMIN P. THOMAS

THESE DRAWINGS, OR ANY PORTION OR EXTENSION THEREOF, SHALL NOT BE USED OR REPRODUCED ON ANY PROJECT WITHOUT WRITTEN CONSENT FROM CIVIL INNOVATIONS, PLLC

NO.	DESCRIPTION	BY	DATE
	REVISIONS		

CRIMSON SQUARE SUBDIVISION
KUNA, IDAHO

PRELIMINARY PLAT

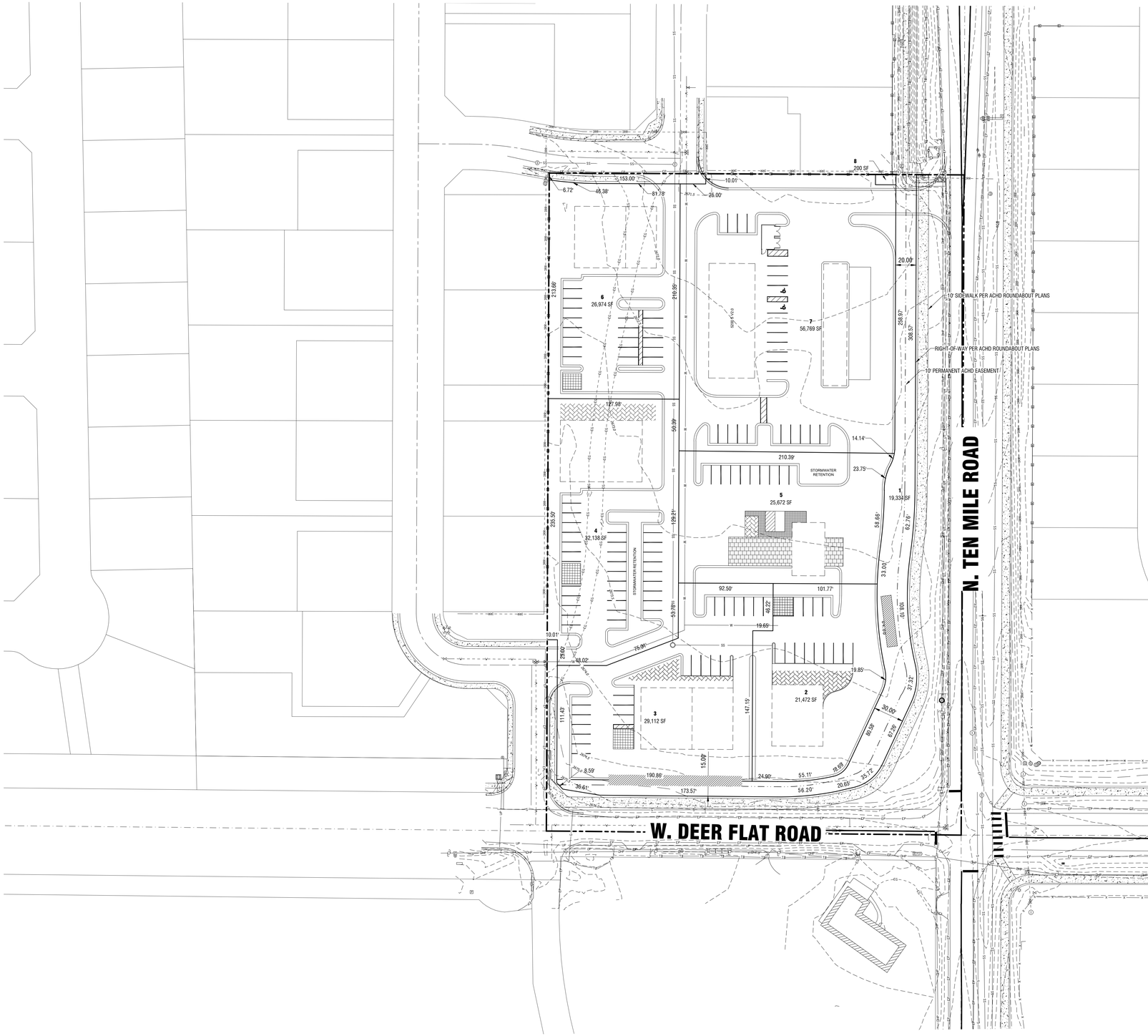
PROJECT NO.	25-0109-CR
DWG FILE	C.200
DESIGNED BY	BT
DRAWN BY	BT
CHECKED BY	BT
ISSUE DATE	02/11/25
HORIZ. SCALE	AS SHOWN
VERT. SCALE	AS SHOWN

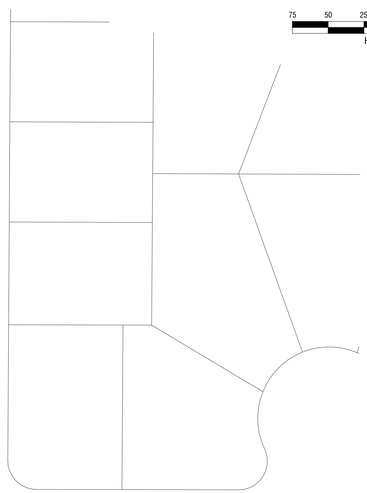
C.200
SHEET 2 OF 3

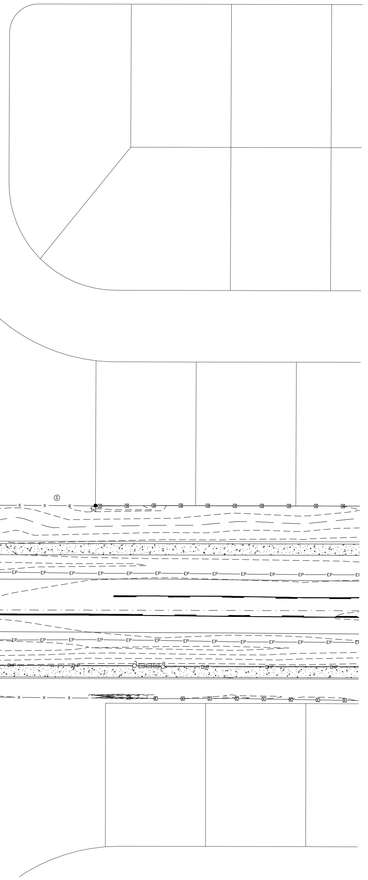
D:\Civil Innovations Projects\2025\Crimson Square - 010925\25-0109-Crimson Square\200 - Construction Drawings\204 - Preliminary Plat\25-0109-CR - PRELIMINARY PLAT.dwg

CRIMSON SQUARE SUBDIVISION - PRELIMINARY PLAT

KUNA, IDAHO - 2025







75 50 25 0 50 100

HORIZONTAL SCALE IN FEET

CIVIL INNOVATIONS, PLLC
1043 E. PARK BLVD, STE 100
BOISE, ID 83712
PHONE: (208) 884-8181
www.civil-innovations.com

PROFESSIONAL ENGINEER
REGISTERED
10062
02/11/25
STATE OF IDAHO
BENJAMIN P. THOMAS

THESE DRAWINGS, OR ANY PORTION OR EXTENSION THEREOF, SHALL NOT BE USED OR REPRODUCED ON ANY PROJECT WITHOUT WRITTEN CONSENT FROM CIVIL INNOVATIONS, PLLC

NO.	DESCRIPTION	BY	DATE
	REVISIONS		

CRIMSON SQUARE SUBDIVISION
KUNA, IDAHO

CONCEPTUAL SITE PLAN

PROJECT NO.	25-0109-CR
DWG FILE	C.300
DESIGNED BY	BT
DRAWN BY	BT
CHECKED BY	BT
ISSUE DATE	02/11/25
HORIZ. SCALE	AS SHOWN
VERT. SCALE	AS SHOWN

C.300
SHEET 3 OF 3

D:\Civil Innovations Projects\2025\Crimson Square - 010925\25-0109-Crimson Square\200 - Construction Drawings\204 - Preliminary Plat\25-0109-CR - PRELIMINARY SITE PLAN.dwg

ADA COUNTY
DEVELOPMENT SERVICES

200 W. FRONT STREET, BOISE, IDAHO 83702-7300 PHONE (208) 287-7900
https://adacounty.id.gov/developmentservices FAX (208) 287-7909

BUILDING • COMMUNITY PLANNING • ENGINEERING & SURVEYING • PERMITTING

March 14, 2025

Marina Lundy
Kuna City Planning Department
PO Box 13
Kuna, ID 83634

RE: 25-01-AN / 25-02-S / Parcel No. S1315449280 / Crimson Square Subdivision

Marina,

The City of Kuna has requested feedback regarding the proposed annexation with rezone from RUT (Rural Urban Transition) to C-1 (Neighborhood Commercial), a preliminary plat consisting of 7 commercial lots and 1 common open lots on 5.99-acres, located on the northwest corner (NWC) of Ten Mile Road and Deer Flat Road, specifically on Parcel No. S1315449280.

Land Use

Ada County supports the annexation due to its compliance with the Kuna Comprehensive Plan, as adopted by the County, which designates the site as *Commercial*. The proposed C-1 (Neighborhood Commercial) zoning, which allows for a wide variety of low impact commercial activities to meet the daily needs of nearby neighborhood residents, and is located on the NWC of Ten Mile Road and Deer Flat Road, adjacent to and within close proximity to several residential neighborhoods, complies with the following policy and goals of the Kuna Comprehensive Plan.

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

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

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

Comprehensive Plan

The proposal to provide approximately 6-acres of commercial area into seven (7) commercial lots, with proposed uses such as a Gas Station / Convenience Store, Restaurant Space, Office Space, and Retail Space, are supported by the following goal and policy of the Kuna Comprehensive Plan to provide commercial nodes outside of the downtown area and places to shop, eat, and interact within their neighborhood.

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

Policy 3.D.2.b. In urban and suburban residential areas, encourage development of neighborhood-serving mixed-use and commercial activity centers that allow residents to play, shop, eat and interact with neighbors without leaving their neighborhood…

Please feel free to contact me with any questions.

Sincerely,

Stacey DuPuis

Stacey DuPuis
Community & Regional Planner
Ada County Development Services

Miranda Gold, President
Alexis Pickering, Vice-President
Kent Goldthorpe, Commissioner
Dave McKinney, Commissioner
Patricia Nilsson, Commissioner

Date: April 28, 2025

To: Pamela Gaines and Glenn Walker-ADP Architects and Michael Olson-Teco One, LLC

Staff Contact: Dawn Battles, Senior Planner

Project Description: Crimson Square

Trip Generation: This development is estimated to generate 6,966 vehicle trips per day, 564 vehicle trips per hour in the PM peak hour, based on the traffic impact study.

Proposed Development Meets	
All ACHD Policies	
Requires Revisions to meet ACHD Policies	X

Traffic Impact Study	
Yes	X
No	
If yes, is mitigation required	X

Area Roadway Level of Service	
Do area roadways meet ACHD's LOS Planning Thresholds?	
Yes	X
No	
Area roads will meet ACHD's LOS Planning Thresholds in the future with planned improvements?	
Yes	
No	

ACHD Planned Improvements	
FYP	X
CIP	X

Livable Street Performance Measures	
Pedestrian	LTS 1
Cyclist	LTS 1

Is Transit Available?	
Yes	
No	X

Project/File: **Crimson Square / KPP25-0003 / 25-01-AN/ 25-02-S/ 25-03-DR**
This is an annexation with rezone from RUT (Rural-Urban Transition) to C-1 (Neighborhood Commercial), a preliminary plat and a design review application to allow for the development of an 8-lot commercial subdivision consisting of 7 buildable commercial lots and 1 common lot on 6-acres. The site is located at the northwest corner of Ten Mile Road and Deer Flat Road.

Lead Agency: City of Kuna

Site address: N. Ten Mile Road

Staff Approval: April 28, 2025

Applicant & Representative: Pamela Gaines & Glenn Walker
ADP Architects, LLC
1831 E. Overland Road
Meridian, ID 83642

Owner: Michael Olson
Teco One, LLC
1500 N. Eldorado Street, Suite 4
Boise, ID 83704

Staff Contact: Dawn Battles, Senior Planner
Phone: 208-387-6218
E-mail: dbattles@achdidaho.org

Report Summary:

ACHD Planned Improvements 2
Level of Service Planning Thresholds 2
A. Site Specific Conditions of Approval 3
B. Vicinity Map 4
C. Site Plan 5
D. Traffic Impact Study – Summary and Findings 6
E. Findings for Consideration 9
F. Policy 12
G. Attachments 16
H. Standard Conditions of Approval 17
I. Conclusions of Law 17
Request for Appeal of Staff Decision 18

ACHD Planned Improvements

1. Capital Improvements Plan (CIP)/ Five Year Plan (FYP):

- The intersection of Ten Mile Road and Deer Flat Road is scheduled in the FYP to be constructed as a single-lane expandable roundabout with 2-lanes on the north leg, 2-lanes on the south, 2-lanes east, and 2-lanes on the west leg with the construction date in 2029.
- Ten Mile Road is listed in the CIP to be widened to 3-lanes from Deer Flat Road to Hubbard Road between 2031 and 2035.

Level of Service Planning Thresholds

1. Condition of Area Roadways

Traffic Count is based on Vehicles per hour (VPH)

Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count	PM Peak Hour Level of Service
Ten Mile Road	618-feet	Minor Arterial	396	Better than "E"
Deer Flat Road	381-feet	Minor Arterial	203	Better than "E"
Lampblack Drive	139-feet	Local	23	N/A
Alizarin Avenue	None	Local	23	N/A
Madderlake Avenue	None	Local	34	N/A
Manganese Street	None	Local	46	N/A

* Acceptable level of service for a two-lane minor arterial is "E" (575 VPH).

** ACHD does not set level of service thresholds for local streets.

2. Average Daily Traffic Count (VDT) CONFIRM AFTER TIS IS FINALIZED

Average daily traffic counts are based on the traffic counts included in the traffic impact study.

- The average daily traffic count for Ten Mile Road south of Ardell Road was 6,891 on January 15, 2025.
- The average daily traffic count for Deer Flat Road west of Ten Mile Road was 6,280 on January 15, 2025.
- The average daily traffic count for Lampblack Drive west of Alizarin Avenue was 334 on January 15, 2025.
- The average daily traffic count for Alizarin Avenue south of Crenshaw Street was 430 on January 15, 2025.
- The average daily traffic count for Madderlake Avenue north of Manganese Street was 485 on January 15, 2025.
- The average daily traffic count for Manganese Street west of Wasabi Avenue was 650 on January 15, 2025.

A. Site Specific Conditions of Approval

1. Dedicate additional right-of-way abutting the site to accommodate the future construction of the single-lane expandable roundabout at the Ten Mile Road and Deer Flat Road intersection. Compensation shall be provided.

2. Provide a road trust deposit prior to plan approval and ACHD's signature on the first final plat to ACHD in the amount of $160,990 in lieu of improving Ten Mile Road and Deer Flat Road with pavement widening, borrow ditch and sidewalk.

3. Dedicate additional right-of-way to total 50-feet from centerline on Ten Mile Road and Deer Flat Road outside the extent of the roundabout project abutting the site. Compensation shall be provided for the dedication of additional right-of-way on Ten Mile Road.

4. Construct a northbound center left-turn lane on Ten Mile Road at the intersection with the proposed driveway on Ten Mile Road located 330-feet south of Crenshaw Street when the driveway is constructed. Coordinate the design of the turn lane with Development Review staff.

5. Complete Wasabi Avenue as a 36-foot wide commercial street section to include pavement widening, vertical curb, gutter and 5-foot wide attached concrete sidewalk abutting the site.

6. Complete Lampblack Drive as a 36-foot wide commercial street section to include pavement widening, vertical curb, gutter and 5-foot wide attached concrete sidewalk.

7. Dedicate right-of-way on Wasabi Avenue and Lampblack Drive to 2-feet behind back of sidewalk abutting the site.

8. Construct a 30-foot wide curb return type driveway onto Ten Mile Road located 330-feet south of Crenshaw Street. This driveway may be restricted at any time as determined by ACHD.

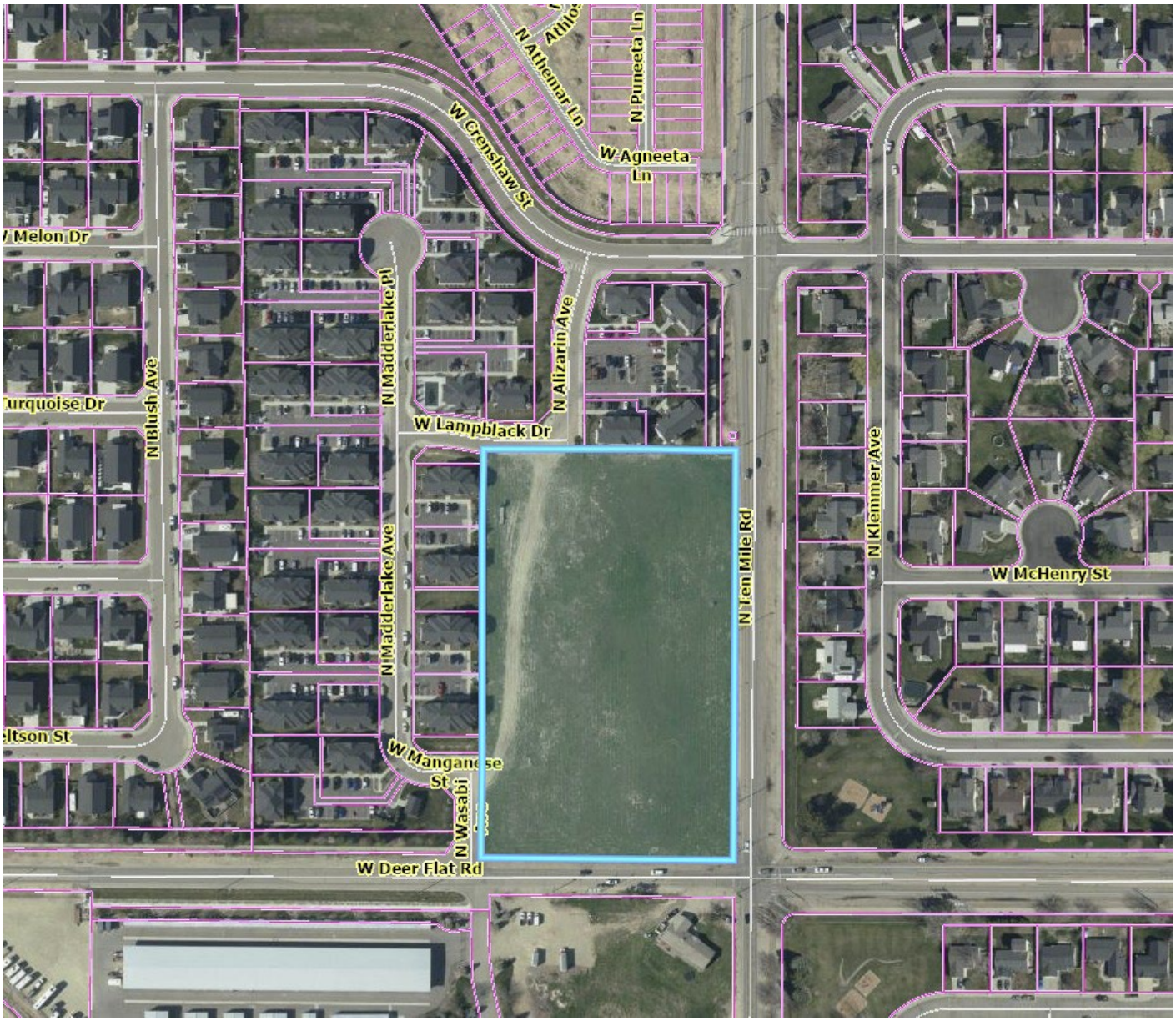
9. Other than the access specifically approved with this application, direct lot access is prohibited to Ten Mile Road and Deer Flat Road and should be noted on the final plat.

10. Submit civil plans to ACHD Development Services for review and approval. The impact fee assessment will not be released until the civil plans are approved by ACHD.

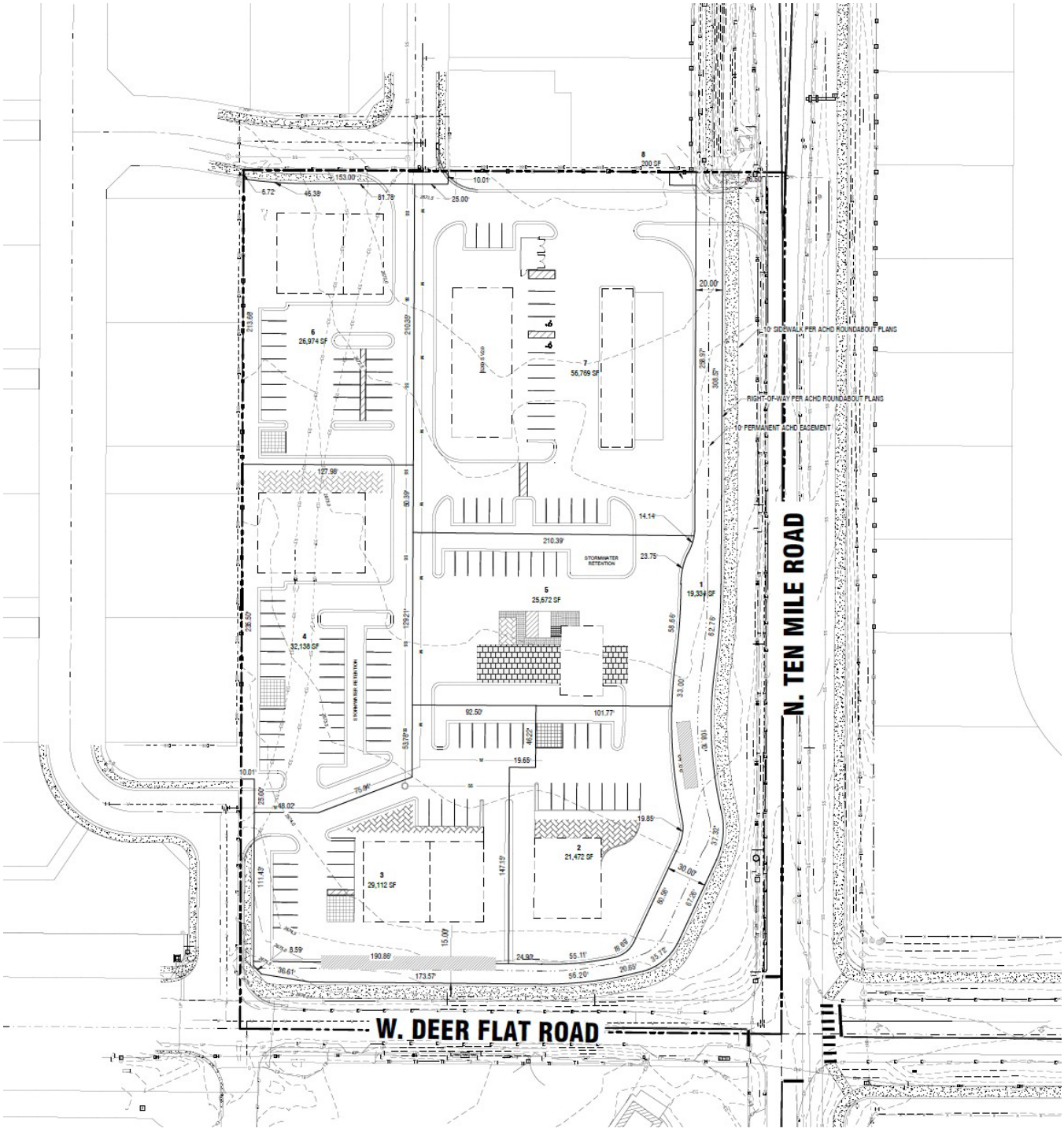
11. There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time. The impact fee assessment will not be released until the civil plans are approved by ACHD.

12. Comply with all Standard Conditions of Approval.

B. Vicinity Map



C. Site Plan


N. TEN MILE ROAD
W. DEER FLAT ROAD
10' SIDEWALK PER ACHD ROUNDABOUT PLANS
RIGHT-OF-WAY PER ACHD ROUNDABOUT PLANS
10' PERMANENT ACHD EASEMENT
STORMWATER RETENTION
1
19,334 SF
2
21,472 SF
3
29,112 SF
4
32,138 SF
5
25,672 SF
6
26,974 SF
7
56,769 SF
8
200 SF

D. Traffic Impact Study – Summary and Findings

1. Traffic Impact Study

CR Engineering, Inc. prepared a traffic impact study (TIS) for the proposed Crimson Square development. An executive summary of the findings **presented by CR Engineering, Inc.** can be found under attachments on page 16. ACHD has reviewed the submitted traffic impact study for consistency with ACHD policies and practices and may have additional requirements beyond what is noted in the TIS. Staff comments and recommendations on the submitted traffic impact study can be found below.

Study Area Roadway Segments and Intersections



a. Policy:

Mitigation Proposals: Mitigation recommendations shall be provided within the report. At a minimum, for each roadway segment and intersection that does not meet the minimum acceptable level of service planning threshold or v/c ratio, the report must discuss feasible measures to avoid or reduce the impact to the system. To be considered adequate, measures should be specific and feasible. Mitigation may also include:

- Revision to the Phasing Plan to coincide with the District's planning Capital Projects.
- Reducing the scope and/or scale of the project.

Alternative Mitigation Measures: 7106.7.3 states that if traditional mitigation measures such as roadway widening and intersection improvements are infeasible as determined by ACHD, the TIS may recommend alternative mitigation measures. Alternative mitigation measures shall demonstrate that impacts from the project will be offset.

- If the impacted roadway segments and/or intersections are programmed as funded in the Five Year Plan (FYP) or the Capital Improvements Plan (CIP); no alternative mitigation is required.
- If the impacted roadway segments and/or intersections are not programmed in either the FYP or the CIP; the applicant may (i) analyze the shoulder hour, defined as the hour prior to after the determined peak hour within the two-hour peak period, (sometime analyzed as hour before or after peak period) and (ii) provide a safety analysis to determine alternative mitigation requirements.
    - If the impacted roadway segments and intersections meet the minimum acceptable level of service planning thresholds in the shoulder hour, the applicant may suggest feasible alternative mitigation measures beyond improvements from District policy, such as: off-site sidewalks, off-site bike facilities, connectivity, safety improvements, etc. within 1.5 miles of the proposed development.
    - If the shoulder hour planning thresholds are exceeded the applicant may request to enter into a Development Agreement and pay into the Priority Corridor Fund an amount determined by the ACHD to offset impacts from the project.
- Alternative Mitigation may also include:
    - Revision to the Phasing Plan to coincide with the District's future Capital Projects.
    - Reducing the scope and/or scale of the project.

Level of Service Planning Thresholds: District Policy 7205.3.1 states that Level of Service Planning Thresholds have been established for principal arterials and minor arterials within ACHD's Capital Improvement Plan and are also listed in section 7106. Unless otherwise required to provide a Traffic Impact Study under section 7106, a proposed development with site traffic less than 10% of the existing downstream roadway or intersection peak hour traffic shall not be required to provide mitigation for a roadway or intersection that currently exceeds the minimum acceptable level of service planning threshold or V/C ratio.

b. TIS Findings: Staff has reviewed the submitted traffic impact study (TIS).

The TIS indicates all roadway segments and intersections are expected to operate at an acceptable level of service planning thresholds and all roadway segments meet ACHD traffic volume planning thresholds for commercial streets during the existing AM and PM peak hours under existing traffic, 2029 background traffic and 2029 total traffic conditions.

Site Access Evaluation:

- Site Access 4, a proposed driveway on Lampblack Drive in alignment with Alizarin Avenue. The TIS notes this access is anticipated to operate acceptably. Staff recommends approval of the location of the access, as it meets District policy.

- Site Access 5, a proposed driveway on Ten Mile Road, located 330-feet south of Crenshaw Street and 620-feet north of Deer Flat Road (measured centerline-to-centerline). The TIS notes this access is anticipated to operate acceptably, meets ACHD spacing requirements and is located outside the influence area of the future roundabout that is scheduled to be constructed at the Ten Mile Road/Deer Flat Road intersection. Staff recommends approval of the driveway as it meets District Location policy and provides site circulation.



- Site Access 6, a proposed driveway on Wasabi Avenue in alignment with Manganese Street. The TIS notes this access is anticipated to operate acceptably. Staff recommends approval of the driveway location as it meets District policy and provides site circulation.

Turn Lanes

- Ten Mile Road/Crenshaw Street-Site Access 2 (9%)
    - Southbound right-turn lane

The TIS states that a southbound right-turn lane is warranted on Ten Mile Road at the intersection with Crenshaw Street. However, if the speed limit is reduced to 35 mph as part of the Ten Mile Road/Deer Flat Road roundabout project, the turn lane is not warranted.

Because the speed limit is being reduced to 35 mph on Ten Mile Road as part of the roundabout project at the Ten Mile Road/Deer Flat Road intersection and the existing HAWK signal located at the Ten Mile Road/Crenshaw Street intersection making it infeasible to construct the southbound right-turn lane, the southbound right-turn lane is not required as part of this application.

- Ten Mile Road/Site Access 5 (23%)
    - Southbound right-turn lane
    - Northbound left-turn lane

The TIS states the southbound and northbound turn lanes are warranted when the 5,200 square foot convenience store/gas station is constructed, generating 284 pm peak hour trips. The TIS states that if the speed limit is reduced to 35 mph as part of the Ten Mile Road/Deer Flat Road roundabout project, the southbound right-turn lane is not warranted.

Because the speed limit is being reduced to 35 mph on Ten Mile Road as part of the roundabout project, the southbound right-turn lane should not be required as part of this application.

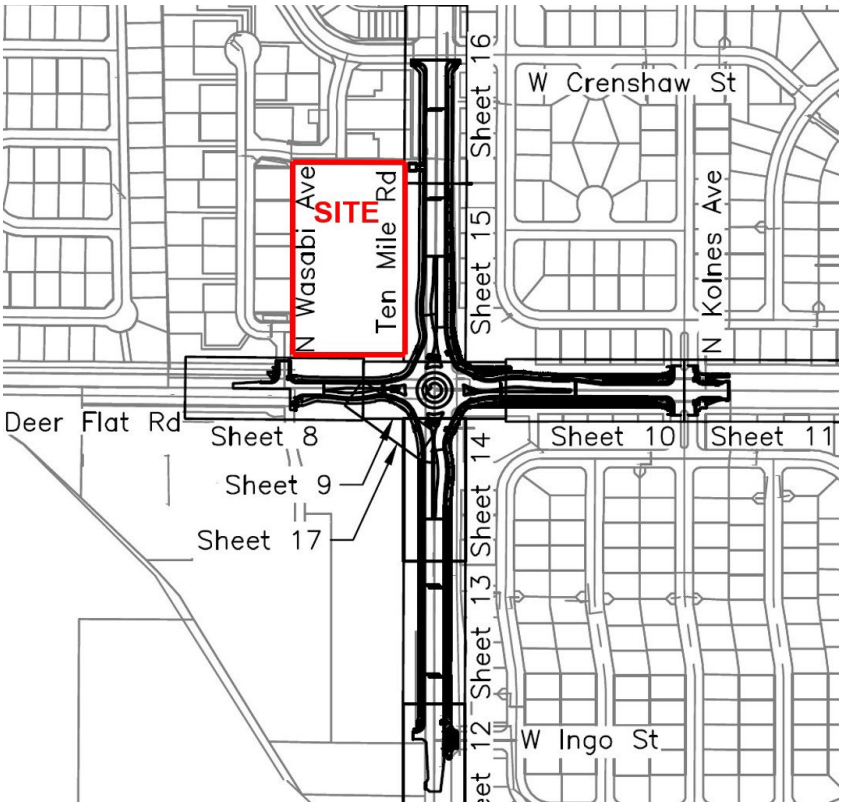
c. **Staff Comments/Recommendations:** Consistent with the findings and recommendations of the TIS, the applicant should be required to construct a northbound center left-turn lane on Ten Mile Road at the intersection with the proposed driveway located 330-feet south of Crenshaw Street when the driveway is constructed.

E. Findings for Consideration

1. Ten Mile Road/Deer Flat Road Intersection Roundabout Project

a. **Applicant's Proposal:** The applicant is proposing to dedicate additional right-of-way abutting the site on Ten Mile Road and Deer Flat Road to accommodate the future construction of the single-lane expandable roundabout.

b. **Staff Comments/Recommendations:** The intersection of Ten Mile Road and Deer Flat Road is scheduled in the FYP to be constructed as a single-lane expandable roundabout. The applicant's proposal to dedicate additional right-of-way meets District policy and should be approved. Typically, the applicant would be required to improve Ten Mile Road and Deer Flat Road abutting the site with 17-feet of pavement from centerline, a 3-foot wide gravel shoulder, a borrow ditch and 10-foot wide multi-use pathways abutting the site. However, in lieu of improving Ten Mile Road and Deer Flat Road abutting the site, the applicant should be required to provide ACHD with a road trust deposit in the amount of $160,900 to be used for the construction of the required improvements on both roadways abutting the site. The applicant should be compensated for the additional dedicated right-of-way.



2. Ten Mile Road

a. **Existing Conditions:** Ten Mile Road is improved with 2-travel lanes, 25-feet of pavement and no curb, gutter or sidewalk abutting the site. There is 71 to 73-feet of right-of-way for Ten Mile Road (26 to 28-feet from centerline).

b. **Applicant Proposal:** The applicant is not proposing to improve Ten Mile Road due to the roundabout project at the Ten Mile Road/Deer Flat Road intersection.

c. **Staff Comments/Recommendations:** The applicant's proposal meets District policy, see Finding 1 for road trust deposit requirements.

Consistent with the MSM, the applicant should be required to dedicate additional right-of-way to total 50-feet from centerline on Ten Mile Road outside the extent of the roundabout project abutting the site. Compensation should be provided for the additional dedicated right-of-way.

Consistent with the findings and recommendations of the TIS, the applicant should be required to construct a northbound center left-turn lane on Ten Mile Road at the intersection with the proposed driveway on Ten Mile Road located 330-feet south of Crenshaw Street. Coordinate the design of the turn lane with Development Review staff.

3. Deer Flat Road

a. Existing Conditions: Deer Flat Road is improved with 2-travel lanes, 24-feet of pavement and no curb, gutter or sidewalk abutting the site. There is 56-feet of right-of-way for Deer Flat Road (29-feet from centerline).

b. Applicant Proposal: The applicant is not proposing to improve Deer Flat Road abutting the site due to the roundabout project at the Ten Mile Road/Deer Flat Road intersection.

c. Staff Comments/Recommendations: The applicant's proposal meets District policy, see Finding 1 for road trust deposit requirements.

The applicant should be required to dedicate additional right-of-way to total 50-feet from centerline of Deer Flat Road outside the extend of the roundabout project abutting the site. Compensation should not be provided for the additional dedicated right-of-way, as Deer Flat Road is not listed in the CIP outside the extent of the roundabout project.

4. Wasabi Avenue

a. Existing Conditions: Wasabi Avenue is improved with 2-travel lanes, 30-feet of pavement and no curb, gutter or sidewalk abutting the site. There is 40-feet of right-of-way for Wasabi Avenue (16-feet from centerline).

b. Applicant's Proposal: The applicant is proposing to improve Wasabi Avenue with vertical curb, gutter and 5-foot wide attached concrete sidewalk abutting the site.

c. Staff Comments/Recommendations: The applicant's proposal meets District policy and should be approved.

Consistent with District Street Section and Right-of-Way policy, the applicant should be required to complete Wasabi Avenue as a 36-foot wide commercial street section to include pavement widening.

The applicant should be required to dedicate additional right-of-way to 2-feet behind the attached sidewalk.

5. Lampblack Drive

a. Existing Conditions: Lampblack Drive is improved with 2-travel lanes, 30-feet of pavement and no curb, gutter or sidewalk abutting the site. There is 40-feet of right-of-way for Wasabi Avenue (12-feet from centerline).

b. Applicant's Proposal: The applicant is proposing to improve Lampblack Drive with vertical curb, gutter and 5-foot wide attached concrete sidewalk abutting the site.

c. Staff Comments/Recommendations: The applicant's proposal meets District policy and should be approved.

Consistent with District Street Section and Right-of-Way policy, the applicant should be required to complete Lampblack Drive as a 36-foot wide commercial street section to include pavement widening.

The applicant should be required to dedicate additional right-of-way to 2-feet behind the attached sidewalk.

6. Driveways

6.1 Ten Mile Road

a. **Existing Conditions:** There are no existing driveways from the site onto Ten Mile Road.

b. **Applicant's Proposal:** The applicant is proposing to construct a 30-foot wide curb return type driveway onto Ten Mile Road located 330-feet south of Crenshaw Street and 620-feet north of Deer Flat Road (measured centerline-to-centerline).

c. **Staff Comments/Recommendations:** The applicant's proposal does not meet District Access policy which requires access to be taken from the lesser classified streets when the site has frontage on more than one street. However, staff recommends approval of the driveway as the traffic impact study demonstrated that the access is anticipated to operate acceptably and is needed to provide site circulation. The driveway is approved as a temporary full access and may be restricted at any time as determined by ACHD.

6.2 Wasabi Avenue

a. **Existing conditions:** There are no existing driveways from the site onto Wasabi Avenue.

b. **Applicant's Proposal:** The applicant is proposing to construct a 30-foot wide curb return type driveway onto Wasabi Avenue and in alignment with Manganese Street.

c. **Staff Comments/Recommendations:** The applicant's proposal meets District policy and should be approved, as proposed.

6.3 Lampblack Drive

a. **Existing Conditions:** There are no existing driveways from the site onto Lampblack Drive.

b. **Applicant's Proposal:** The applicant is proposing to construct a 30-foot wide curb return type driveway onto Lampblack Drive in alignment with Alazarin Avenue.

c. **Staff Comments/Recommendations:** The applicant's proposal meets District policy and should be approved, as proposed.

2. Other Access

Ten Mile Road and Deer Flat Road are classified as minor arterial roadways. Other than the access specifically approved with this application, direct lot access is prohibited to these roadways and should be noted on the final plat.

F. Policy

1. Federal Accessibility Design Guidelines and Standards

District policy 7203.1.1 states that developers shall follow the current version of the U.S. Access Board's Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), 36 CFR Part 1190, September 7, 2023; (Also see, https//www.access-board.gov/prowag and https//www.access-board.gov/files/prowag/planning-and-design-for-alternatives.pdf for additional information).

2. Minor Improvements

Minor Improvements Policy: District Policy 7203.3 states that minor improvements to existing Highways adjacent to a proposed development may be required. These needed transportation facilities are to correct deficiencies or replace deteriorated facilities. Included are sidewalk and/or bike lane construction or replacement (with physical buffers if missing and needed); construction of transitional sidewalk segments; crosswalk construction or replacement; curb and gutter construction or replacement; repair, replacement or expansion of curb extensions; replacement of unused driveways with curb, gutter, sidewalk, repair or addition of traffic calming or speed mitigation features; installation or reconstruction of pedestrian ramps; pavement repairs; signs, motor vehicle, pedestrian and bicycle traffic control devices; and other similar items. The current version of PROWAG will determine the applicable accessibility requirements for alterations and elements added to existing streets. ACHD staff is responsible for identifying the minor improvements that would be proportionate to the size and complexity of the development.

3. Livable Street Performance Measures

District policy 7203.8 states that ACHD has adopted performance measures (level of stress) for evaluating the experience of bicyclists and pedestrians. ACHD seeks to create a transportation network that serves all ages and abilities. Bike and pedestrian facilities built through development should achieve a bike and pedestrian level of traffic stress 1 or 2, with no new bike lane below a minimum of 5-feet.

4. Ten Mile Road and Deer Flat Road

Arterial Roadway Policy: District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets. Improvements shall include transitional segments in accordance with the current version of PROWAG.

Master Street Map and Typology Policy: District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master Street Map, Livable Streets Design Guide, and the most current ACHD Livable Streets Performance Measures Plan as adopted by the ACHD Commission. The developer or engineer should contact the District before starting any design.

Street Section and Right-of-Way Width Policy: District Policies 7205.2.1 & 7205.5.2 state The standard 5-lane street section shall be 59-feet (back-of-curb to back-of-curb). This width typically accommodates two travel lanes in each direction, a continuous center left-turn lane or landscaped median with intermittent turn lanes, and curbs and gutters. A 5-lane road shall also include a minimum 10-foot wide multi-use path on both sides with an 8-foot wide buffer from back-of-curb. Other bike facility treatments as defined in the ACHD Bike Master Plan may be approved at the discretion of the ACHD Development Review Supervisor. If an interim on-street bike lane is required in order to connect to existing facilities, the street section shall be 75-feet to allow for a 5-foot wide bike lane and 3-foot wide painted buffer. The standard right-of-way width for a 5-lane arterial is 100-feet.

Street Section and Right-of Way Width Policy: District Policy 7205.2.1 & 7205.5.2 states that the standard 3-lane street section shall be 37-feet (back-of-curb to back-of-curb). This width

typically accommodates a single travel lane in each direction, and a continuous center left-turn lane, and curbs and gutters. A 3-lane road shall also include a minimum 10-foot wide multi-use path on both sides with at 8-foot wide buffer from back-of-curb. Other bike facility treatments as defined in the ACHD Bike Master plan may be approved at the discretion of the ACHD Development Review Supervisor. If an interim on-street bike lane is required in order to connect to existing facilities, the street section shall be 53-feet to allow for a 5-foot wide bike lane and 3-foot wide painted buffer. Landscaped medians with intermittent turn lanes may be allowed when a minimum of 20-feet of pavement on both sides of the median is provided.

If a landscaped median is included in any of these cross sections, the landscaping shall be maintained by license agreement with the adjacent HOA, property owner, or by interagency agreement with the corresponding land use jurisdiction.

At the discretion of Traffic Engineering staff, adjustments may be made to the street section, including removal of the continuous center turn lanes or modification to lane widths, where no driveways or intersections are present or to ensure adequate space for pathway and buffers.

Right-of-Way Dedication: District Policy 7205.2 states that The District will provide compensation for additional right-of-way dedicated beyond the existing right-of-way along arterials listed as impact fee eligible in the adopted Capital Improvements Plan using available impact fee revenue in the Impact Fee Service Area.

No compensation will be provided for right-of-way on an arterial that is not listed as impact fee eligible in the Capital Improvements Plan.

The District may acquire additional right-of-way beyond the site-related needs to preserve a corridor for future capacity improvements, as provided in Section 7300.

Pedestrian Facilities: District Policy 7205.5.7 requires a concrete sidewalk at least 5-feet wide are required on both sides of all arterial streets. A parkway strip at least 8-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Alternatively, on roadways identified for improvement in the Capital Improvement Plan, a minimum 10-foot wide multi-use path may be required. The path shall be placed in accordance with planned buildout in the Master Street Map with a minimum 8-foot wide planter strip as measured to the closest edge of the path. Street trees are encouraged between the pedestrian facility and the roadway when irrigation and maintenance will occur by the adjacent property owner or HOA through an approved license agreement. Consult the District's planter width policy if trees are to be placed within the parkway strip. In some instances, to match existing conditions, a minimum 7-foot wide sidewalk may be constructed next to the back-of-curb. ACHD Development Review staff will be responsible for determining the required facility. Vertical hardscape alternatives to street trees may be considered in the buffer space when street trees are not practicable.

Detached sidewalks and multi-use paths are encouraged and should be parallel to the adjacent roadway. Pedestrian facilities will only be allowed to deviate from a straight line parallel to the roadway when authorized by Development Review staff to accommodate site specific conditions (i.e., street trees, utilities, etc.).

Appropriate easements shall be provided if public pedestrian facilities are placed out of the right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the pedestrian facility. Pedestrian facilities shall either be located wholly within the public right-of-way or wholly within an easement.

Curb ramps or blended transitions shall be provided to connect the pedestrian access route at each pedestrian street crossing in accordance with the current version of PROWAG. Provide detectable warning surface in accordance with the current version of PROWAG.

Frontage Improvements Policy: District Policy 7205.2.1 states that the developer shall widen the pavement to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site. Curb, gutter and additional pavement widening may be required (See Section 7205.5.5).

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Ten Mile Road and Deer Flat Road are designated in the MSM as Transitional/Commercial Arterials with 5-lanes within 100-feet of right-of-way.

5. Wasabi Avenue and Lampblack Drive

Commercial Roadway Policy: District Policy 7208.2.1 states that the developer is responsible for improving all commercial street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

Street Section and Right-of-Way Policy: District Policy 7208.5 states that right-of-way widths for new commercial streets shall typically be 50 and 70-feet wide and that the standard street section will vary depending on the need for a center turn lane, bike lanes, volumes, percentage of truck traffic, and/or on-street parking.

- A 36-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and on-street parking.
- A 40-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and a center turn lane.
- A 46-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and a center turn lane and bike lanes.

Continuation of Streets Policy: District Policy 7208.2.4 states that an existing street, or a street in an approved preliminary plat, which ends at a boundary of a proposed development shall be extended in that development. The extension shall include provisions for continuation of storm drainage facilities. Benefits of connectivity include but are not limited to the following:

- Reduces vehicle miles traveled.
- Increases access for emergency services.
- Reduces need for additional access points to the arterial street system.
- Promotes the efficient delivery of services including trash, mail and deliveries, water and sewer.
- Promotes orderly development.

Sidewalk Policy: District Policy 7208.5.6 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all commercial streets. If a separated sidewalk is proposed, a parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

6. Driveways

6.1 Ten Mile Road

Access Points Policy: District Policy 7205.4.1 states that all access points associated with development applications shall be determined in accordance with the policies in this section and

Section 7202. Access points shall be reviewed only for a development application that is being considered by the lead land use agency. Approved access points may be relocated and/or restricted in the future if the land use intensifies, changes, or the property redevelops.

Access Policy: District policy 7205.4.6 states that direct access to minor arterials is typically prohibited. If a property has frontage on more than one street, access shall be taken from the street having the lesser functional classification. If it is necessary to take access to the higher classified street due to a lack of frontage, the minimum allowable spacing shall be based on Table 1a under District policy 7205.4.6, unless a waiver for the access point has been approved by the District Commission.

Driveway Location Policy: District policy 7205.4.5 requires driveways located on minor arterial roadways from a signalized intersection with a single left turn lane shall be located a minimum of 330-feet from the nearest intersection for a right-in/right-out only driveway and a minimum of 660-feet from the intersection for a full-movement driveway.

District policy 7205.4.5 requires driveways located on minor arterial roadways from a signalized intersection with a dual left turn lane shall be located a minimum of 330-feet from the nearest intersection for a right-in/right-out only driveway and a minimum of 710-feet from the intersection for a full-movement driveway.

Successive Driveways: District policy 7205.4.6 Table 1a, requires driveways located on minor arterial roadways with a speed limit of 35 MPH to align or offset a minimum of 330-feet from any existing or proposed driveway.

Driveway Width Policy: District policy 7205.4.8 restricts high-volume driveways (100 VTD or more) to a maximum width of 36-feet and low-volume driveways (less than 100 VTD) to a maximum width of 30-feet. Curb return type driveways with 30-foot radii will be required for high-volume driveways with 100 VTD or more. Curb return type driveways with 15-foot radii will be required for low-volume driveways with less than 100 VTD.

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7205.4.8, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway and install pavement tapers in accordance with Table 2 under District Policy 7205.4.8.

Cross Access Easements/Shared Access Policy: District Policy 7202.4.1 states that cross access utilizes a single vehicular connection that serves two or more adjoining lots or parcels so that the driver does not need to re-enter the public street system.

6.2 Wasabi Avenue and Lampblack Drive

Driveway Location Policy: District policy 7208.4.1 requires driveways near intersections to be located a minimum of 75-feet (measured centerline-to-centerline) from the nearest local street intersection, and 150-feet from the nearest collector/arterial or arterial street intersection.

Successive Driveways: District Policy 7208.4.1 states that successive driveways away from an intersection shall have no minimum spacing requirements for access points along a local street, but the District does encourage shared access points where appropriate.

Driveway Width Policy: District policy 7208.4.3 restricts commercial driveways to a maximum width of 40-feet. Most commercial driveways will be constructed as curb-cut type facilities.

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7208.4.3, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

Driveway Design Requirements: District policy 7208.4.3 states if an access point is to be gated, the gate or keypad (whichever is closer) shall be located a minimum of 50-feet from the near edge of the intersection and a turnaround shall be provided.

7. Tree Planters

Tree Planter Policy: Tree Planter Policy: The District's Tree Planter Policy prohibits all trees in planters less than 8-feet in width without the installation of root barriers. Class II trees may be allowed in planters with a minimum width of 8-feet, and Class I and Class III trees may be allowed in planters with a minimum width of 10-feet.

8. Landscaping

Landscaping Policy: A license agreement is required for all landscaping proposed within ACHD right-of-way or easement areas. Trees shall be located no closer than 10-feet from all public storm drain facilities. Landscaping should be designed to eliminate site obstructions in the vision triangle at intersections. District Policy 5104.3.1 requires a 40-foot vision triangle and a 3-foot height restriction on all landscaping located at an uncontrolled intersection and a 50-foot offset from stop signs. Landscape plans are required with the submittal of civil plans and must meet all District requirements prior to signature of the final plat and/or approval of the civil plans.

9. Pathway Crossings

United States Access Board R304.5.1.2 Shared Use Paths. In shared use paths, the width of curb ramps runs and blended transitions shall be equal to the width of the shared use path.

AASHTO's Guidelines for the Development of Bicycle Facilities 5.3.5 Other Intersection Treatments: The opening of a shared use path at the roadway should be at least the same width as the shared use path itself. If a curb ramp is provided, the ramp should be the full width of the path, not including any flared sides if utilized. . . . Detectable warnings should be placed across the full width of the ramp.

FHWA's "Designing Sidewalks and Trails for Access" (1999) reflected common ADA-related concepts: Chapter 6, Page 16-6: The width of the ramp should be at least as wide as the average width of the trail to improve safety for users who will be traveling at various speeds. In addition, the overall width of the trail should be increased, so the curb ramp can be slightly offset to the side. The increased width reduces conflict at the intersection by providing more space for users at the bottom of the ramp.

G. Attachments

EXECUTIVE SUMMARY

Crimson Square Subdivision is a proposed mixed-use development located in the northwest area of the Ten Mile Road and Deer Flat Road intersection in Kuna, Idaho, as shown in **Figure 1.1**. CR Engineering, Inc. prepared a traffic impact study (TIS) for the project. The scope of this TIS was determined through coordination with the Ada County Highway District (ACHD) with inputs from the Community Planning Association of Southwest Idaho (COMPASS).

The TIS evaluated the potential traffic impacts resulting from background traffic growth, in-process developments in the study area, and the proposed development, and identified improvements to mitigate the impacts if needed. Traffic impacts were evaluated based on the proposed land uses and accesses as shown in the preliminary site plan under weekday AM and PM peak hours traffic conditions. **Table 1** summarizes the recommended intersection and roadway segment improvements needed to mitigate the traffic impacts for the following analysis years' traffic conditions:

- 2025 Existing traffic
- 2029 Build-out year background traffic
- 2029 Build-out year total traffic

Table 1 – Proposed Improvements Summary

Intersection or Roadway Segment		2025 Existing	2029 Build-Out Year	
			Background	Total
1	Alizarin Ave and Crenshaw St	None	None	None
2	Ten Mile Rd and Crenshaw St	**SB right-turn lane**	**SB right-turn lane**	**SB right-turn lane**
3	Wasabi Ave and Deer Flat Rd	None	None	None
4	Lampblack Dr and Alizarin Ave	Proposed site access		**Construct south and east legs**
5	Site Access and Ten Mile Rd	Proposed site access		**SB right-turn lane and NB left-turn lane**
6	Manganese St and Wasabi Ave	Proposed site access		**Construct east leg**
Ten Mile Rd, Ardell Rd to Deer Flat Rd		None	None	None
Deer Flat Rd, Shayla Ave to Ten Mile Rd		None	None	None
Lampblack Dr		None	None	None
Alizarin Ave		None	None	None
Madderlake Ave		None	None	None
Manganese St		None	None	None

1.0 Proposed Development

1.1 Crimson Square Subdivision is a proposed mixed-use development containing the following uses with an anticipated 2029 build-out year:

- 4,800 square feet of office use
- A 4,800-square-foot restaurant
- A 2,700-square-foot fast-food restaurant with a drive-through window
- A 2,400-square-foot coffee/donut shop with a drive-through window
- A 1,662-square-foot oil and lube shop
- A 5,200-square-foot convenience store/gas station with five fuel pumps
- A 1,500-square-foot hair salon
- A 1,500-square-foot copy/print/express ship store

1.2 Based on the procedures outlined in the *Trip Generation Handbook, 3rd Edition,* and the *Trip Generation Manual, 11th Edition,* both published by the Institute of Transportation Engineers (ITE), the proposed development is estimated to generate approximately 6,966 trips per weekday with 651 trips during the AM peak hour and 564 trips during the PM peak hour.

- Based on the proposed land uses and ITE methodology, the development is not expected to retrain a significant number of internal trips within the site during peak hours. No reduction for internal capture trips was assumed in the analysis
- Based on the proposed land uses and ITE pass-by rates, the development is estimated to attract 284 pass-by trips during the AM peak hour and 262 during the PM peak hour
- All trips generated by the development were assumed to be made by personal or commercial vehicles

1.3 The estimated site traffic distribution patterns are:

- 20% north of the site
- 25% south of the site
- 40% east of the site
- 15% west of the site

1.4 Crimson Square Subdivision proposes one site access on Ten Mile Road:

- Site access on Ten Mile Road
  - Proposed as a full-movement access located approximately 620 feet north of Deer Flat Road and 330 feet south of Crenshaw Street
    - Meets 330-foot minimum driveway spacing on Ten Mile Road, a minor arterial roadway
      - The posted speed limit on Ten Mile Road is anticipated to be reduced to 35 mph with the Deer Flat Road and Ten Mile Road roundabout project (Project No: 321038 / GIS No: IN205-44)
    - Located outside the influence area of the future Deer Flat Road and Ten Mile Road roundabout. The splitter island on the southbound approach ends approximately 245 feet south of the proposed site access
  - Expected to have adequate intersection sight distance exceeding 390 feet, the minimum visibility for a 35-mph posted speed limit
    - Ten Mile Road segment adjacent to the site is relatively flat and straight without obstructions
    - Building setback and landscape design should not obstruct intersection sight distance
    - Maintain existing and proposed landscape along Ten Mile Road

2.0 2025 Existing Traffic

2.1 With 2025 existing traffic, all study area intersections meet ACHD minimum operational thresholds analyzed with the existing intersection control and lane configurations. One study area intersection meets ACHD turn-lane guidelines for a turn lane. The intersection and warranted turn lane are:

- **Ten Mile Road and Crenshaw Street intersection**
  - Southbound right-turn

2.2 With 2025 existing traffic, all study area roadway segments meet ACHD level of service planning thresholds with the existing lane configuration. As a result, no roadway capacity improvements are needed to mitigate 2025 existing traffic

3.0 2029 Build-Out Year Background Traffic (Without Site Traffic)

3.1 The Deer Flat Road and Ten Mile Road intersection is programmed in the 2025-2029 *Integrated Five Year Work Plan* (IFYWP) to be reconstructed as a single-lane roundabout expandable to a multilane roundabout (Project No: 321038 / GIS No: IN205-44). The construction year is 2029. The roundabout project includes the following improvements along the site frontage:

- Widen Ten Mile Road to five lanes between Deer Flat Road and Crenshaw Street
- Install a school zone flasher on Ten Mile Road south of Crenshaw Street
- Reduce the posted speed limit on Ten Mile Road to 35 mph

3.2 2029 background traffic was estimated by extrapolating the 2025 existing counts with the following annual growth rates based on the traffic forecasts from COMPASS:

- 1.2% on Ten Mile Road
- 3.0% on Deer Flat Road

3.3 In addition to the traffic growth, off-site traffic from one in-process development within the study area is included in the background traffic:

- Fossil Creek Subdivision
  - Located south of Deer Flat Road approximately 0.3 miles west of the site
  - A residential development with 272 single-family lots
  - Under construction with 20 lots constructed/occupied

3.4 With 2029 background traffic, all study area intersections are anticipated to continue to meet ACHD minimum operational thresholds analyzed with the existing intersection control and lane configurations (no-build). One study area intersection is anticipated to meet ACHD turn-lane guidelines for a turn lane. The intersection and warranted turn lane are:

- **Ten Mile Road and Crenshaw Street intersection**
  - Southbound right-turn
    - Not warranted if the posted speed limit on Ten Mile Road is reduced to 35 mph

3.5 With 2029 background traffic, all study area roadway segments are anticipated to continue to meet ACHD level of service planning thresholds with the existing lane configuration. As a result, no roadway capacity improvements are needed to mitigate 2029 background traffic

4.0 2029 Build-Out Year Total Traffic (Background Plus Site Traffic)

4.1 With 2029 total traffic, all study area intersections are anticipated to continue to meet ACHD minimum operational thresholds analyzed with the existing intersection control and lane configurations. Two study area intersections are anticipated to meet ACHD turn-lane guidelines for turn lanes. The intersections and warranted turn lanes are:

- **Ten Mile Road and Crenshaw Street intersection**
  - Southbound right-turn
    - Not warranted if the posted speed limit on Ten Mile Road is reduced to 35 mph

- **Site Access and Ten Mile Road intersection**
  - Southbound right-turn lane
    - Not warranted if Ten Mile Road is widened to five lanes and/or the posted speed limit is reduced to 35 mph
  - Northbound left-turn lane

4.2 The estimated site traffic as a percentage of the 2029 total traffic at the study area intersections are:

- Alizarin Avenue and Crenshaw Street intersection : AM Peak = 22.9%, PM Peak = 16.8%
- Ten Mile Road and Crenshaw Street intersection : AM Peak = 10.2%, PM Peak = 8.9%
- Wasabi Avenue and Deer Flat Road intersection : AM Peak = 34.6%, PM Peak = 28.9%

4.3 With 2029 total traffic, all study area roadway segments are anticipated to continue to meet ACHD level of service planning thresholds with the existing lane configuration during peak hours. As a result, no roadway capacity improvements are needed to mitigate 2029 total traffic

4.4 The estimated site traffic as a percentage of the 2029 total traffic on the study area roadway segments are:

- Ten Mile Road between Ardell Road and Deer Flat Road: AM Peak = 9.5%, PM peak = 8.5%
- Deer Flat Road between Shayla Avenue and Ten Mile Road: AM Peak = 26.6%, PM peak = 20.5%

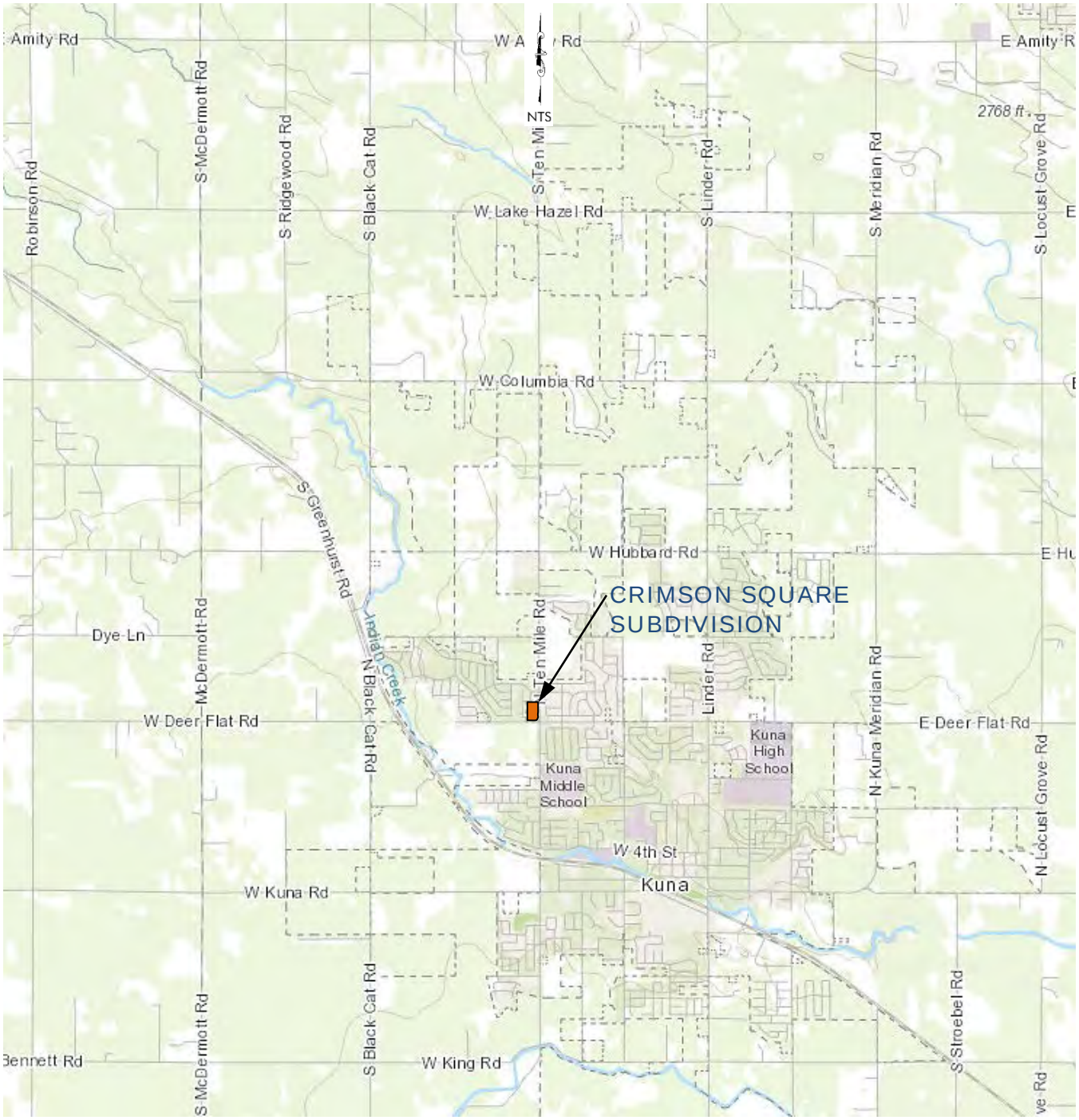
4.5 The projected 2029 total ADT on the study local roads adjacent to the site are:

- Alizarin Avenue : 810
- Lampblack Drive : 334
- Madderlake Avenue : 485
- Manganese Street : 650 west of Wasabi Avenue and 3,530 east of Wasabi Avenue

1.0 INTRODUCTION

CR Engineering, Inc. has been retained to prepare a traffic impact study (TIS) for the proposed Crimson Square Subdivision located in the northwest area of the Deer Flat Road and Ten Mile Road intersection in Kuna, Idaho. **Figure 1.1** shows the site location and its vicinity. The TIS evaluated the potential traffic impacts resulting from traffic growth, in-process developments within the area, and the proposed development, and identified improvements to mitigate the impacts if needed.

Figure 1.1 – Site Location and Vicinity



H. Standard Conditions of Approval

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).

2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.

3. In accordance with District policy, 7203.3, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA), Public Right-of-Way Accessibility Guidelines (PROWAG), ISPWC, or ACHD requirements. The applicant's engineer should provide documentation of compliance to District Development Review staff for review.

4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.

5. A license agreement and compliance with the District's Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.

6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.

7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.

8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District's Utility Coordinator at 387-6258 (with file numbers) for details.

9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.

10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.

11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant's authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.

12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property, which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.

I. Conclusions of Law

1. The proposed site plan is approved, if all of the Site Specific and Standard Conditions of Approval are satisfied.

2. ACHD requirements are intended to assure that the proposed use/development will not place an undue burden on the existing vehicular transportation system within the vicinity impacted by the proposed development.

Request for Appeal of Staff Decision

To request an appeal of a staff level decision, see District policy 7101.6.7 at https://www.achdidaho.org/home/showpublisheddocument/452/638243231708370000

Request for Reconsideration of Commission Action

To request reconsideration of a Commission Action, see District policy 1006.11 at https://www.achdidaho.org/home/showpublisheddocument/452/638243231708370000

RICHARD MURGOITIO
CHAIRMAN OF THE BOARD

DAN SHEIRBON
VICE CHAIRMAN OF THE BOARD

ROBERT D. CARTER
PROJECT MANAGER

THOMAS RITTHALER
ASSISTANT PROJECT MANAGER

APRYL GARDNER
SECRETARY-TREASURER

MARY SUE CHASE
ASSISTANT SECRETARY-TREASURER

BOISE PROJECT BOARD OF CONTROL

(FORMERLY BOISE U.S. RECLAMATION PROJECT)

2465 OVERLAND ROAD
BOISE, IDAHO 83705-3155

OPERATING AGENCY FOR 167,000 ACRES FOR THE FOLLOWING IRRIGATION DISTRICTS

NAMPA-MERIDIAN DISTRICT
BOISE-KUNA DISTRICT
WILDER DISTRICT
NEW YORK DISTRICT
BIG BEND DISTRICT

TEL: (208) 344-1141
FAX: (208) 344-1437

RECEIVED
MAR 17 2025
CITY OF KUNA

13 March 2025

City of Kuna
751 W. 4th St.
Kuna, Idaho 83634

RE: Teco One LLC, Crimson Square Sub — **25-02-S, 25-01-AN, 25-03-DR**
NW corner Ten Mile and Deer Flat Rds., Kuna
Boise-Kuna Irrigation District — BK-291 B1
Ramsey Lateral 75+00
Sec. 15, T2N, R1W, BM.

Marina Lundy, Planner:

There are no Boise Project or Boise-Kuna Irrigation District facilities located on the above-mentioned property; however, it does in fact possess a valid water right.

Per Idaho Statutes, Title 42, local irrigation/drainage ditches that cross this property, to serve neighboring properties, must remain unobstructed and protected by an appropriate easement by the landowner, developer and contractors.

.

If you have any further questions or comments regarding this matter, please do not hesitate to contact me at (208) 344-1141.

Sincerely,

Thomas Ritthaler
Assistant Project Manager, BPBC

tbr/tr
cc: Kevin Reeves — Watermaster, Div; 2 BPBC
Alicia Flavel — Secretary – Treasurer, BKID
File

CENTRAL DISTRICT HEALTH

Ada County Transmittal

Division of Community and Environmental Health

Return to:

- ☐ ACZ
- ☐ Boise
- ☐ Eagle
- ☐ Garden City
- ☐ Meridian
- ☒ Kuna
- ☐ Star

Rezone/OTD # _____

Conditional/Accessory Use # _____

Preliminary / Final / Short Plat 25-02-S / 25-01-AN / 25-03-DR

Development Name/Section Crimson Square CDH File # _____

☐ 1. We have No Objections to this Proposal.

☐ 2. We recommend Denial of this Proposal.

☐ 3. Specific knowledge as to the exact type of use must be provided before we can comment on this Proposal.

☐ 4. Before we can comment concerning individual sewage disposal, we will require more data concerning the depth of:
☐ high seasonal ground water ☐ waste flow characteristics
☐ bedrock from original grade ☐ other _____

☐ 5. This office may require a study to assess the impact of nutrients and pathogens to receiving ground waters and surface waters.

☒ 6. After written approvals from appropriate entities are submitted, we can approve this proposal for:
☒ central sewage ☐ community sewage system ☐ community water well
☐ interim sewage ☒ central water
☐ individual sewage ☐ individual water

☒ 7. The following plan(s) must be submitted to and approved by the Idaho Department of Environmental Quality:
☒ central sewage ☐ community sewage system ☐ community water
☐ sewage dry lines ☒ central water

☒ 8. Infiltration beds for storm water disposal are considered shallow injection wells. If they are not in the City of Boise or ACHD right-of-way, an application and fee per well, vicinity map and construction plans must be submitted to CDH.

☐ 9. If restroom or plumbing facilities are to be installed, then a sewage system MUST be installed to meet Idaho State Sewage Regulations.

☐ 10. An accessory use application, fee, detailed site plan and floor plans must be submitted to CDH for review.

☐ 11. Land development application, fee per lot, test holes and full engineering report is required.

☐ 12. CDH makes no guarantee a septic permit will be issued on the split off lot. A speculative site evaluation is recommended.

☐ 13. We will require plans be submitted for a plan review for any:
☐ food establishment ☐ swimming pools or spas ☐ child care center
☐ beverage establishment ☐ grocery store

☐ 14. _____

_____

_____

_____ Reviewed By: Rob Boal Date: 3/14/25

1445 N. Orchard St.
Boise ID 83706 • (208) 373-0550

Brad Little, Governor
Jess Byrne, Director

March 17, 2025

Marina Lundy, Planner
City of Kuna
751 W. 4th Street
Kuna, ID 83634
mlundy@kunaid.gov

Subject: City of Kuna Request for Comment Case No. 25-02-S, 25-01-AN, 25-03-DR Crimson Square

Dear Ms. Lundy:

Thank you for the opportunity to respond to your request for comment. While DEQ does not review projects on a project-specific basis, we attempt to provide the best review of the information provided. DEQ encourages agencies to review and utilize the Idaho Environmental Guide to assist in addressing project-specific conditions that may apply. This guide can be found at: *https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/*.

The following information does not cover every aspect of this project; however, we have the following general comments to use as appropriate:

1. AIR QUALITY

- Please review IDAPA 58.01.01 for all rules on Air Quality, especially those regarding fugitive dust (58.01.01.651), and trade waste burning (58.01.01.600-617).
- For new development projects, all property owners, developers, and their contractor(s) must ensure that reasonable controls to prevent fugitive dust from becoming airborne are utilized during all phases of construction activities per IDAPA 58.01.01.651.
- DEQ recommends the city/county require the development and submittal of a dust prevention and control plan for all construction projects prior to final plat approval. Dust prevention and control plans incorporate appropriate best management practices to control fugitive dust that may be generated at sites.
- Citizen complaints received by DEQ regarding fugitive dust from development and construction activities approved by cities or counties will be referred to the city/county to address under their ordinances.
- Per IDAPA 58.01.01.600-617, the open burning of any construction waste is prohibited. The property owner, developer, and their contractor(s) are responsible for ensuring no prohibited open burning occurs during construction.

  For questions, contact David Luft, Air Quality Manager, at (208) 373-0550.

2. WASTEWATER AND RECYCLED WATER

- DEQ recommends verifying that there is adequate sewer to serve this project prior to approval. Please contact the sewer provider for a capacity statement, declining balance report, and willingness to serve this project.
- IDAPA 58.01.16 and IDAPA 58.01.17 are the sections of Idaho rules regarding wastewater and recycled water. Please review these rules to determine whether this or future projects will require DEQ approval. IDAPA 58.01.03 is the section of Idaho rules regarding subsurface disposal of wastewater. Please review this rule to determine whether this or future projects will require permitting by the district health department.
- All projects for construction or modification of wastewater systems require preconstruction approval. Recycled water projects and subsurface disposal projects require separate permits as well.
- DEQ recommends that projects be served by existing approved wastewater collection systems or a centralized community wastewater system whenever possible. Please contact DEQ to discuss potential for development of a community treatment system along with best management practices for communities to protect ground water.
- DEQ recommends that cities and counties develop and use a comprehensive land use management plan, which includes the impacts of present and future wastewater management in this area. Please schedule a meeting with DEQ for further discussion and recommendations for plan development and implementation.
  For questions, contact Valerie Greear, Water Quality Engineering Manager at (208) 373-0550.

3. DRINKING WATER

- DEQ recommends verifying that there is adequate water to serve this project prior to approval. Please contact the water provider for a capacity statement, declining balance report, and willingness to serve this project.
- IDAPA 58.01.08 is the section of Idaho rules regarding public drinking water systems. Please review these rules to determine whether this or future projects will require DEQ approval.
- All projects for construction or modification of public drinking water systems require preconstruction approval.
- DEQ recommends verifying if the current and/or proposed drinking water system is a regulated public drinking water system (refer to the DEQ website at: https://www.deq.idaho.gov/water-quality/drinking-water/. For non-regulated systems, DEQ recommends annual testing for total coliform bacteria, nitrate, and nitrite.
- If any private wells will be included in this project, we recommend that they be tested for total coliform bacteria, nitrate, and nitrite prior to use and retested annually thereafter.
- DEQ recommends using an existing drinking water system whenever possible or construction of a new community drinking water system. Please contact DEQ to discuss this project and to explore options to both best serve the future residents of this development and provide for protection of ground water resources.
- DEQ recommends cities and counties develop and use a comprehensive land use management plan which addresses the present and future needs of this area for adequate, safe, and sustainable drinking water. Please schedule a meeting with DEQ for further discussion and recommendations for plan development and implementation.
  For questions, contact Valerie Greear, Water Quality Engineering Manager at (208) 373-0550.

4. SURFACE WATER

- Please contact DEQ to determine whether this project will require an Idaho Pollutant Discharge Elimination System (IPDES) Permit. A Multi-Sector General Permit from DEQ may be required for facilities that have an allowable discharge of storm water or authorized non-storm water associated with the primary industrial activity and co-located industrial activity.

  For questions, contact James Craft, IPDES Compliance Supervisor, at (208) 373-0144.

- If this project is near a source of surface water, DEQ requests that projects incorporate construction best management practices (BMPs) to assist in the protection of Idaho's water resources. Additionally, please contact DEQ to identify BMP alternatives and to determine whether this project is in an area with Total Maximum Daily Load stormwater permit conditions.
- The Idaho Stream Channel Protection Act requires a permit for most stream channel alterations. Please contact the Idaho Department of Water Resources (IDWR), Western Regional Office, at 2735 Airport Way, Boise, or call (208) 334-2190 for more information. Information is also available on the IDWR website at: https://idwr.idaho.gov/streams/stream-channel-alteration-permits.html
- The Federal Clean Water Act requires a permit for filling or dredging in waters of the United States. Please contact the US Army Corps of Engineers, Boise Field Office, at 10095 Emerald Street, Boise, or call 208-345-2155 for more information regarding permits.

  For questions, contact Lance Holloway, Surface Water Manager, at (208) 373-0550.

5. SOLID WASTE, HAZARDOUS WASTE AND GROUND WATER CONTAMINATION

- **Solid Waste.** No trash or other solid waste shall be buried, burned, or otherwise disposed of at the project site. These disposal methods are regulated by various state regulations including Idaho's Solid Waste Management Regulations and Standards (IDAPA 58.01.06), Rules and Regulations for Hazardous Waste (IDAPA 58.01.05), and Rules and Regulations for the Prevention of Air Pollution (IDAPA 58.01.01). Inert and other approved materials are also defined in the Solid Waste Management Regulations and Standards
- **Hazardous Waste.** The types and number of requirements that must be complied with under the federal Resource Conservations and Recovery Act (RCRA) and the Idaho Rules and Standards for Hazardous Waste (IDAPA 58.01.05) are based on the quantity and type of waste generated. Every business in Idaho is required to track the volume of waste generated, determine whether each type of waste is hazardous, and ensure that all wastes are properly disposed of according to federal, state, and local requirements.
- **Water Quality Standards.** Site activities must comply with the Idaho Water Quality Standards (IDAPA 58.01.02) regarding hazardous and deleterious-materials storage, disposal, or accumulation adjacent to or in the immediate vicinity of state waters (IDAPA 58.01.02.800); and the cleanup and reporting of oil-filled electrical equipment (IDAPA 58.01.02.849); hazardous materials (IDAPA 58.01.02.850); and used-oil and petroleum releases (IDAPA 58.01.02.851 and 852). Petroleum releases must be reported to DEQ in accordance with IDAPA 58.01.02.851.01 and 04. Hazardous material releases to state waters, or to land such that there is likelihood that it will enter state waters, must be reported to DEQ in accordance with IDAPA 58.01.02.850.

- **Ground Water Contamination.** DEQ requests that this project comply with Idaho's Ground Water Quality Rules (IDAPA 58.01.11), which states that "No person shall cause or allow the release, spilling, leaking, emission, discharge, escape, leaching, or disposal of a contaminant into the environment in a manner that causes a ground water quality standard to be exceeded, injures a beneficial use of ground water, or is not in accordance with a permit, consent order or applicable best management practice, best available method or best practical method."
  For questions, contact Matthew Pabich, Waste & Remediation Manager, at (208) 373-0550.

6. ADDITIONAL NOTES

- If an underground storage tank (UST) or an aboveground storage tank (AST) is identified at the site, the site should be evaluated to determine whether the UST is regulated by DEQ. EPA regulates ASTs. UST and AST sites should be assessed to determine whether there is potential soil and ground water contamination. Please call DEQ at (208) 373-0550, or visit the DEQ website https://www.deq.idaho.gov/waste-management-and-remediation/storage-tanks/leaking-underground-storage-tanks-in-idaho/ for assistance.
- If applicable to this project, DEQ recommends that BMPs be implemented for any of the following conditions: wash water from cleaning vehicles, fertilizers and pesticides, animal facilities, composted waste, and ponds. Please contact DEQ for more information on any of these conditions.

We look forward to working with you in a proactive manner to address potential environmental impacts that may be within our regulatory authority. If you have any questions, please contact me, or any of our technical staff at (208) 373-0550.

Sincerely,



Troy Smith
Regional Administrator

Outlook

RE: City of Kuna Request for Comment Case No. 25-02-S, 25-01-AN, 25-03-DR Crimson Square

From Kendra Conder <Kendra.Conder@itd.idaho.gov>
Date Tue 3/11/2025 9:27 AM
To Marina Lundy <MLundy@kunaid.gov>

Good Morning Marina,

ITD has reviewed the application transmittal for 25-02-S, 25-01-AN, 25-03-DR. The Department does not have any comments or concerns due to the development's distance from the State Highway System.

Thank you!

Kendra Conder
District 3 | Development Services Coordinator
Idaho Transportation Department
Office: 208-334-8377
Cell: 208-972-3190



From: Marina Lundy <MLundy@kunaid.gov>
Sent: Tuesday, March 11, 2025 8:56 AM
To: Ada County Engineer <agilman@adaweb.net>; Ada County Highway District <planningreview@achdidaho.org>; Adam Ingram <adam.ingram@cableone.biz>; Bobby Withrow <bwithrow@kunaid.gov>; Boise Kuna Irrigation District <aflavel.bkirrdist@gmail.com>; Boise Project Board of Control <tritthaler@boiseproject.org>; Boise Project Board of Control 2 <gashley@boiseproject.org>; Brent Moore (Ada County) <bmoore@adacounty.id.gov>; Brian Graves Kuna School District <bgraves@kunaschools.org>; Camille Burt (USPS) <camille.r.burt@usps.gov>; Central District Health Department <lbadigian@cdhd.idaho.gov>; Chief Fratusco <mfratusco@adacounty.id.gov>; COMPASS <gis@compassidaho.org>; David Reinhardt <reinhardt.david@westada.org>; DEQ <BRO.Admin@deq.idaho.gov>; Eric Adolfson <eadolfson@compassidaho.org>; Erika Olvera (NMID) <eolvera@nmid.org>; Idaho Power Easements <easements@idahopower.com>; Idaho Power Easements 2 <kfunke@idahopower.com>; Intermountain Gas <bryce.ostler@intgas.com>; D3 Development Services <D3Development.Services@itd.idaho.gov>; Kendra Conder <Kendra.Conder@itd.idaho.gov>; J&M Sanitation <Chad.Gordon@jmsanitation.com>; Jonathon Gillen <gillen.jonathon@westada.org>; Justin Walker <jwalker@kellerassociates.com>; Krystal Hinkle <khinkle@kunafire.com>; Sam Feist <SFeist@kunaid.gov>; Leon Letson (Ada County) <lletson@adacounty.id.gov>; Marc Boyer (Kuna Postmaster) <marc.c.boyer@usps.gov>; Megan Leatherman <mleatherman@adaweb.net>; Meridian Fire (Brandon Medica) <bmedica@meridiancity.org>; Meridian Fire (Steve Taublee) <staulbee@meridiancity.org>; Nampa Meridian Irrigation District <nmid@nmid.org>; New York Irrigation <terri@nyid.org>; Niki Benyakhlef <Niki.Benyakhlef@itd.idaho.gov>; Paris Dickerson <PDickerson@idahopower.com>; PWoffice <PWoffice@kunaid.gov>; Robbie Reno <rreno@kunaschools.org>; Scott Arellano (KRFD) <scott@fccnw.com>; Sparklight/Cable One (John Walburn) <john.walburn@cableone.biz>; Stacey Yarrington (Ada County) <syarrington@adacounty.id.gov>; Tim Jensen (Kuna School District) <tejensen@kunaschools.org>; TLawrence Kuna Fire <tlawrence@kunafire.com>
Cc: Doug Hanson <dhanson@kunaid.gov>; Troy Behunin <tbehunin@kunaid.gov>; Topacio Irish

<TIrish@kunaid.gov>
Subject: City of Kuna Request for Comment Case No. 25-02-S, 25-01-AN, 25-03-DR Crimson Square

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Good afternoon,

Notice is hereby given by the City of Kuna the following actions are under consideration**:**

CASE NUMBER:	CRIMSON SQUARE SUBDIVISION 25-02-S, 25-01-AN, 25-03-DR
PROJECT DESCRIPTION	Applicant requests annexation and zoning, subdivision preliminary plat, and design review approval to divide the site into subdivided commercial lots. The site is located at On the corner of N Ten Mile Rd and W Deer Flat Rd (APN: S1315449280) S15 T2N R1W.
APPLICANT	Pamela Gaines pam@adpboise.com
REPRESENTATIVE	Glenn Walker gwalker@adpboise.com
SCHEDULED HEARING DATE	Tuesday, **April 22, 2025** at 6:00 P.M.
STAFF CONTACT	Marina Lundy 986.269.8341 mlundy@kunaid.gov

- We have enclosed information to assist you with your consideration and response; we would appreciate any information as to how this action would affect the service(s) your agency provides. *If your agency requires additional information, or if contact information for your agency needs updated, please notify our office.*
- *No response within **15 business days** will indicate you have no objection or comments regarding this project.*
- The hearing is scheduled to begin at 6:00 p.m. or as soon as it may be heard. Kuna City Hall is located at 751 W. 4th Street, Kuna, ID 83634. Please contact staff with questions.

DEVELOPMENT SERVICES KUNA IDAHO

751 W. 4th Street
P.O. Box 13
Kuna, ID 83634

Marina Lundy
Planner
City of Kuna | Development Services

Phone: 986.269.8341
Email: mlundy@kunaid.gov
www.kunacity.id.gov

KUNA RURAL FIRE DISTRICT
EST. 1951

150 W BOISE ST
PO Box 607
Kuna, ID 83634
PHONE: (208) 922-1144
FAX: (208) 922-1982

Date: 3/12/2025

From: Kuna Rural Fire District

Regarding: *Crimson Square Commercial Subdivision*
Preliminary Plat 25-02-S
Ten Mile & Deer Flat Road, Kuna, ID

The Fire District can support preliminary approval for *Crimson Square Commercial subdivision* with the following conditions. Final approval will be subject to collection of fees and final plat review in collaboration with the City of Kuna Public Works department regarding roadways and firefighting water supply design. Final field inspection of the commercial subdivision will be required prior to issuance of future building permits.

- Fire Apparatus Access:

  Approved fire apparatus access roads shall be provided for every future facility, building or portion of a building hereafter constructed within this subdivision. Access roads shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building, as measured around the exterior of the structure. Access roads shall have an unobstructed width of not less than 20 feet, exclusive of shoulders, and include acceptable turn arounds where required. Parking restrictions along fire department access roadways may be required depending on final roadway width design. Roadway width, signage/markings shall comply with the adopted Fire Code and ACHD standards. (Refer to IFC 503.1.1 and Appendix "D")

- Fire Hydrants:

  At least one fire hydrant shall be available along approved service roadways and within 400 lineal feet of the furthest exterior portion of each future commercial building. Hydrants and fire flow shall be designed to meet the minimum requirements of IFC appendix B105 for commercial structures and be located along the approved fire department access roadways outfitted with STORZ fittings currently in use by the Kuna Rural Fire District.

Regards,

Scott Arellano, CFM
Kuna Rural Fire District
office@kunafire.com
1.208.922.1144 (main)

Kuna School District
Future Ready

Kuna School District

Empowering students to lead productive lives.

Date: 3/12/25

RE: Crimson Square Application

Dear Commissioners,

Kuna School District has reviewed the application of Case Nos. 25-02-S, 25-01-AN, & 25-03-DR and provides the following comments for your consideration.

The Kuna School District supports this commercial application We believe that this development aligns with the vision and goals of our community and provide the following benefits:

Economic Growth: The project will create jobs, stimulate local spending, and contribute to the overall economic growth of our community. This growth is essential for maintaining a thriving business environment.

Property Tax Base Growth & Diversification: Currently, residential developments make up about 80% of our district's tax base. Growing the commercial development in our community will help increase the tax base to support infrastructure for our community and schools reducing the burden on homeowners and families.

Community Partnerships: Our school system is focused on ensuring our students are "future ready." We rely on collaboration with community and business partners to provide internships, mentorship programs, and fostering real-world learning experiences. Partnerships also strengthen community ties, promoting collaboration between schools and local businesses for mutual benefit and long-term success.

Regards,
Jason Reddy and Tim Jensen
Kuna School District Planning Team

Kim Bekkedahl, Superintendent
Brian Graves, *Asst. Superintendent*
Jason Reddy, *Asst. Superintendent*
Allison Westfall, *Communications Director*
Brad Steadman, *Chief Financial Officer*
Kelly Schamber, *Special Education Director*
Kevin Gifford, Curriculum, Instruction & Assessment Director

711 E. Porter Rd., Kuna, Idaho 83634 Phone: (208) 922-1000

CITY OF KUNA

P.O. BOX 13 KUNA, ID 83634

www.KunaCity.ID.gov

Mike Borzick
GIS Manager &
Construction Plan
Review Manager

MEMORANDUM

To:	**Doug Hanson**	**- Planning and Zoning Director**
From:	**Mike Borzick**	**- GIS Manager & Construction Plan Review Manager**
Date:	**May 16, 2025**	
RE:	**Public Works Comments**	
	Crimson Square	

The Crimson Square Subdivision, annexation, and preliminary plat has been reviewed. The applicant wishes to annex with a City of Kuna (City) C-1 zone. These comments apply to the application as they affect public works infrastructure. Review of civil design drawings is accomplished separately, when received.

Comments may be expanded or refined in connection with the future land-use actions.

1) Inspection & Fees

a) An inspection fee will apply to inspect the final construction of water, sewer, irrigation and street light facilities associated with this development.

b) The developer shall retain a qualified responsible, Idaho registered professional engineer to provide sufficient inspection to certify to DEQ that the project was completed in accordance with approved plans and specifications and to provide accurate as-built drawings to the City.

c) All applicable utility inspection and utility flow modeling fees shall be paid by the developer in accordance with City of Kuna Resolution R74-2023. *Payment is due and payable prior to the pre-construction meeting.*

d) The Kuna Rural Fire District's fees can be found on their website. *Payment is due and payable prior to the preconstruction meeting.*

2) General

a) The applicant requests approximately 5.989 acres to be annexed into the city.

b) Public Works has made the determination that 5 sewer connections per lot is generally acceptable to cover standard use in a commercial subdivision such as this. If the applicant will need more than 5 sewer connections at the time of building permit, Public Works can work with the applicant to move forward. Counting eight

(8) building pads on six (6), Public Works is comfortable approving forty (40) (8 x 5 = 40) EDU's to this project at this time.

c) Areas for outside activities are incorporated into the project. Connection to the City of Kuna pathways presents a long-term goal that should be considered.
d) A plan approval letter will be required if this project affects any local irrigation districts.
e) Elevations shall be actual NAVD 88 datum elevations. A localized elevation system is not acceptable.
f) All positional information shall be from the most recent state plane coordinate system.
g) Provide engineering certification on all final engineering drawings.
h) The City of Kuna requires streetlights in all subdivisions. Streetlights are required along arterial roads bordering the subdivision, at the entrances of the subdivision, at intersections, and at every 250' interval. Streetlights should coincide with Fire Hydrants whenever possible.
i) Fire suppression shall be available and approved by KRFD.
j) No building permits will be issued, and no construction can begin without adequate fire protection.
k) Fiber shall be designed and constructed on all mile and mid-mile roads or as otherwise noted.

3) Right-of-Way

a) Sufficient right-of-way for existing and future classified streets shall be provided pursuant to City & ACHD standards.
b) Approaches onto classified streets must comply with ACHD approach policies.
c) All street construction must meet or exceed City of Kuna and ACHD development standards.
d) All City mainlines crossing proposed lots or located on the backs or sides of lots shall have easements that allow the City of Kuna to access and maintain the utilities.
e) The KRFD Deputy Fire Marshal, or the representative, must approve fire access to the subdivision.
f) Roads must continue to and through to the next road connection to promote connectivity throughout the city.

4) Sanitary Sewer Connection

a) This project would result in sanitary sewer discharge to the Crimson Point Lift Station, which is sufficient capacity for this project.
b) The applicant's property is not connected to City services. The nearest gravity sewer connection with sufficient capacity is located directly west or north of the proposed project.
c) This project shall connect to the City Sewer system.
d) Sewer must provide connectivity for surrounding developments.
e) No cleanouts are permitted at the end of runs in lieu of manholes per Kuna City Code 6-4-2- B.14.
f) All sewer infrastructure must meet or exceed City of Kuna requirements.

g) Sewer flow models will be required to verify and accommodate pipe sizes. The associated costs shall be paid by the developer.
h) Sewer connection fees apply to each lot containing a home or other facility.
i) This application shall conform to the sewer masterplan as applicable. The sewer master plan specifies minimum pipe sizes and supports the "to and through" utility policy.

5) Potable Water Connection

a) The applicant's property is not connected to City services. The closest possible connection to water is located directly north, east and south of the proposed project.
b) Flow modeling will be used to determine if adequate water pressure is available for future development.
c) Water flow models will be required to verify and accommodate adequate water supply and fire suppression. The associated costs shall be paid by the developer.
d) The applicant shall connect to City water services and provide water through said parcel in accordance with the City's "to and through" policy in Kuna City Code 6-4-2.
e) All water infrastructure must meet or exceed City of Kuna requirements.
f) Water connection fees apply to each lot containing a home or other facility.
g) Fire hydrants are required in a layout acceptable to the KRFD.

6) Pressurized Irrigation

a) The applicant's property is not connected to City services. The closest possible connection to pressurized irrigation is located directly north, east and south of the proposed project.
b) Relying on municipal drinking water for irrigation purposes is contrary to City Code 6-4-2-B.9.
c) All pressurized irrigation infrastructure shall meet or exceed City of Kuna standards.
d) Existing irrigation ditches (supply & drain) must be relocated as needed and as approved by the irrigation ditch company/users.
e) Pressurized irrigation flow model will be required to verify and accommodate adequate pressurized irrigation supply. All associated costs shall be paid by the developer.
f) Surface water rights shall be transferred to the City prior to the completion of the final plat.

7) Grading and Storm Drainage

a) Provide a grading and drainage plan which supports and maintains all upstream drainage rights and all downstream irrigation delivery rights as they presently exist for this property.
b) The City of Kuna relies on the ACHD Stormwater Policy Manual to establish the requirements for design of private storm water disposal systems.
c) Verify that existing and proposed elevations match at property boundaries such that a slope burden is not imposed on adjacent properties. Slopes shall not be steeper than 3:1 on lots adjacent to a street or common lot and no steeper than 4:1 for lots with

common rear lot lines.

d) Runoff from public right-of-way is regulated by ACHD. On site storm water retention shall be reviewed in conjunction with the City's Civil Engineering Construction Improvements Review. Provide a storm water disposal & treatment plan which accounts for increased on-site storm water runoff volumes. Provide detailed drawings of drainage & treatment facilities with supporting calculations for review and approval.

e) Sidewalks, curb and gutter, street widening and any related storm drainage facilities, consistent with city code and policies, shall be provided in connection with property development.

8) As-Built Drawings

a) As-built (record) drawings are required at the conclusion of any public facility construction project and are the responsibility of the developer's engineer. The city may help track changes but will not be responsible for the finished product.

b) *Correct and verified as-built (record drawings) drawings will be required before occupancy or final plat approval is granted.*

9) Recommendation

Public Works recommends the commercial area of this property to be zoned as requested.

Public Works' recommendation would be to approve/proceed with the Crimson Square Subdivision, as it is contiguous to several other larger projects in the area. Utilities for this project are mostly in place so having parcels that can use said facilities helps keep lines "fresh" and doesn't overextend our maintenance teams to the peripheries of the city.

10) Exhibits

a) Exhibit A.1 – Vicinity Map
b) Exhibit A.2 – Topo Map
c) Exhibit A.3 – Land Value Map
d) Exhibit A.4 – Lot Size Map
e) Exhibit A.5 – Soil Slope Map
f) Exhibit A.6 – Comp Plan Map
g) Exhibit A.7 – Pathway and Bike Lane Map
h) Exhibit A.8 – Utility Map

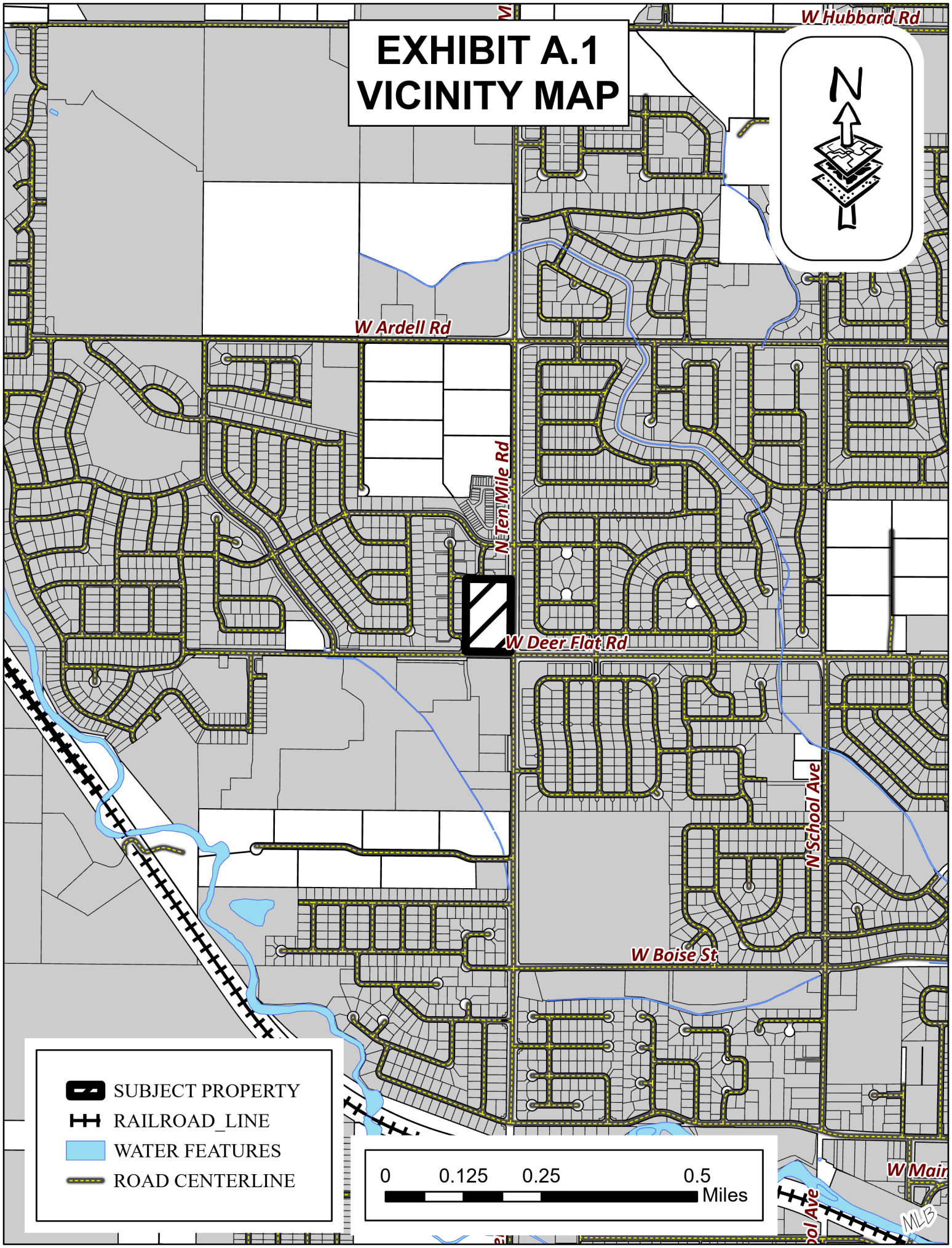


EXHIBIT A.1
VICINITY MAP
N
W Hubbard Rd
W Ardell Rd
N Ten Mile Rd
W Deer Flat Rd
N School Ave
W Boise St
W Main
SUBJECT PROPERTY
RAILROAD_LINE
WATER FEATURES
ROAD CENTERLINE
0
0.125
0.25
0.5
Miles

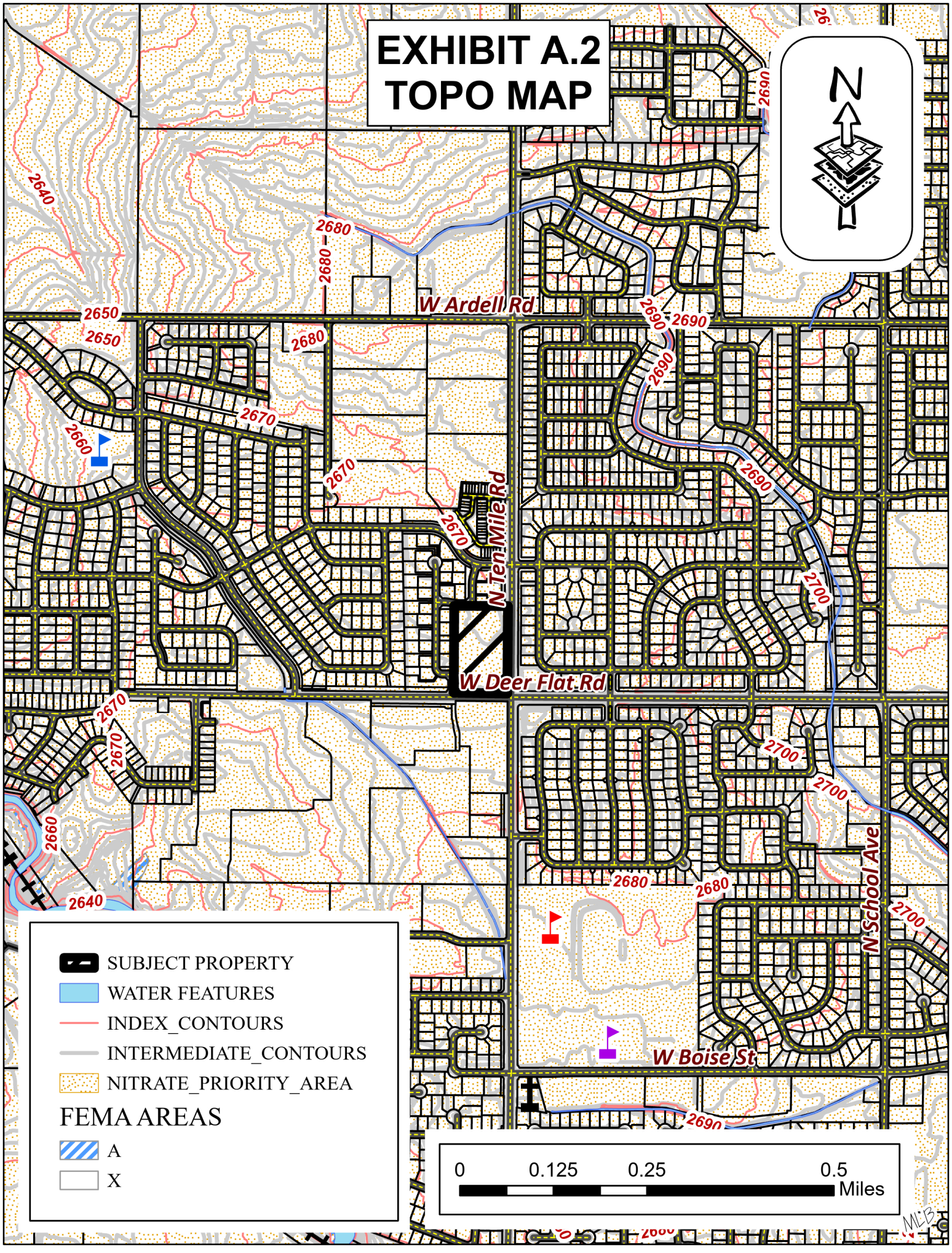


EXHIBIT A.2
TOPO MAP
N
W Ardell Rd
W Deer Flat Rd
W Boise St
N Ten Mile Rd
N School Ave
2640
2650
2660
2670
2680
2690
2700
SUBJECT PROPERTY
WATER FEATURES
INDEX_CONTOURS
INTERMEDIATE_CONTOURS
NITRATE_PRIORITY_AREA
FEMA AREAS
A
X
0
0.125
0.25
0.5
Miles
MLB

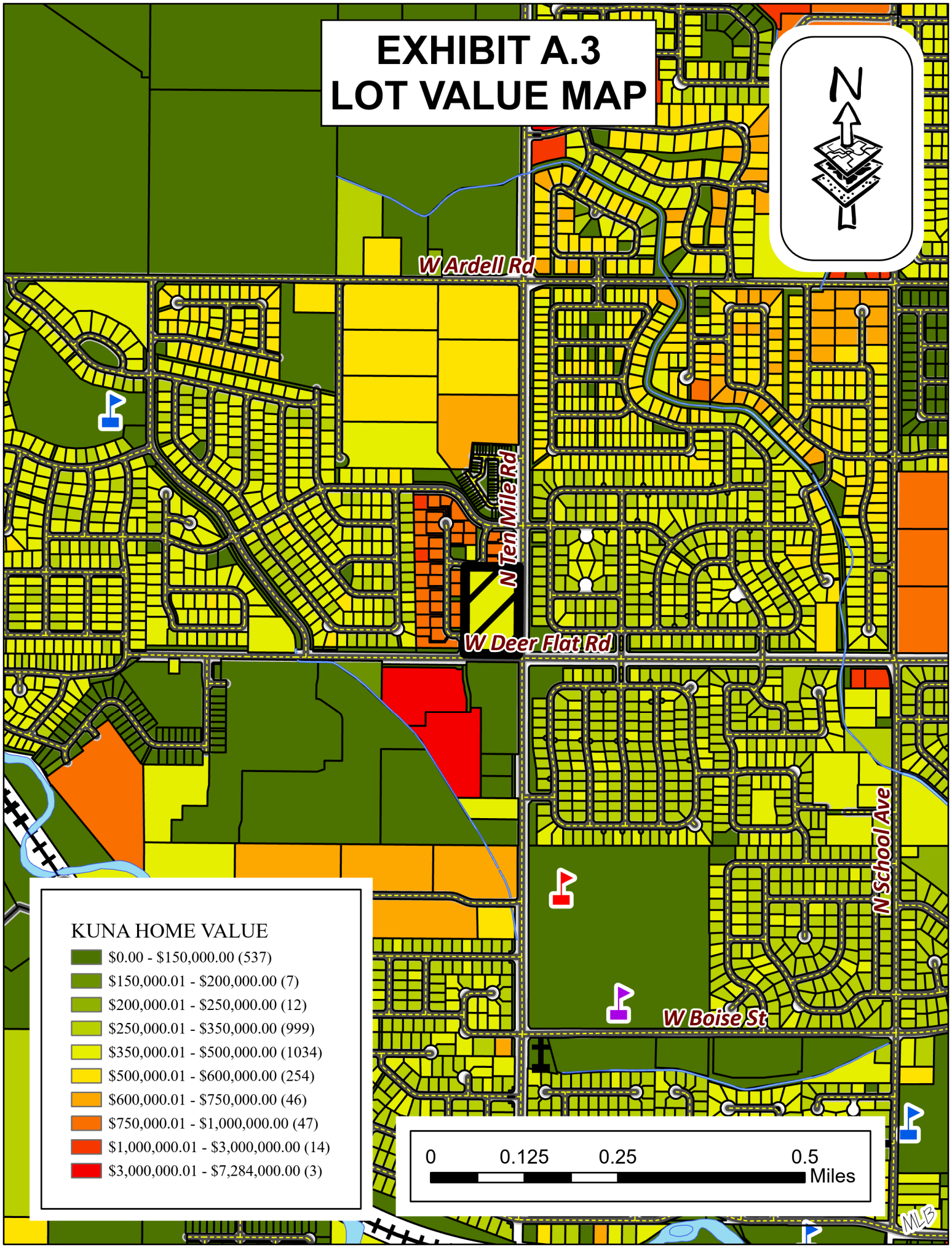


EXHIBIT A.3
LOT VALUE MAP
N
W Ardell Rd
N Ten Mile Rd
W Deer Flat Rd
N School Ave
W Boise St
KUNA HOME VALUE
$0.00 - $150,000.00 (537)
$150,000.01 - $200,000.00 (7)
$200,000.01 - $250,000.00 (12)
$250,000.01 - $350,000.00 (999)
$350,000.01 - $500,000.00 (1034)
$500,000.01 - $600,000.00 (254)
$600,000.01 - $750,000.00 (46)
$750,000.01 - $1,000,000.00 (47)
$1,000,000.01 - $3,000,000.00 (14)
$3,000,000.01 - $7,284,000.00 (3)
0
0.125
0.25
0.5
Miles

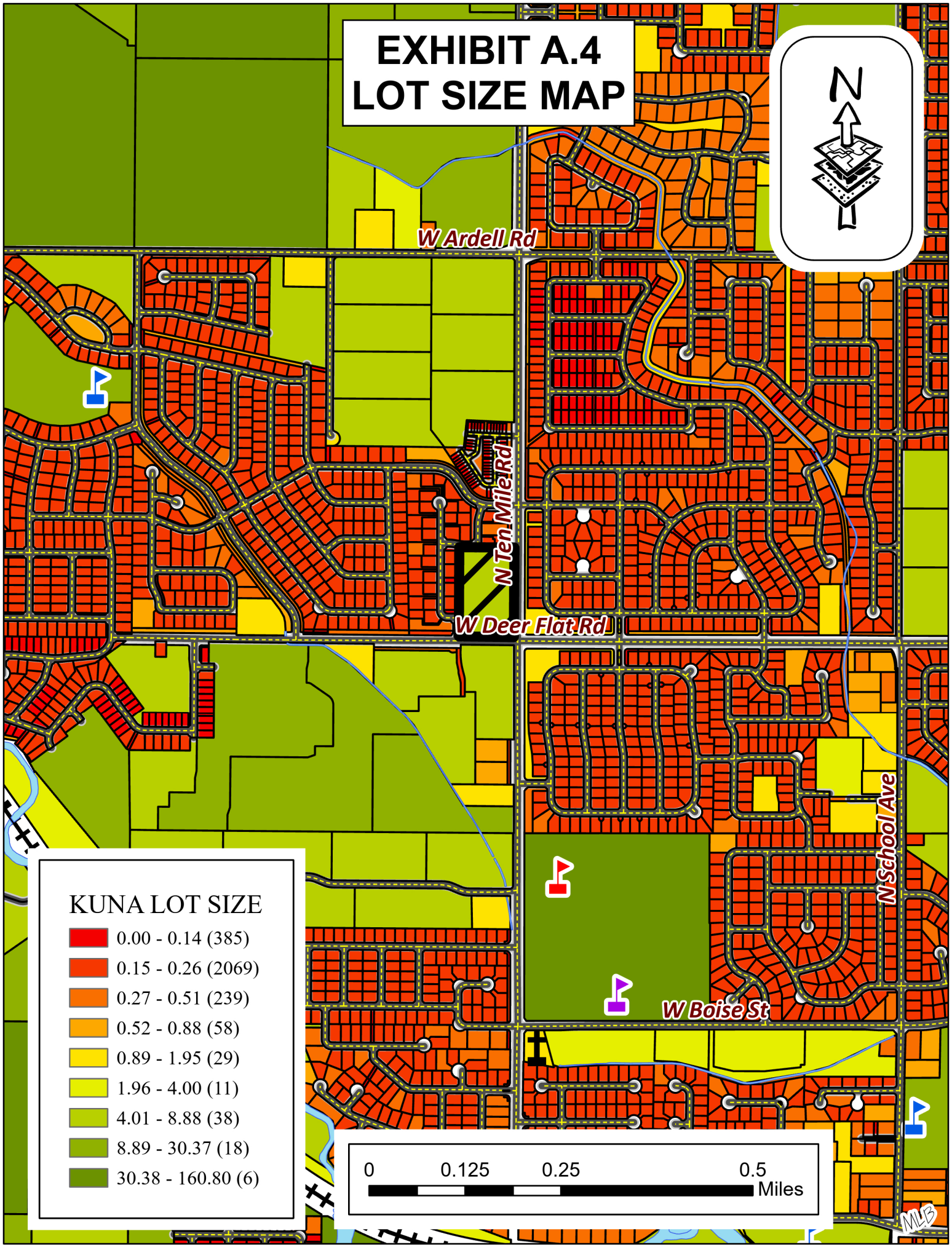


EXHIBIT A.4
LOT SIZE MAP
N
W Ardell Rd
N Ten Mile Rd
W Deer Flat Rd
N School Ave
W Boise St
KUNA LOT SIZE
0.00 - 0.14 (385)
0.15 - 0.26 (2069)
0.27 - 0.51 (239)
0.52 - 0.88 (58)
0.89 - 1.95 (29)
1.96 - 4.00 (11)
4.01 - 8.88 (38)
8.89 - 30.37 (18)
30.38 - 160.80 (6)
0
0.125
0.25
0.5
Miles

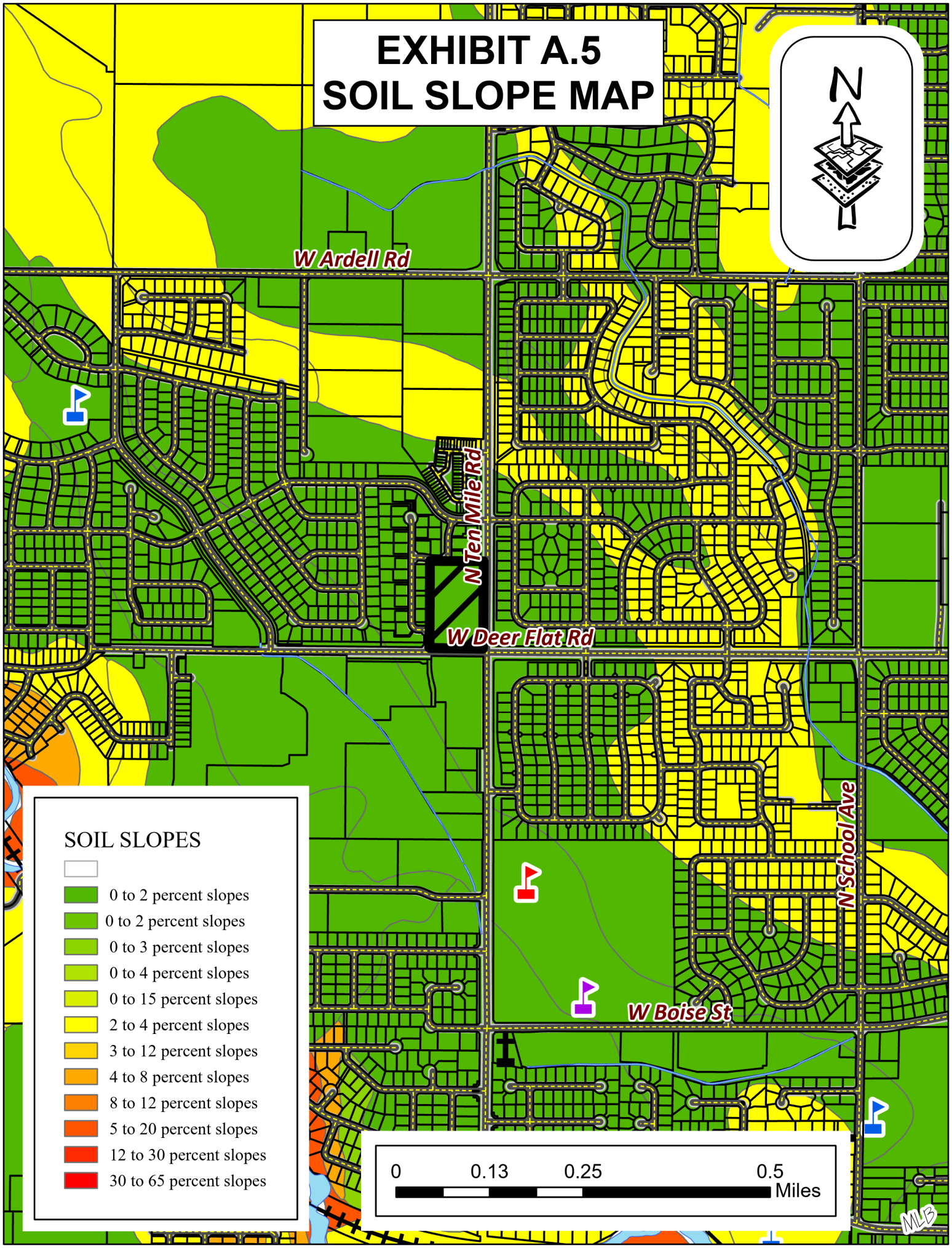


EXHIBIT A.5
SOIL SLOPE MAP
N
W Ardell Rd
N Ten Mile Rd
W Deer Flat Rd
N School Ave
W Boise St
SOIL SLOPES
0 to 2 percent slopes
0 to 2 percent slopes
0 to 3 percent slopes
0 to 4 percent slopes
0 to 15 percent slopes
2 to 4 percent slopes
3 to 12 percent slopes
4 to 8 percent slopes
8 to 12 percent slopes
5 to 20 percent slopes
12 to 30 percent slopes
30 to 65 percent slopes
0
0.13
0.25
0.5
Miles
MLB

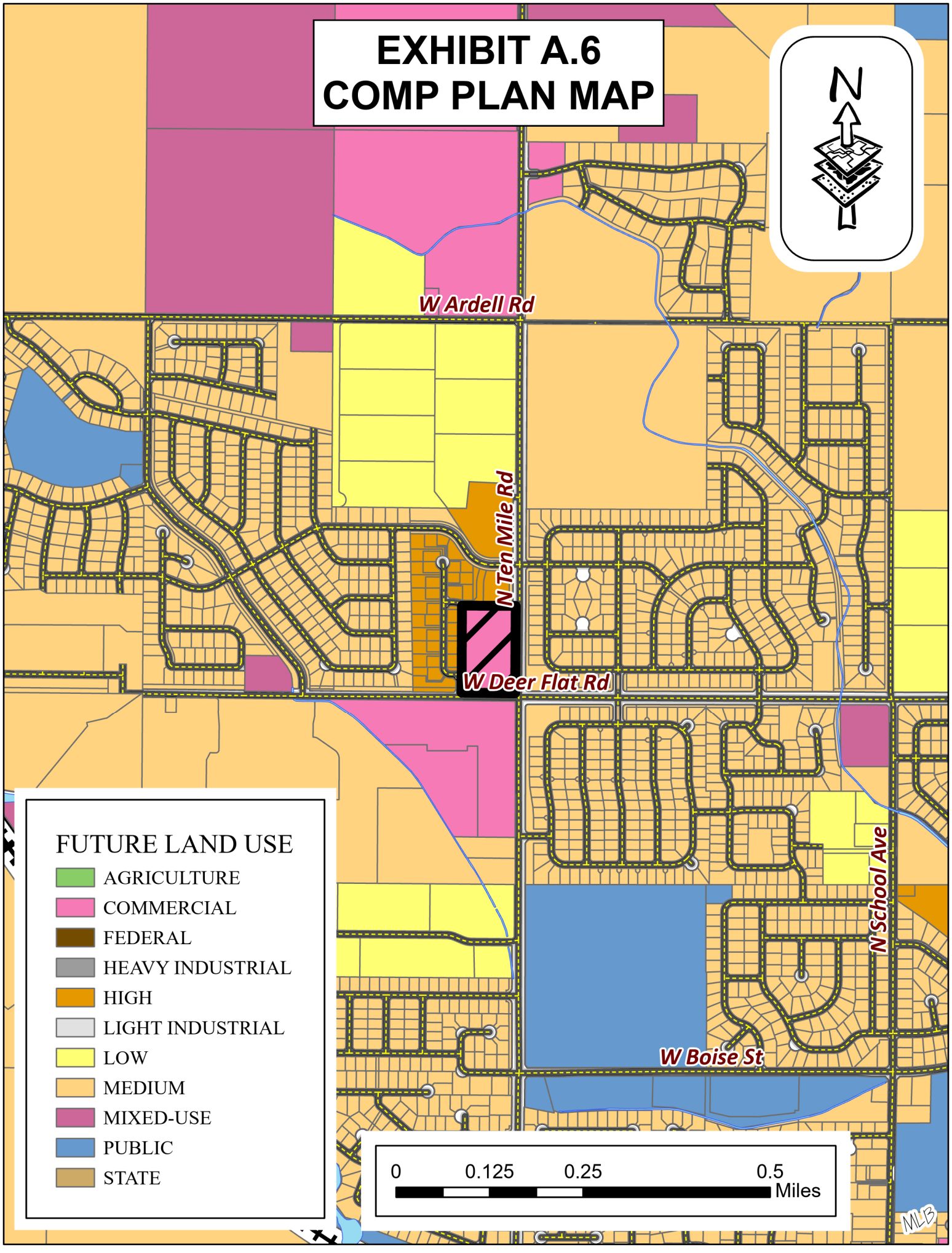
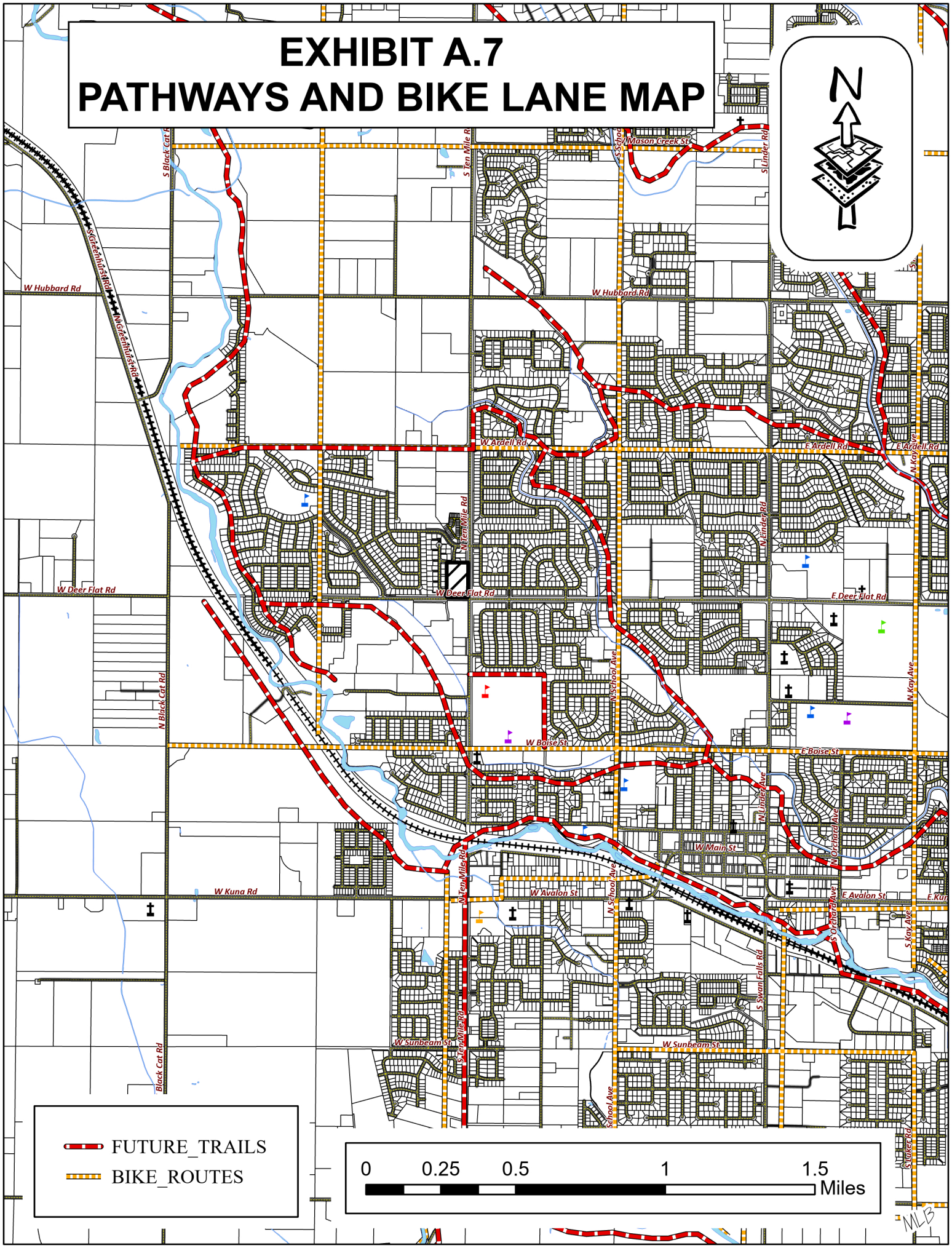


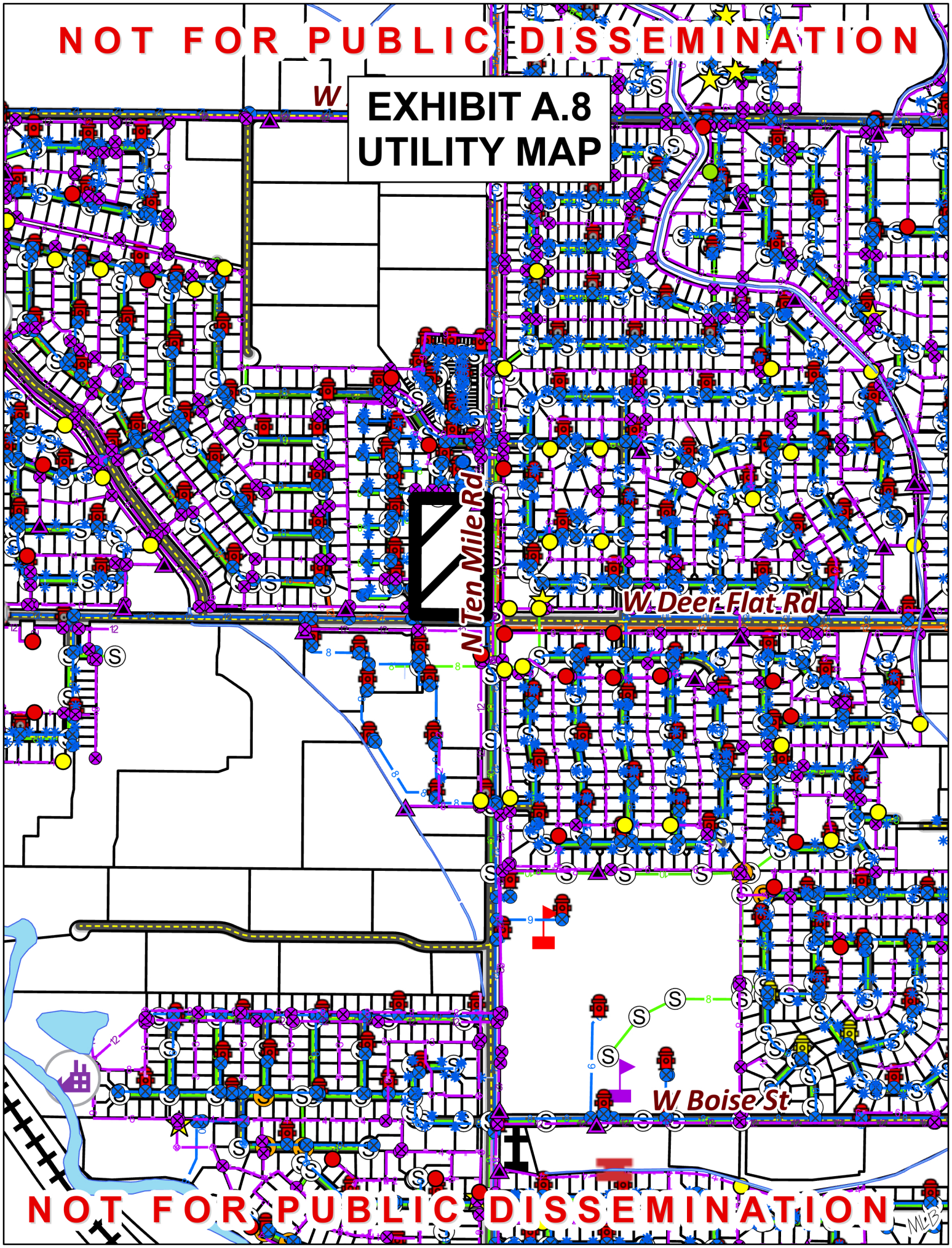
EXHIBIT A.6
COMP PLAN MAP
N
W Ardell Rd
N Ten Mile Rd
W Deer Flat Rd
N School Ave
W Boise St
FUTURE LAND USE
AGRICULTURE
COMMERCIAL
FEDERAL
HEAVY INDUSTRIAL
HIGH
LIGHT INDUSTRIAL
LOW
MEDIUM
MIXED-USE
PUBLIC
STATE
0
0.125
0.25
0.5
Miles
MLB

EXHIBIT A.7
PATHWAYS AND BIKE LANE MAP



NOT FOR PUBLIC DISSEMINATION

EXHIBIT A.8
UTILITY MAP



NOT FOR PUBLIC DISSEMINATION

CASE NO. 25-01-CPF

PAUL BUNYAN COMBINATION PLAT

Planner: Marina Lundy, MLundy@kunaid.gov, (986)269-8341

ALL APPLICATION MATERIALS: 25-01-CPF PAUL BUNYAN COMBO PLAT

If you require assistance accessing the application materials through the link provided above or would like to review the application materials in person at City Hall please contact the assigned planner.

CITY OF KUNA:
PLANNING & ZONING
COMMISSION
STAFF MEMO

City of Kuna Council Staff Memo

Entitlements Requested:	Combo Plat	Rezone	Annexation	Special Use	Planned Unit Development	Design Review	Time Extension
Title:	Paul Bunyan		Application Number:		25-01-CPF		
Date:	6/10/2025		Staff Contact:		Marina Lundy		
Owner(s)/Applicant:	Jeff Likes		Applicant Contact:		jeff@ALCArchitecture.com		
Representative:	Same		Representative Contact:		Same		

Purpose
Applicant request combination plat approval to divide parcel R6949010100 near N. Meridian Road and E Deer Flat Road into two distinct C-2 zoned parcels. The parcel is approx. .968 acres with a current zone of C-2. The site is located at 1460 E Deer Flat Road, Kuna, ID (APN R6949010100).

Statement of Fact	
Parcel Number(s):	R6949010100
Future Land Use Map Designation:	Mixed use, Commercial
Existing Land Use:	Vacant
Current Zoning:	C-2
Proposed Zoning:	C-2
Development Area:	.968 acres
Adjacent Zoning Districts:	**North:** C-2 (area commercial district), R-6 (medium density residential) **East:** C-1 (neighborhood commercial district) **South:** C-2 (area commercial residential) **West:** C-2 (area commercial residential)
Adjacent Street(s) Existing & Proposed:	**North:** None **East:** N Meridian Road **South:** E Deer Flat Road **West:** None
Internal Street(s) Existing & Proposed:	N/A
Adjacent Bike/Pedestrian Facilities:	N/A
Adjacent Parks:	N/A
Land Dedication Requirements:	N/A

Comprehensive Plan and Future Land Use Map Analysis
The Comprehensive Plan identifies the subject property as Commercial and Mixed Use. The existing C-2 zone is viewed as a compatible zoning district within the Commercial Land Use Designation.

The site is located along N. Meridian Road and E Deer Flat Road. The proposed land use for the subject site agrees with the Future Land Use Map (FLUM) of the City of Kuna.

Staff Analysis

The applicant requests combination plat approval to divide one lot into two. Once divided, the two parcels are anticipated to be approx.. .46 acres (west side) and .51 acres (east side). The west side of the parcel will be a fast food restaurant (Mo Betthas) and the east side of the parcel will be an oil change facility (Take 5).

Upon staff review, the proposed application meets the requirements and intent of Kuna City Code and Comprehensive Plan. Staff recommends the Commission approve the application with the conditions outlined in staff's report.

Recommended Conditions of Approval

1. The Developer/Owner/Applicant shall obtain written approval on letterhead or may be written/stamped on the approved plans of the construction plans from the agencies noted below. All submittals are required to include the lighting, landscaping, drainage, and development plans. All site improvements are prohibited prior to approval of the following agencies:
    a. The City Engineer shall approve the sewer connections.
    b. The City Engineer shall approve all civil plans. No construction, grading, filling, clearing or excavation of any kind shall be initiated until the applicant has received approval of the drainage plan.
    c. Central District Health Department recommends the plan be designed and constructed in conformance with standards contained in, "Catalog for Best Management Practices for Idaho Cities and Counties."
    d. The Kuna Rural Fire District shall approve fire flow requirements and/or building plans. Installation of fire protection facilities as required by Kuna Rural Fire District are required.
    e. The Kuna Municipal Irrigation System (KMIS) and Boise Project Board of Control shall approve any modifications to the existing irrigation system.
    f. Approval from Ada County Highway District (ACHD) shall be obtained, and Impact Fees must be paid prior to issuance of any building permit(s).
    g. All public rights-of-way shall be dedicated and constructed to the standards of the City and Ada County Highway District. No public street construction may commence without the approval and permit from Ada County Highway District.
2. Installation of service facilities shall comply with the requirements of the public utility or irrigation district providing the services. All utilities shall be installed underground, see KCC 5-9-4.
3. Compliance with Idaho Code, Section §31-3805 pertaining to irrigation waters is required. Irrigation/drainage waters shall not be impeded by any construction on site. Compliance with the requirements of the Boise Project Board of Control is required.
4. When required, submit a petition to the City (as necessary, confirmed with the City engineer) consenting to the pooling of irrigation surface water rights for delivery purposes and request to annex the irrigation surface water rights appurtenant to the property over to the Kuna Municipal Pressure Irrigation System of the City (KMIS).
5. It is the responsibility of the Developer or his Engineer to coordinate and design for the stricter requirement between agencies and the City of Kuna standards for the entire development
6. The Developer/Owner/Applicant, and/or any future assigns having an interest in the subject property, shall fully comply with all Conditions of development as approved by the City Council, or seek amending them

through Public Hearing processes.

7. Developer/Owner/Applicant shall follow staff, City Engineers and other agency recommended requirements as applicable.
8. Developer/Owner/Applicant shall comply with all local, state, and federal laws.

March 27, 2025

City of Kuna
Kuna Planning and Zoning
751 w. 4th ST Kuna, ID 83634
Attn : Planners
p. 208.922.5274

Re: Plat Split

To whom it may concern:

We are proposing combo short plat, regular plat at Lot 01, Block 01, Paul Bunyan Plaza Subdivision of Parcel No. R6949010100. With the division of this parcel, we anticipate the separate parcels to be 0.46 acres (west side) and 0.51 acres (east side). Access to these parcels will be via a private road with access from N. Meridian Road.

The west side of the parcel will feature a fast-food restaurant with a drive-through. The building will be 1,872 sq. ft. and will have a maximum height of 27 feet. The overall color scheme will consist of warm gray tones with a stucco finish, complemented by a dark stone veneer for contrast. The Entrance will include an overhang and store windows, in compliance with the design review standards.

The east side of the parcel will feature a take five oil change facility with three drive-through oil change lanes. The building will be 1,517 sq. ft. and will have a maximum height of 21 feet 3 inches. The overall color scheme will consist of warm tones with a stucco finish, complemented by a darker warm stone veneer and a strong red color (One of the companies color) for contrast.

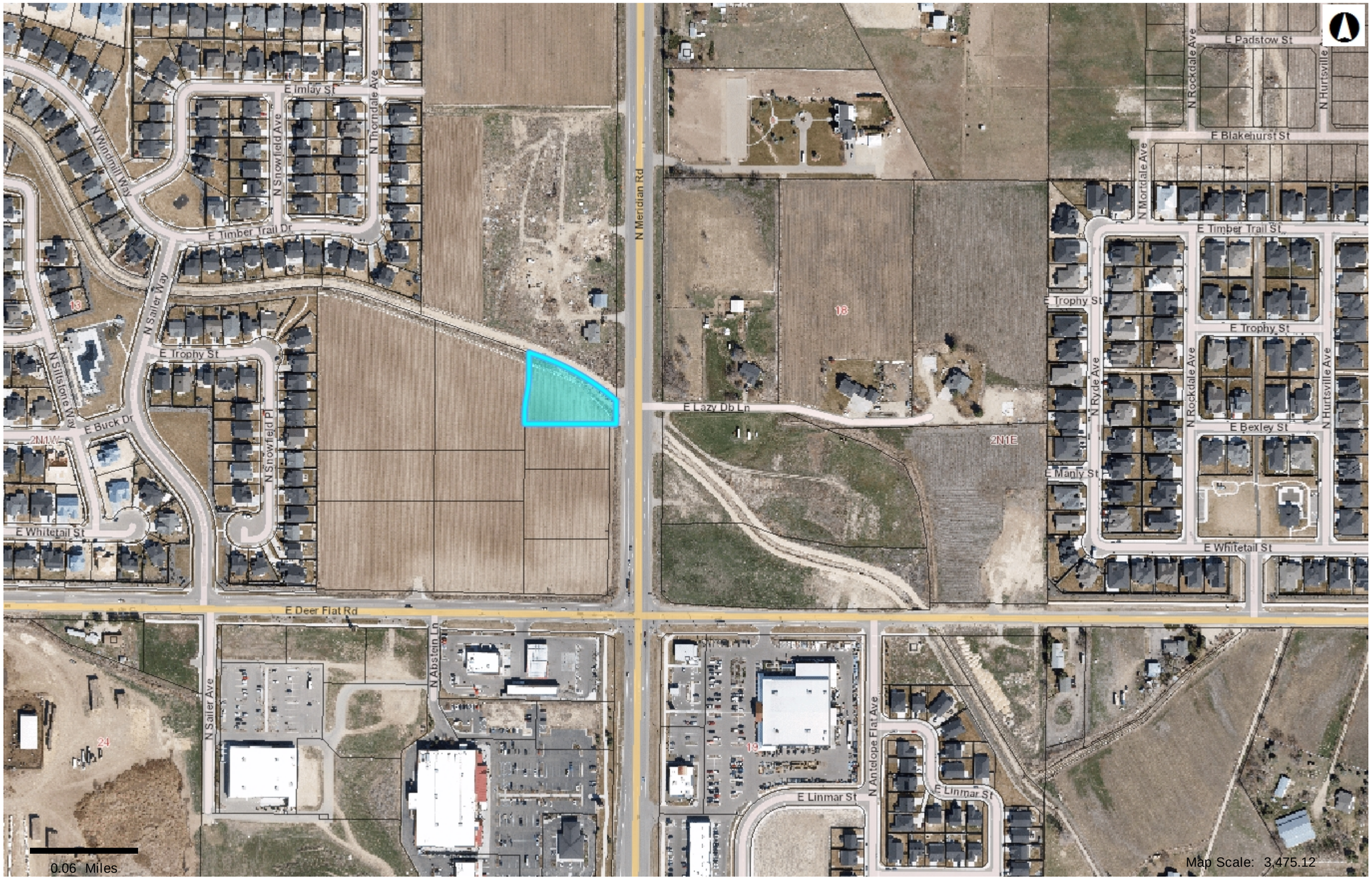
Should you have any questions or concerns regarding this project and the documents provided, please feel free to contact me at your earliest convenience. We are grateful for your time and consideration on this project and look forward to your approval.

Thank you,

Jeff Likes
ALC Architecture
jeff@alcarchitecture.com
208.514.2713

Ada County Assessor

This map is a user generated static output from an Internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION OR LEGAL PURPOSES.



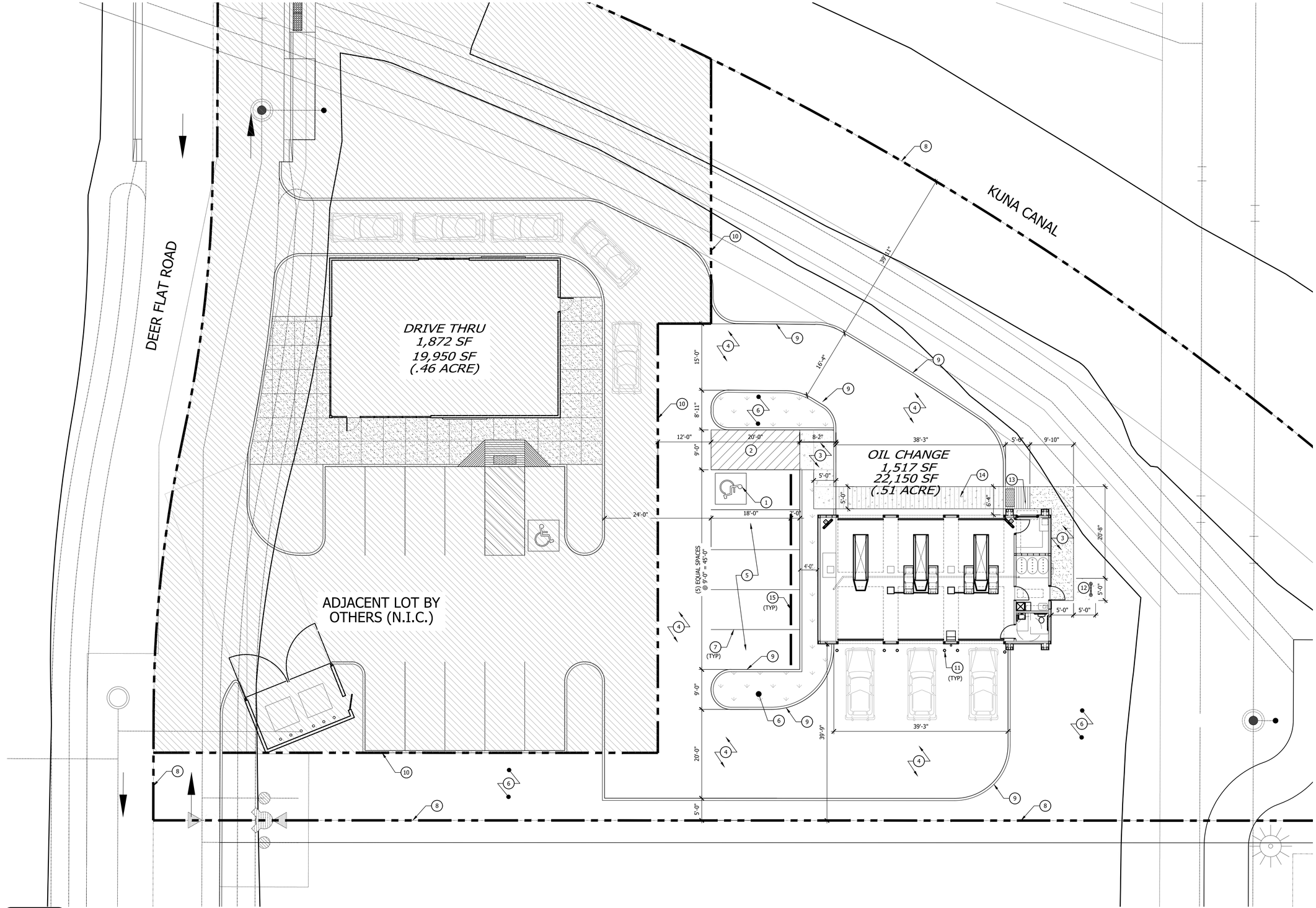


Legend

- Railroad
- Roads (2,000 - 4,000 s
  - <all other values>
  - Interstate
  - Ramp
  - Principal Arterial
  - Collector
  - Minor Arterial
  - Local
  - Parks
  - Alley
  - Driveway
- Parks
- Townships
- Sections
- Condos
- Parcels
- raster.DBO.AdaOrthos2
  - Red: Band_1
  - Green: Band_2
  - Blue: Band_3

3/21/2025

THIS DRAWING CONTAINS INFORMATION WHICH IS THE PROPRIETARY PROPERTY OF ALC ARCHITECTURE. NO UNAUTHORIZED REUSE OR DUPLICATION OF THESE PLANS OR ANY INFORMATION CONTAINED HEREIN, WITHOUT THE EXPRESS WRITTEN CONSENT OF ALC
COPYRIGHT © ALC ARCHITECTURE



SITE ANALYSIS

ASSESSORS PARCEL NUMBER :	R6949010100
ADDRESS :	1460 E DEER FLAT ROAD, KUNA, ID 83634
ZONE :	C-2
LOT AREA :	
ACRES =	.51 ACRES
SQUARE FOOTAGE =	22,150 SQUARE FEET
BUILDING AREA :	
LEVEL 1	1,517 SQ. FT. (6% LOT COVERAGE)
MAXIMUM HEIGHT:	ALLOWED: 40'-0" / PROPOSED: 21'-3"

TOTAL PARKING PROVIDED:
STANDARD PARKING: 4 SPACES
HANDICAP: 1 SPACES
TOTAL PARKING: 5 SPACES

KEYNOTES

1. TYPICAL HANDICAP SPACE W/ SYMBOL, SIGN AND RAMP. SEE 4/SD1.2
2. HANDICAP ACCESS LANE WITH 4" WIDE DIAGONAL PAINTED STRIPING @ 24" O.C.
3. PROPOSED SIDEWALK OVER COMPACTED SAND & GRAVEL BASE WITH CONTROL JOINTS @ 6'-0" O.C. AND EXPANSION JOINTS @ 20'-0" MAX, WITH LIGHT BROOM FINISH, SLOPE FOR POSITIVE DRAINAGE AWAY FROM BUILDING. SEE DETAIL 1/SD1.2
4. ASPHALT PAVING (SEE CIVIL)
5. TYPICAL STANDARD SPACE. (9'-0" X 19'-0")
6. LANDSCAPING. SEE LANDSCAPING PLAN
7. TYPICAL PARKING STRIPING WITH (2) COATS 4" WIDE REFLECTIVE TRAFFIC WHITE PAINT.
8. PROPERTY LINE (SEE/VERIFY W/ CIVIL)
9. 6" CURB.
10. FUTURE LOT SPLIT (**FOR REFERENCE ONLY**)
11. STEEL BOLLARDS. SEE 6/SD1.2
12. BICYCLE RACK. SEE 3/SD1.2
13. PEDESTRIAN RAMP. SEE 2/SD1.2
14. PEDESTRIAN CROSSWALK; SCORED CONCRETE
15. VEHICLE WHEEL STOP. SEE CIVIL

SITE PLAN

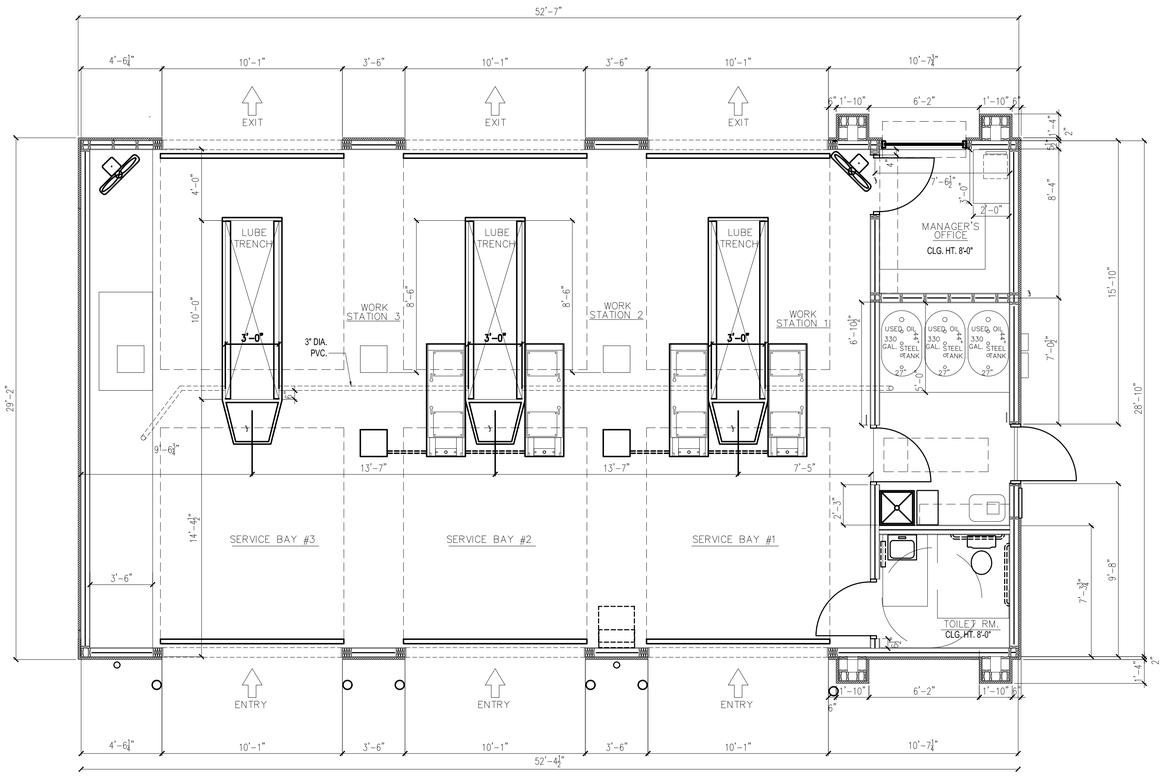
SCALE: 1"=10'-0"

ALC architecture Collaborative
1119 E. State Street, Suite 120 - Eagle, Idaho 83616
p. 208.514.2713 www.alcarchitecture.com

TAKE 5 KUNA
OWNER REVIEW

alc - 25013

THIS DRAWING CONTAINS INFORMATION WHICH IS THE PROPRIETARY PROPERTY OF ALC ARCHITECTURE. NO UNAUTHORIZED REUSE OR DUPLICATION OF THESE PLANS OR ANY INFORMATION CONTAINED HEREIN, WITHOUT THE EXPRESS WRITTEN CONSENT OF ALC
COPYRIGHT © ALC ARCHITECTURE



FLOOR PLAN

SCALE: 1/4"=1'-0"

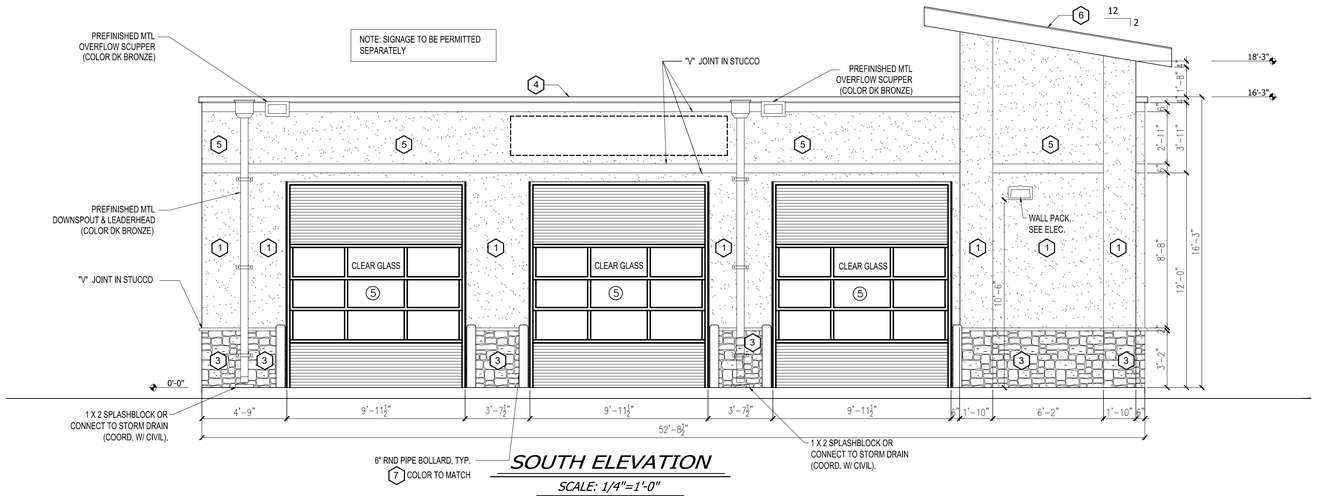
N

ALC Collaborative architecture
1119 E. State Street, Suite 120 - Eagle, Idaho 83616
p. 208.514.2713 www.alcarchitecture.com

TAKE 5 KUNA
OWNER REVIEW

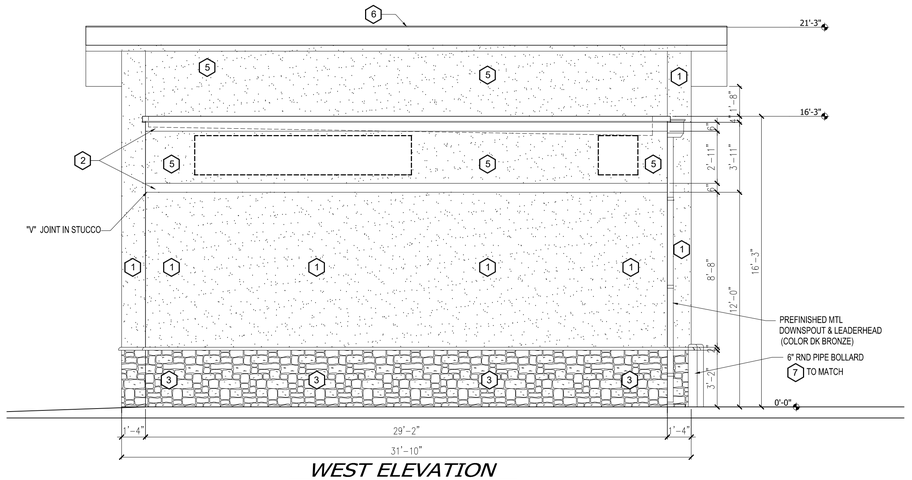
alc - 25013

THIS DRAWING CONTAINS INFORMATION WHICH IS THE PROPRIETARY PROPERTY OF ALC ARCHITECTURE. NO UNAUTHORIZED REUSE OR DUPLICATION OF THESE PLANS OR ANY INFORMATION CONTAINED HEREIN, WITHOUT THE EXPRESS WRITTEN CONSENT OF ALC
COPYRIGHT © ALC ARCHITECTURE



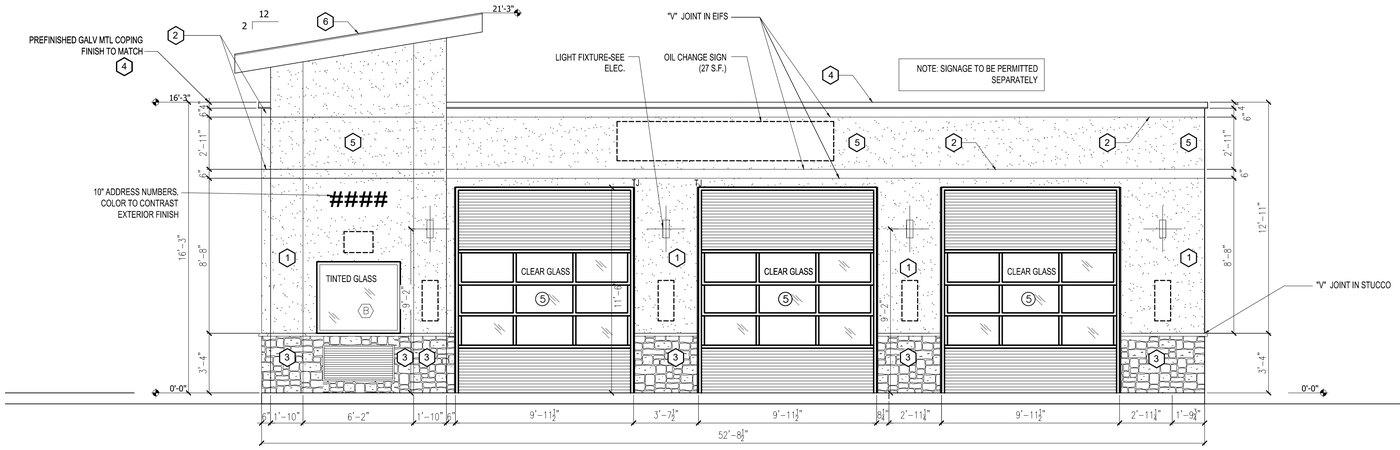
SOUTH ELEVATION

SCALE: 1/4"=1'-0"



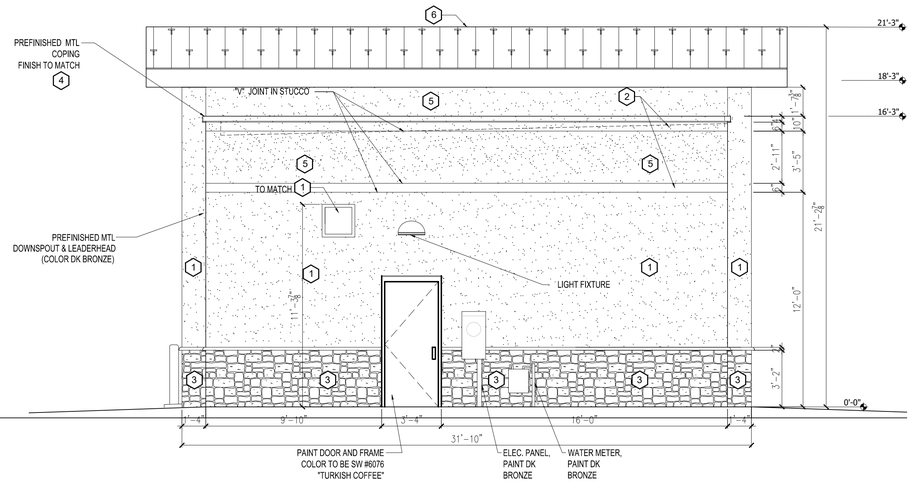
WEST ELEVATION

SCALE: 1/4"=1'-0"



NORTH ELEVATION

SCALE: 1/4"=1'-0"



EAST ELEVATION

SCALE: 1/4"=1'-0"

EXTERIOR FINISH SCHEDULE

NO.	AREA	COATS	COLOR	FINISH
1	STUCCO MAIN COLOR	SEE SPECIFICATION AND MANUFACTURER'S REQ'MENTS	MATCH SW COLOR #7693, STONEBRIAR	-----
2	STUCCO ACCENT BAND AND FACE STUCCO CORNICE	SEE SPECIFICATION AND MANUFACTURER'S REQ'MENTS	MATCH SW COLOR #7678, COTTAGE CREAM	-----
3	STONE WAINSCOT	SEE SPECIFICATION AND MANUFACTURER'S REQ'MENTS	COLORED STONE – COBBLEFIELD COLOR: CHARDONAY	-----
4	COPING	SEE SPECIFICATION AND MANUFACTURER'S REQ'MENTS	MATCH SW COLOR #6871, POSITIVE RED	FINISH TO BE KYNAR 500 PREFINISHED
5	STUCCO SECONDARY COLOR	SEE SPECIFICATION AND MANUFACTURER'S REQ'MENTS	MATCH SW COLOR #6871, POSITIVE RED	-----
6	ROOFING PREFINISHED STANDING SEAM ROOF	SEE SPECIFICATION AND MANUFACTURER'S REQ'MENTS	MATCH SW COLOR #6871, POSITIVE RED	FINISH TO BE KYNAR 500 PREFINISHED
7	BOLLARDS	SEE SPECIFICATION AND MANUFACTURER'S REQ'MENTS	MATCH SW COLOR #6871, POSITIVE RED	-----

WHOLE BUILDING FINISH %

MATERIAL	COLOR	% OF FACADE
STUCCO MAIN COLOR	MATCH SW COLOR #7693, STONEBRIAR	1,024 S.F. / 3,366 S.F. = 32%
STUCCO ACCENT BAND AND FACE STUCCO COLOR	MATCH SW COLOR #7678, COTTAGE CREAM	136 S.F. / 3,366 S.F. = 5%
STUCCO SECONDARY COLOR	MATCH SW COLOR #6871, POSITIVE RED	815 S.F. / 3,366 S.F. = 26%
STONE WAINSCOT	MATCH SW COLOR #6097, STURDY BROWN	274 S.F. / 3,366 S.F. = 9%
GLAZING	DK. BRONZE	297 S.F. / 3,366 S.F. = 10%
DOOR FINISH	CLOPLAY "CHOCOLATE"	414 S.F. / 3,366 S.F. = 13%
AC UNIT FINISH	MATCH SW COLOR #6097, STURDY BROWN	7 S.F. / 3,366 S.F. = 1%
DOOR FINISH	SW COLOR #6076, TURKISH COFFEE	25 S.F. / 3,366 S.F. = 1%
COPING	MATCH SW COLOR #6871, POSITIVE RED	48 S.F. / 3,366 S.F. = 1%
PREFINISHED STANDING SEAM ROOF	MATCH SW COLOR #6871, POSITIVE RED	82.6 S.F. / 3,366 S.F. = 2%

EXTERIOR FINISH NOTES:

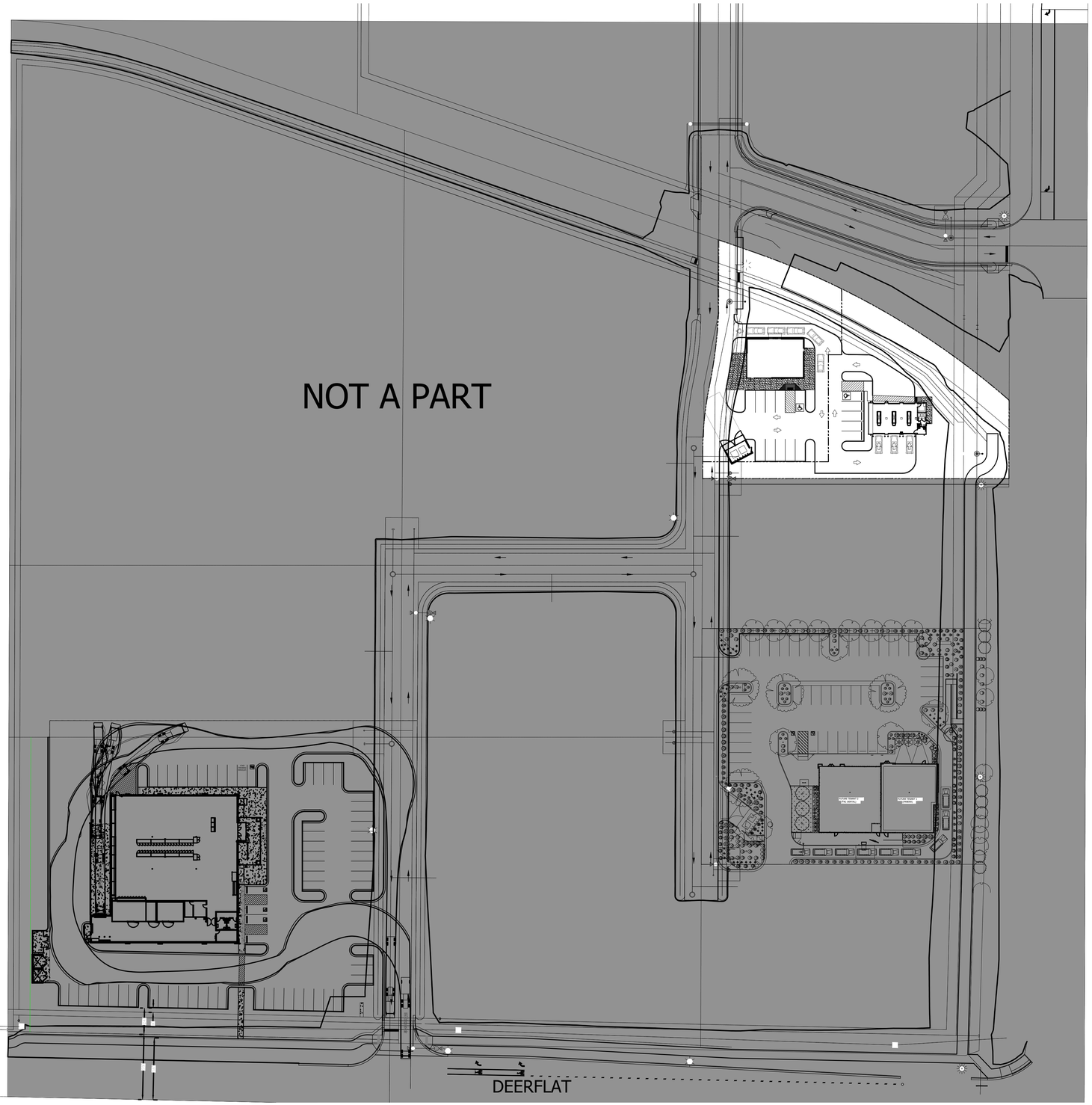
1. N/A
2. STUCCO TO HAVE ULTRA-HIGH IMPACT MESH TO 4'-0" AFF .
3. STUCCO TO HAVE HIGH IMPACT MESH FROM 4'-0" AFF TO 8'-0" AFF
4. STUCCO TO HAVE STANDRARD IMPACT MESH ABOVE 8'-0" AFF.
5. METAL ROOF TO BE ATAS DUTCH SEAM OR BERRIDGE MANUF. WITH DEEP VEE PANELS AND 2" BATTEN CAPS.
6. METAL ROOF PANELS TO BE 24 GA. GALVALUME WITH KYNAR 500, 2.0 MILS THICK FLOUROCARBON FINISH..
7. METAL COPING TO BE PREFINISHED, 24 GA. GALVALUME WITH KYNAR 500, 2.0 MILS THICK FLOUROCARBON FINISH..

ALC architecture Collaborative
1119 E. State Street, Suite 120 - Eagle, Idaho 83616
p. 208.514.2713 www.alcarchitecture.com

TAKE 5 KUNA
OWNER REVIEW

alc - 25013

THIS DRAWING CONTAINS INFORMATION WHICH IS THE PROPRIETARY PROPERTY OF ALC ARCHITECTURE. NO UNAUTHORIZED REUSE OR DUPLICATION OF THESE PLANS OR ANY INFORMATION CONTAINED HEREIN, WITHOUT THE EXPRESS WRITTEN CONSENT OF ALC
COPYRIGHT © ALC ARCHITECTURE



SITE ANALYSIS

PAUL BUNYAN PALZA SUBDIVISION No 2

TOTAL SITE ACREAGE:	1.05
CURRENT ZONING:	C-2
PROPOSED ZONING:	C-2
UTILITY PROVIDERS:	IDAHO POWER & IGS
PROTECTION SERVICES:	KUNA
SCHOOL DISTRICT:	KUNA
IRRIGATION DISTRICT:	KUNA
TOTAL LOTS:	2
AVERAGE LOT SIZE:	.5
TOTAL COMMON LOTS:	0
DENSITY:	.074 %

OVERALL SITE PLAN

SCALE: NTS

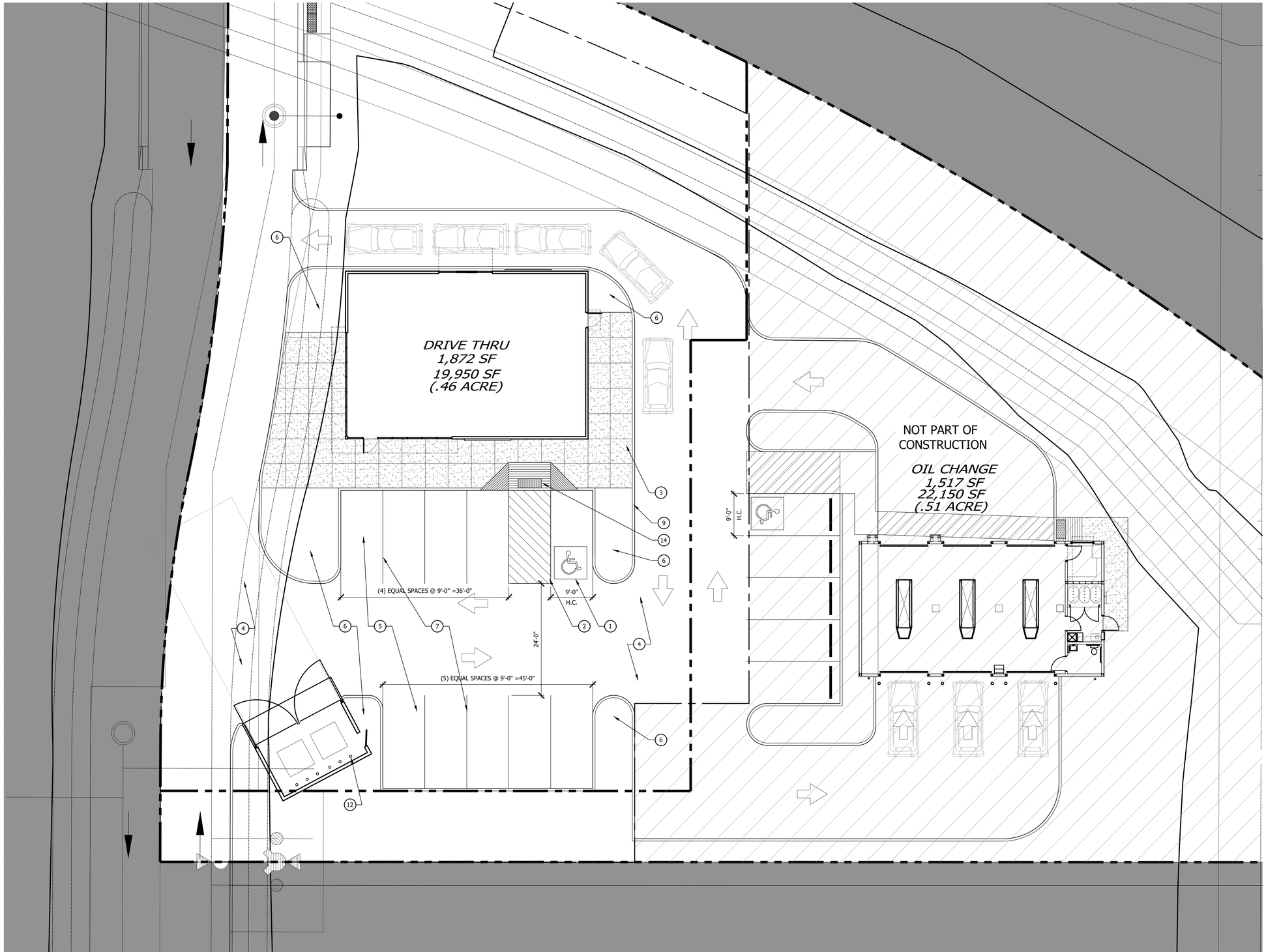
N

ALC Collaborative architecture
1119 E. State Street, Suite 120 - Eagle, Idaho 83616
p. 208.514.2713 www.alcarchitecture.com

Mo' Bettahs
DESIGN REVIEW

alc - 25017

THIS DRAWING CONTAINS INFORMATION WHICH IS THE PROPRIETARY PROPERTY OF ALC ARCHITECTURE. NO UNAUTHORIZED REUSE OR DUPLICATION OF THESE PLANS OR ANY INFORMATION CONTAINED HEREIN, WITHOUT THE EXPRESS WRITTEN CONSENT OF ALC
COPYRIGHT © ALC ARCHITECTURE



SITE ANALYSIS

ASSESSORS PARCEL NUMBER :	R6949010100
ADDRESS :	1460 E DEER FLAT RD KUNA, ID 83636
ZONE :	C-2
LOT AREA :	
ACRES =	.46 ACRES
SQUARE FOOTAGE =	22,869 SQUARE FEET
BUILDING AREA :	
LEVEL 1 =	1,872 SQ. FT.

MAXIMUM HEIGHT:

ALLOWED :	PROPOSED :
40'-0"	24'-0"

TOTAL PARKING PROVIDED:
STANDARD PARKING: 9 SPACES
HANDICAP: 1 SPACES
TOTAL PARKING: 10 SPACES

KEYNOTES

1. TYPICAL HANDICAP SPACE W/ SYMBOL, SIGN AND RAMP. SEE 9/SD1.2
2. HANDICAP ACCESS LANE WITH 4" WIDE DIAGONAL PAINTED STRIPING @ 24" O.C.
3. PROPOSED SIDEWALK OVER COMPACTED SAND & GRAVEL BASE WITH CONTROL JOINTS @ 6'-0" O.C. AND EXPANSION JOINTS @ 20'-0" MAX, WITH LIGHT BROOM FINISH, SLOPE FOR POSITIVE DRAINAGE AWAY FROM BUILDING. SEE DETAIL 1/SD1.2
4. ASPHALT PAVING (SEE CIVIL)
5. TYPICAL STANDARD SPACE. (9'-0" X 18'-0")
6. LANDSCAPING. SEE LANDSCAPING PLAN
7. TYPICAL PARKING STRIPING WITH (2) COATS 4" WIDE REFLECTIVE TRAFFIC WHITE PAINT.
8. PROPERTY LINE (SEE/VERIFY W/ CIVIL)
9. 6" CURB. PAINT COLOR RED WITH TEXT TO READ "NO PARKING FIRE LANE" IN CONTRASTING COLOR
10. FUTURE PROPERTY LINE
11. CONSTRUCTION LIMIT
12. STEEL BOLLARDS. SEE 8/SD1.2
13. BICYCLE RACK. SEE 10/SD1.2
14. PEDESTRIAN RAMP. SEE 9/SD1.2
15. PEDESTRIAN CROSSWALK

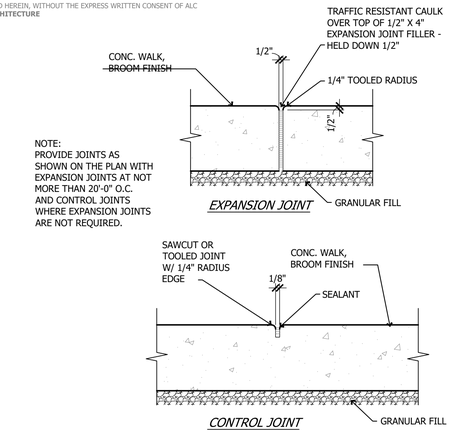
SITE PLAN
SCALE: 1"=10'-0"

ALC architecture Collaborative
1119 E. State Street, Suite 120 - Eagle, Idaho 83616
p. 208.514.2713 www.alcarchitecture.com

Mo' Bettahs
DESIGN REVIEW

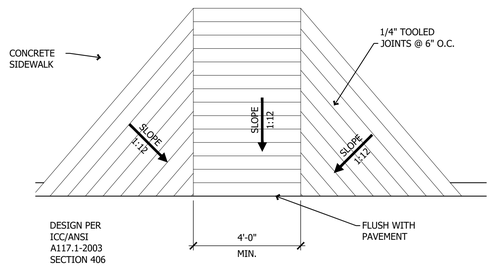
alc - 25017

THIS DRAWING CONTAINS INFORMATION WHICH IS THE PROPRIETARY PROPERTY OF ALC ARCHITECTURE. NO UNAUTHORIZED REUSE OR DUPLICATION OF THESE PLANS OR ANY INFORMATION CONTAINED HEREIN, WITHOUT THE EXPRESS WRITTEN CONSENT OF ALC
COPYRIGHT © ALC ARCHITECTURE



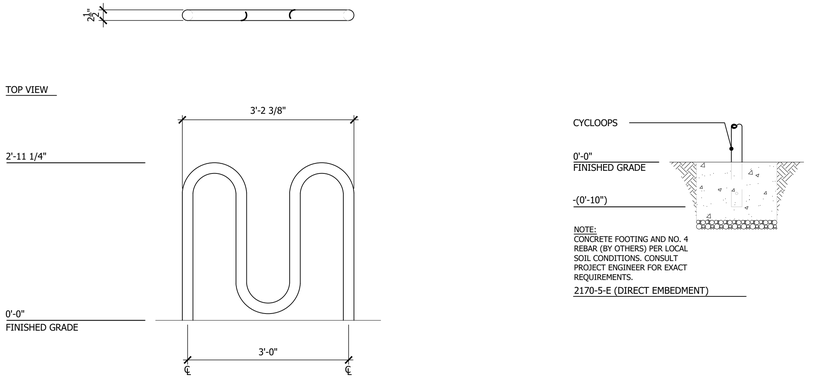
1 SIDEWALK DETAIL

SCALE: N.T.S.



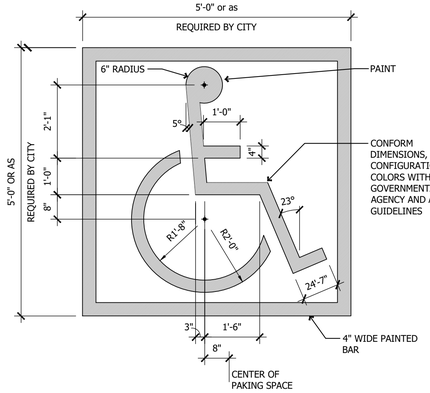
2 RAMP DETAIL

SCALE: N.T.S.



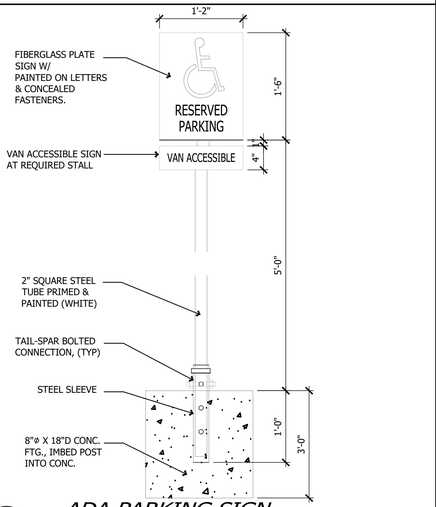
3 BIKE RACK DETAIL

SCALE: N.T.S.



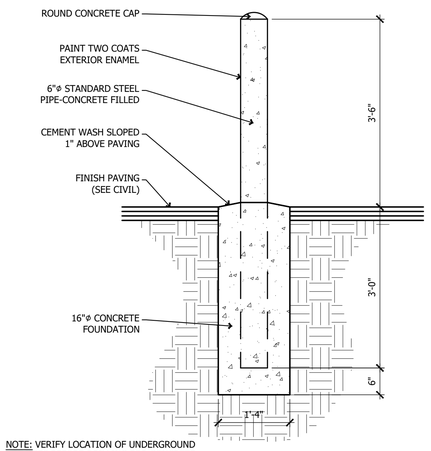
4 ADA PARKING DETAIL

SCALE: N.T.S.



5 ADA PARKING SIGN

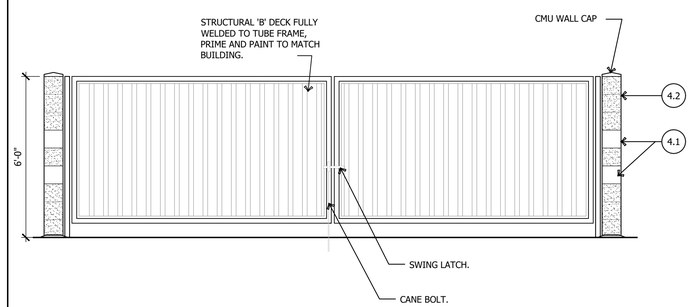
SCALE: 1"=1'-0"



6 PIPE BOLLARD

SCALE: 3/4"=1'-0"

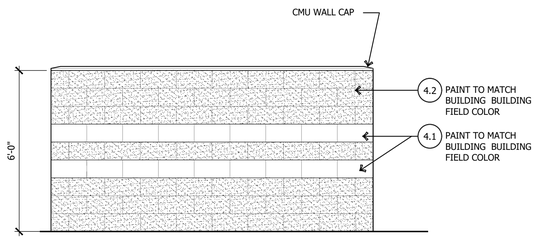
EXISTING: FOR REFERENCE ONLY



7 TRASH ENCLOSURE FRONT ELEVATION

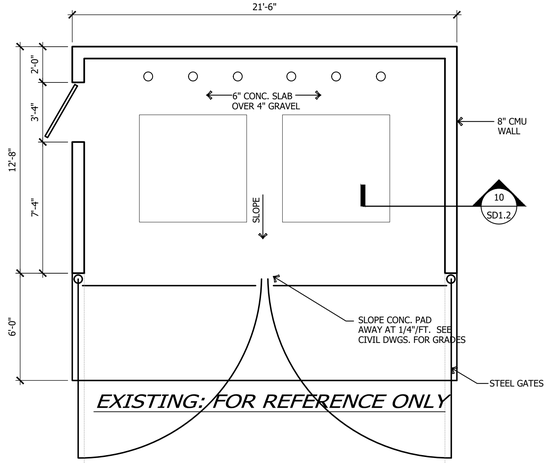
SCALE: 3/8"=1'-0"

EXISTING: FOR REFERENCE ONLY



8 TRASH ENCLOSURE ELEVATION

SCALE: 3/8"=1'-0"

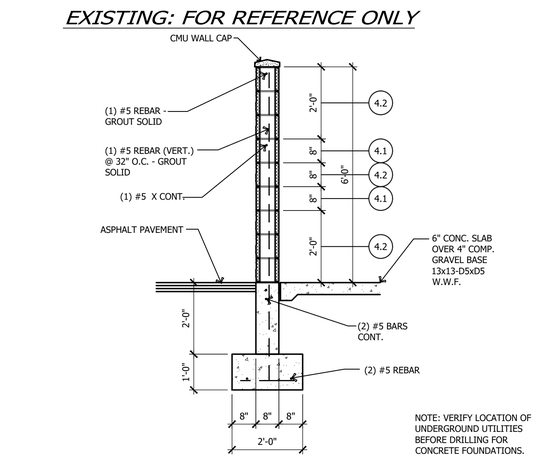


EXISTING: FOR REFERENCE ONLY

9 TRASH ENCLOSURE PLAN

SCALE: 1/4"=1'-0"

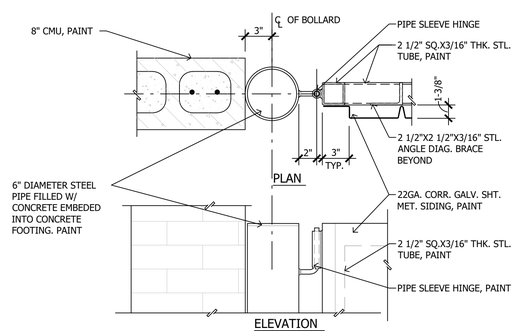
EXISTING: FOR REFERENCE ONLY



10 TRASH ENCLOSURE SECTION

SCALE: 1/2"=1'-0"

EXISTING: FOR REFERENCE ONLY



11 GATE SUPPORTS

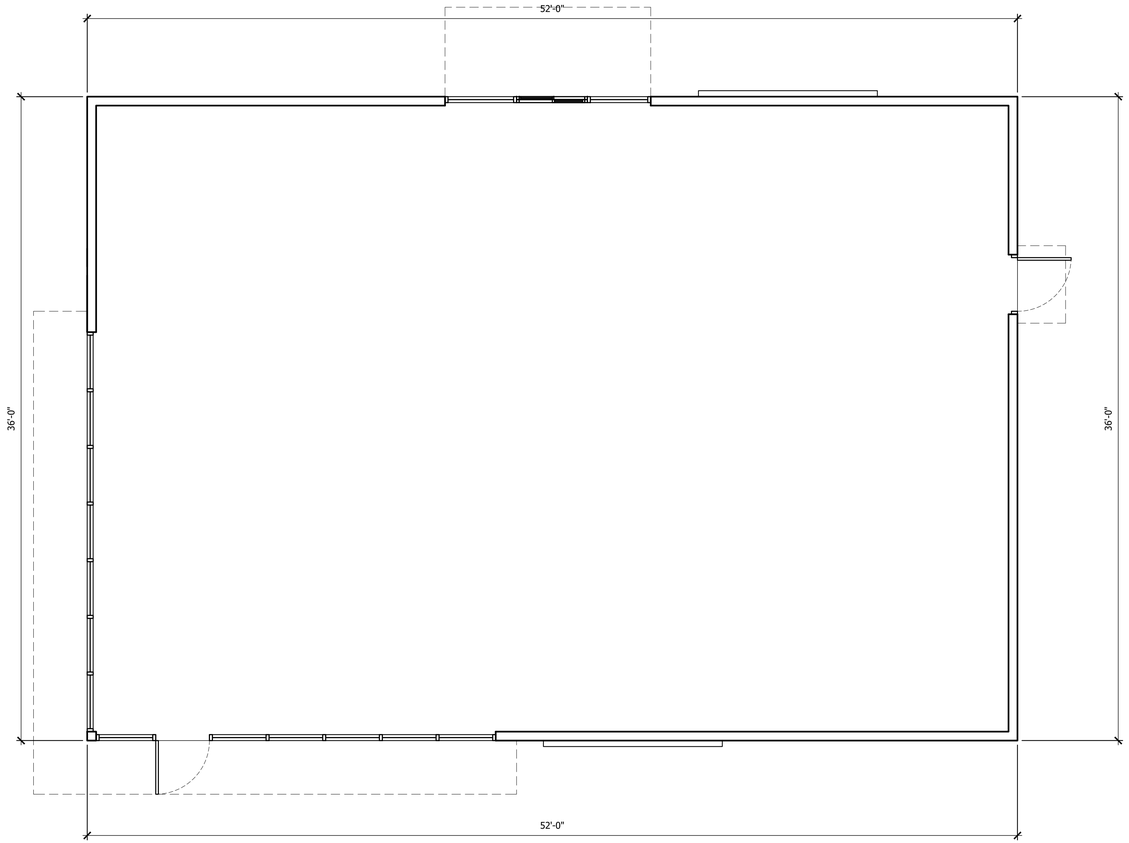
SCALE: 1-1/2"=1'-0"

ALC architecture Collaborative
1119 E. State Street, Suite 120 - Eagle, Idaho 83616
p. 208.514.2713 www.alcarchitecture.com

Mo' Bettahs
DESIGN REVIEW

alc - 25017

THIS DRAWING CONTAINS INFORMATION WHICH IS THE PROPRIETARY PROPERTY OF ALC ARCHITECTURE. NO UNAUTHORIZED REUSE OR DUPLICATION OF THESE PLANS OR ANY INFORMATION CONTAINED HEREIN, WITHOUT THE EXPRESS WRITTEN CONSENT OF ALC
COPYRIGHT © ALC ARCHITECTURE



FLOOR PLAN

SCALE: 1/4"=1'-0"

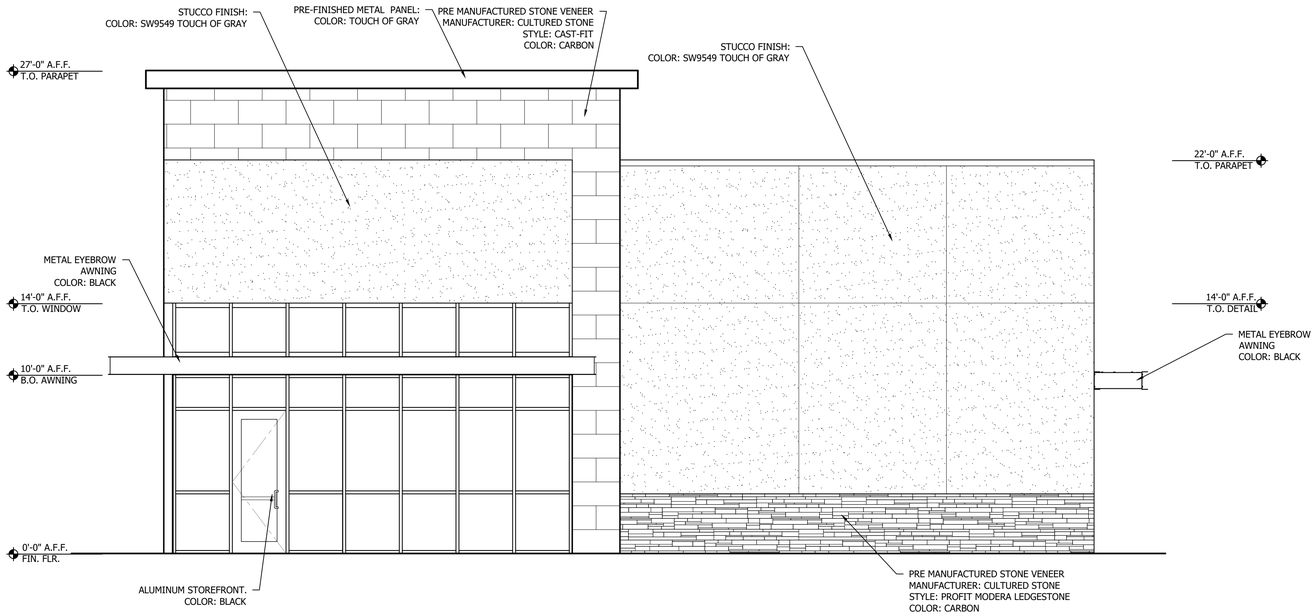
ALC architecture collaborative
1119 E. State Street, Suite 120 - Eagle, Idaho 83616
p. 208.514.2713 www.alcarchitecture.com

FLOOR PLAN

Mo' Bettahs
DESIGN REVIEW

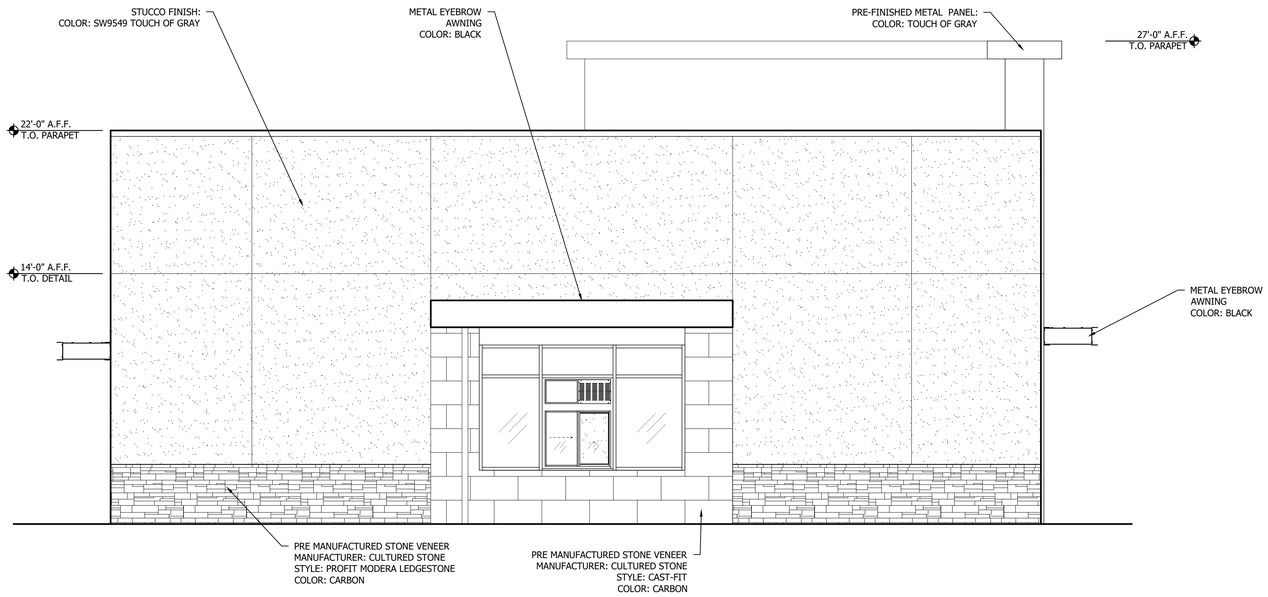
alc - 25017

THIS DRAWING CONTAINS INFORMATION WHICH IS THE PROPRIETARY PROPERTY OF ALC ARCHITECTURE. NO UNAUTHORIZED REUSE OR DUPLICATION OF THESE PLANS OR ANY INFORMATION CONTAINED HEREIN, WITHOUT THE EXPRESS WRITTEN CONSENT OF ALC
COPYRIGHT © ALC ARCHITECTURE



SOUTH ELEVATION

SCALE: 1/4"=1'-0"



NORTH ELEVATION

SCALE: 1/4"=1'-0"

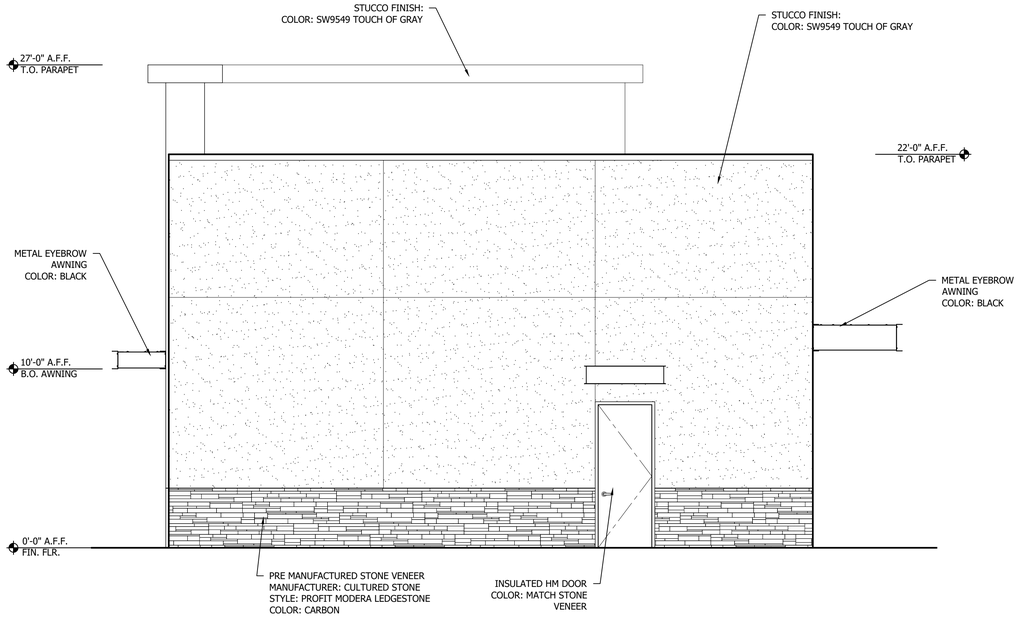
ALC architecture Collaborative
1119 E. State Street, Suite 120 - Eagle, Idaho 83616
p. 208.514.2713 www.alcarchitecture.com

ELEVATIONS

Mo' Bettahs
DESIGN REVIEW

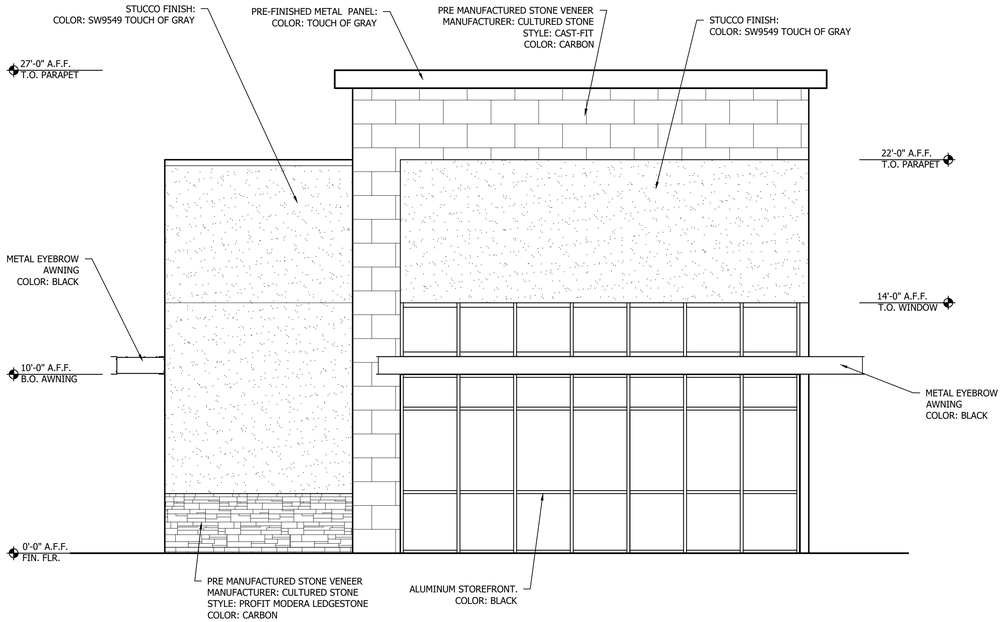
alc - 25017

THIS DRAWING CONTAINS INFORMATION WHICH IS THE PROPRIETARY PROPERTY OF ALC ARCHITECTURE. NO UNAUTHORIZED REUSE OR DUPLICATION OF THESE PLANS OR ANY INFORMATION CONTAINED HEREIN, WITHOUT THE EXPRESS WRITTEN CONSENT OF ALC
COPYRIGHT © ALC ARCHITECTURE



EAST ELEVATION

SCALE: 1/4"=1'-0"



WEST ELEVATION

SCALE: 1/4"=1'-0"

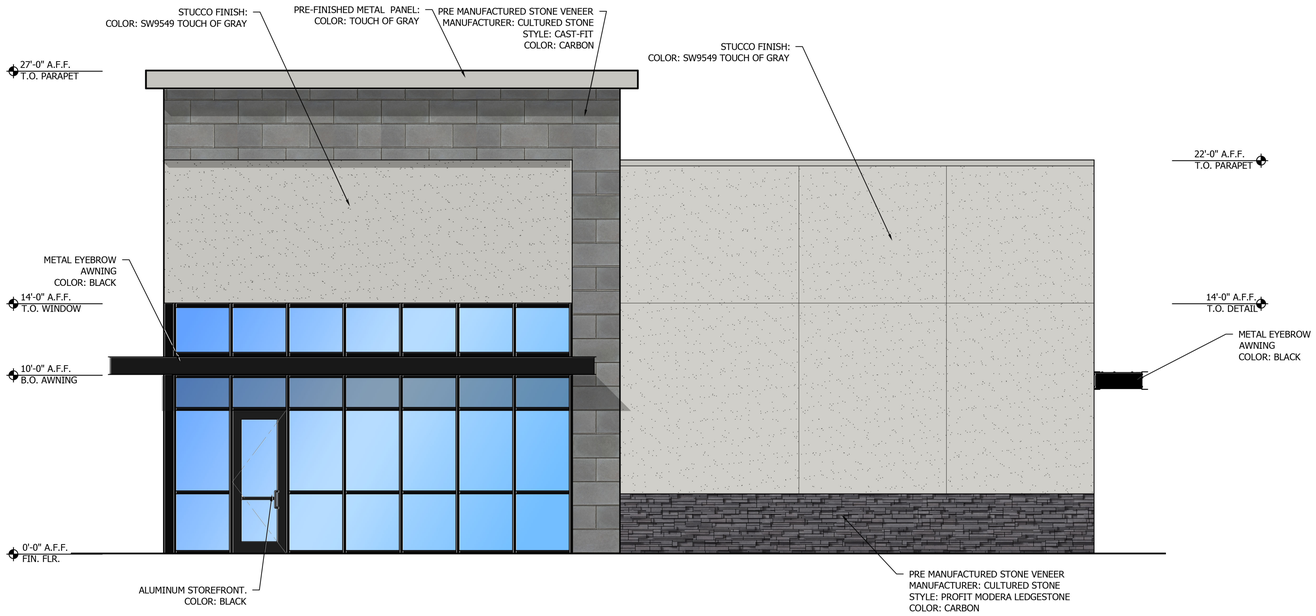
ALC architecture collaborative
1119 E. State Street, Suite 120 - Eagle, Idaho 83616
p. 208.514.2713 www.alcarchitecture.com

ELEVATIONS

Mo' Bettahs
DESIGN REVIEW

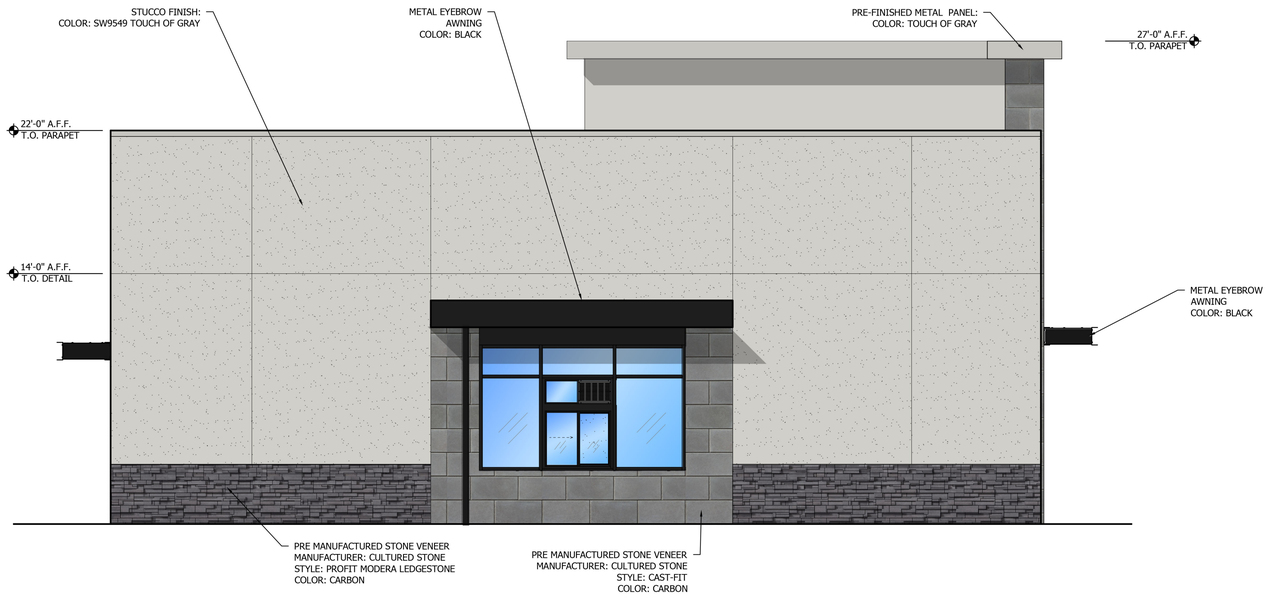
alc - 25017

THIS DRAWING CONTAINS INFORMATION WHICH IS THE PROPRIETARY PROPERTY OF ALC ARCHITECTURE. NO UNAUTHORIZED REUSE OR DUPLICATION OF THESE PLANS OR ANY INFORMATION CONTAINED HEREIN, WITHOUT THE EXPRESS WRITTEN CONSENT OF ALC
COPYRIGHT @ ALC ARCHITECTURE



SOUTH ELEVATION

SCALE: 1/4"=1'-0"



NORTH ELEVATION

SCALE: 1/4"=1'-0"

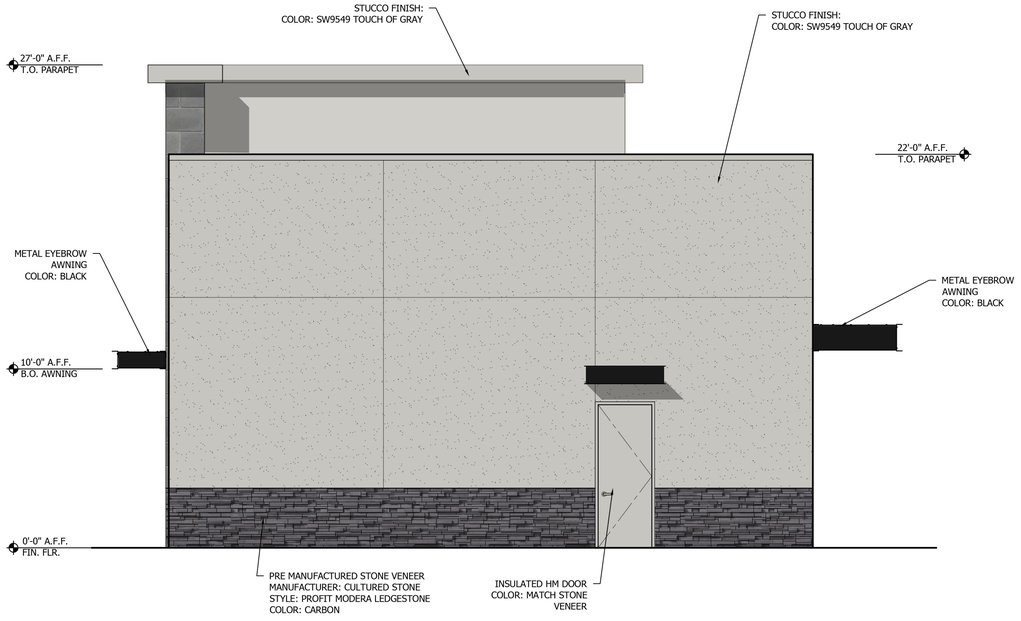
ALC architecture Collaborative
1119 E. State Street, Suite 120 - Eagle, Idaho 83616
p. 208.514.2713 www.alcarchitecture.com

COLORED ELEVATION

Lot 1
OWNER REVIEW

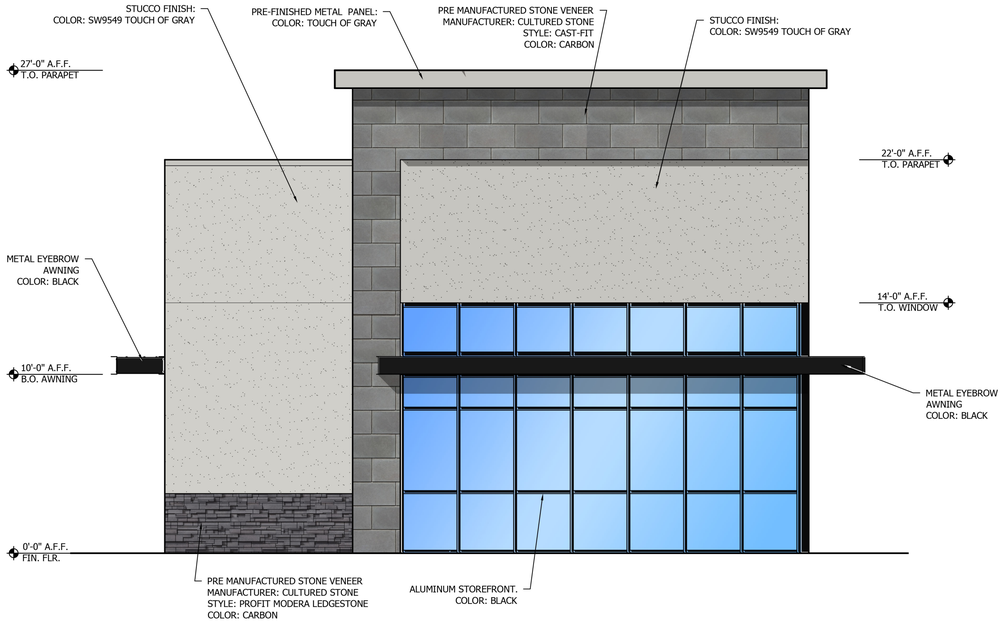
alc - xxxxx

THIS DRAWING CONTAINS INFORMATION WHICH IS THE PROPRIETARY PROPERTY OF ALC ARCHITECTURE. NO UNAUTHORIZED REUSE OR DUPLICATION OF THESE PLANS OR ANY INFORMATION CONTAINED HEREIN, WITHOUT THE EXPRESS WRITTEN CONSENT OF ALC
COPYRIGHT @ ALC ARCHITECTURE



EAST ELEVATION

SCALE: 1/4"=1'-0"



WEST ELEVATION

SCALE: 1/4"=1'-0"

ALC architecture Collaborative
1119 E. State Street, Suite 120 - Eagle, Idaho 83616
p. 208.514.2713 www.alcarchitecture.com

COLORED ELEVATION

Lot 1
OWNER REVIEW

alc - xxxxx

Miranda Gold, President
Alexis Pickering, Vice-President
Kent Goldthorpe, Commissioner
Dave McKinney, Commissioner
Patricia Nilsson, Commissioner

April 25th, 2025

To: Jeff Likes, via email
ALC Architecture
1119 E State St, Suite 120
Eagle, ID 83616

Subject: KPP25-0006/25-01-CPF
1460 E Deer Flat Rd
Paul Bunyan Combo Plat

This is a staff level approval of a preliminary plat for Paul Bunyan Combo Plat. On October 3rd, 2022 the Ada County Highway District reviewed and approved this site as part of KPP22-0016/22-13-S/22-30-DR Paul Bunyan Plaza. The District had site specific requirements related to that application. The site-specific conditions of approval also apply to KPP25-0006/25-01-CPF Paul Bunyan Combo Plat.

The applicant will be required to pay all applicable platting and review fees prior to final approval.

If you have any questions, please contact me at (208) 387-6171.

Sincerely,



Matt Pak
Planner
Development Services

cc: City of Kuna (Marina Lundy), via email

Standard Conditions of Approval

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).
2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.
3. In accordance with District policy, 7203.3, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Public Right-of-Way Accessibility Guidelines (PROWAG) requirements. The applicant's engineer should provide documentation of compliance to District Development Review staff for review.
4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 208-387-6280 (with file number) for details.
5. A license agreement and compliance with the District's Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.
6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.
7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.
8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District's Utility Coordinator at 208-387-6258 (with file numbers) for details.
9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.
10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.
11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant's authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.
12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property, which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.

Mary May, President
Alexis Pickering, Vice-President
Jim D. Hansen, 2nd Vice President
Kent Goldthorpe, Commissioner
Dave McKinney, Commissioner

October 3rd, 2022

To: Bill Hicks
New Market Advisors
8942 Spanish Ridge Avenue
Las Vegas, NV 89145

Subject: KPP22-0016/ 22-13-S/ 22-30-DR
NWC Meridian Road and Deer Flat Road
Paul Bunyan Plaza

The applicant is requesting approval of a preliminary plat application to allow for the development of 12-commercial lots on 16.26 acres.

A. Traffic Findings for Consideration

1. **Traffic Impact Study**
   Kittelson & Associates, Inc. prepared a traffic impact study for the proposed Beltzarock Subdivision, which originally included this site. An executive summary of the findings **as presented by Kittelson and Associates, Inc.** can be found in Attachment 3. The following executive summary is **not the opinion of ACHD staff**. ACHD has reviewed the submitted traffic impact study for consistency with ACHD policies and practices and may have additional requirements beyond what is noted in the summary. ACHD Staff comments on the submitted traffic impact study can be found below under staff comments.

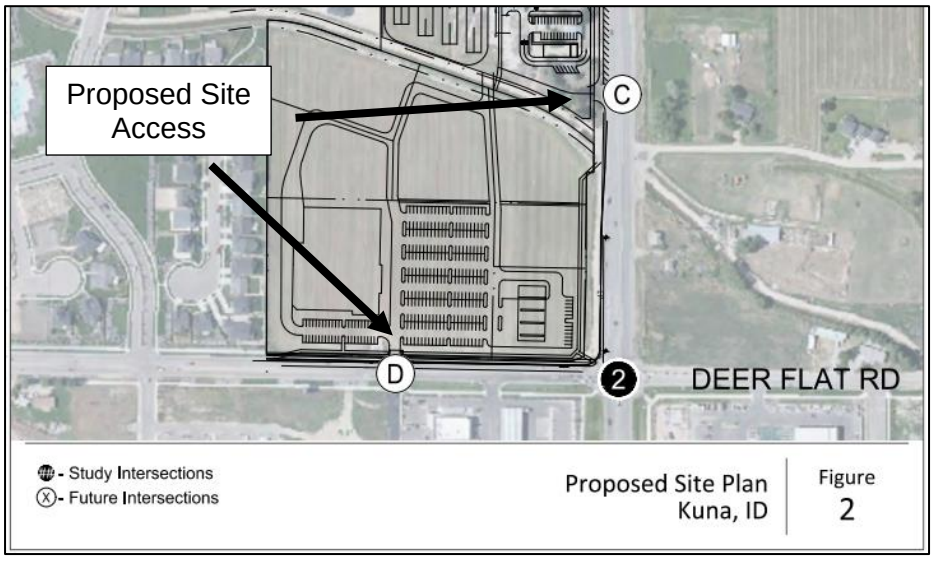
2. **Staff Comments/Recommendations:** Staff has reviewed the submitted traffic impact study (TIS) and generally agrees with the findings and recommendations. The following sections list the recommended improvements required by ACHD with this development based on the study and District policy.

   Deer Flat Road/ Meridian Road Intersection: The eastbound left turning movement for the Deer Flat Road/Meridian Road intersection is over capacity in both the AM and PM peak hours under existing traffic conditions. The TIS recommends the construction of an additional eastbound left-turn lane with 475-feet of storage at the Deer Flat Road/Meridian Road intersection to mitigate the existing traffic conditions.

   This intersection is programmed and funded as part of ACHD's CIP to be constructed with a dedicated right-turn lane, one thru-lane, and dual dedicated left-turn lanes, therefore no mitigation is required consistent with District Policy 7106.7.3. Additionally, adding an additional eastbound left-turn lane would not be feasible at this intersection, as it would require additional improvements and right-of-way dedication for the intersection.

   Staff recommends no mitigations be constructed with this development application for the Deer Flat Road/Meridian Road intersection.

Site Access D/ Ridley's Access /Deer Flat Road: The applicant has proposed to construct Site Access D on to Deer Flat Road located 618-feet west of Meridian Road and in alignment with the existing access to Ridley's on the south side of Deer Flat Road. District Policy 7205.4.4 indicates that trips on one access point must exceed 5,000 to warrant an additional access point on an arterial roadway. The TIS indicates that without Site Access D, daily trips on Site Access C would be in excess of 5,000, therefore not meeting District Policy 7205.4.4. Additionally, Site Access D is necessary to prevent cut-through traffic through the adjacent neighborhood to the west for vehicles exiting on the site on to Deer Flat Road.



Based on the information provided in the traffic impact study staff recommends approval of Site Access D, as it is needed to serve the site. The study recommends the construction of a dedicated right-turn lane at this driveway to serve the site, as there is already a center left turn lane in this location. Staff recommends this driveway be constructed as a temporary full-access driveway that would be restricted to right-in/right-out in the future as part of ACHD's future intersection widening project (Deer Flat/SH-69) or as traffic conditions warrant, as determined by ACHD.

B. Findings of Fact

1. SH-69/Meridian Road

SH-69/Meridian Road is under the jurisdiction of the Idaho Transportation Department (ITD). The applicant, City of Kuna, and ITD should work together to determine if additional right-of-way or improvements are necessary on SH-69/Meridian Road.

2. Deer Flat Road

a. Existing Conditions: Deer Flat Road is improved with 3-travel lanes, vertical curb, gutter, and no sidewalk abutting the site. There is 102-feet of right-of-way for Deer Flat Road (52-feet from centerline).

b. Policy:

Arterial Roadway Policy: District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

Master Street Map and Typology Policy: District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master Street Map and Livable Streets Design Guide. The developer or engineer should contact the District before starting any design.

Street Section and Right-of Way Width Policy: District Policy 7205.2.1 & 7205.5.2 states that the standard 3-lane street section shall be 46-feet (back-of-curb to back-of-curb) within 70 feet of right-of-way. This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

Sidewalk Policy: District Policy 7205.5.7 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all arterial streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

Minor Improvements Policy: District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Deer Flat Road is designated in the MSM as a Residential Arterial with 5-lanes and on-street bike lanes, a 72-foot street section within 100-feet of right-of-way.

c. Applicant's Proposal: The applicant has proposed to construct an 8-foot wide detached sidewalk located 44-feet from the centerline of Deer Flat Road.

Staff Comments/Recommendations: The applicant should be required to dedicated additional right-of-way to total 56-feet from centerline for Deer Flat Road to allow for the future Deer Flat/SH-69 Meridian Road intersection widening consistent with the CIP. Compensation will be provided for this right-of-way.

Consistent with the findings and recommendations of the TIS, the applicant should be required to construct a dedicated westbound right-turn lane at Site Access D, located 618-feet west of Meridian Road.

The applicant's proposal to construct 8-foot wide detached concrete sidewalks on Deer Flat Road exceeds District policy, which requires 5-foot wide detached sidewalks on arterial roadways and should be approved as proposed. The sidewalk should be located a minimum of 49-feet from the centerline of Deer Flat Road at

east property line and taper to 43-feet at the site's east property line to tie into the existing sidewalk constructed as part of Winfield Springs located directly west of the site.

3. Driveways – Deer Flat Road

a. Existing Conditions: There are no existing driveways from the site on to Deer Flat Road.

b. Policy:

Access Points Policy: District Policy 7205.4.1 states that all access points associated with development applications shall be determined in accordance with the policies in this section and Section 7202. Access points shall be reviewed only for a development application that is being considered by the lead land use agency. Approved access points may be relocated and/or restricted in the future if the land use intensifies, changes, or the property redevelops.

Access Policy: District policy 7205.4.6 states that direct access to minor arterials is typically prohibited. If a property has frontage on more than one street, access shall be taken from the street having the lesser functional classification. If it is necessary to take access to the higher classified street due to a lack of frontage, the minimum allowable spacing shall be based on Table 1a under District policy 7205.4.6, unless a waiver for the access point has been approved by the District Commission.

Driveway Location Policy: District policy 7205.4.5 requires driveways located on minor arterial roadways from a signalized intersection with a single left turn lane shall be located a minimum of 330-feet from the nearest intersection for a right-in/right-out only driveway and a minimum of 660-feet from the intersection for a full-movement driveway.

District policy 7205.4.5 requires driveways located on minor arterial roadways from a signalized intersection with a dual left turn lane shall be located a minimum of 330-feet from the nearest intersection for a right-in/right-out only driveway and a minimum of 710-feet from the intersection for a full-movement driveway.

Successive Driveways: District policy 7205.4.6 Table 1a, requires driveways located on minor arterial roadways with a speed limit of 45 MPH to align or offset a minimum of 380-feet from any existing or proposed driveway.

Driveway Width Policy: District policy 7205.4.8 restricts high-volume driveways (100 VTD or more) to a maximum width of 36-feet and low-volume driveways (less than 100 VTD) to a maximum width of 30-feet. Curb return type driveways with 30-foot radii will be required for high-volume driveways with 100 VTD or more. Curb return type driveways with 15-foot radii will be required for low-volume driveways with less than 100 VTD.

c. Applicant's Proposal: The applicant has proposed to construct a 30-foot wide curb-return type driveway from the site on to Deer Flat Road located 618-feet west of Meridian Road and in alignment with an existing driveway on the south side of Deer Flat Road.

Staff Comments/Recommendations: Staff recommends approval of this driveway based on the findings of traffic impact study. This driveway is approved as a temporary full-access driveway and will be restricted to right-in/right-out in the future as part of ACHD's intersection widening project (Deer Flat/SH-69) or as traffic conditions warrant, as determined by ACHD.

C. Site Specific Conditions of Approval

1. Dedicated additional right-of-way to total 56-feet from the centerline of Deer Flat Road, abutting the site. Compensation will be provided for this right-of-way.
2. Construct an 8-foot wide detached concrete sidewalk located 49-feet from the centerline of Deer Flat Road at east property line and taper to 43-feet from centerline at the site's west property line to tie into the existing sidewalk for Winfield Estates.
3. Construct a dedicated westbound right-turn lane on Deer Flat Road at the driveway located 618-feet west of Meridian Road.
4. Construct a 30-foot wide paved curb-return type driveway located 618-feet west of Meridian Road and in alignment with an existing driveway located on the south side of Deer Flat Road. This driveway is approved as temporary full-access and will be restricted to right-in/right-out only in the future.
5. A Traffic Impact Fee will be assessed by ACHD and will be due prior to issuance of a building permit. Please contact the ACHD Planner (see below) for information regarding impact fees.
6. Submit civil plans to ACHD Development Services for review and approval. The impact fee assessment will not be released until the civil plans are approved by ACHD.
7. Comply with the Standard Conditions of Approval as noted below.

D. Traffic Information

Trip Generation

The TIS was originally completed for this parcel and the parcel that is now Beltzarock Subdivision. This development, along with Beltzarock Subdivision, is estimated to generate 18,158 vehicle trips per day and 999 vehicle trips per hour in the PM peak hour, based on the traffic impact study.

Condition of Area Roadways: ***Traffic Count is based on Vehicles per hour (VPH)***

Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count	PM Peak Hour Level of Service
**SH-69/Meridian Road	600-feet	Principal Arterial	1,265	N/A
Deer Flat Road	878-feet	Minor Arterial	707	Better than "E"

* Acceptable level of service for a three-lane minor arterial is "E" (720 VPH)

** ACHD does not set level of service thresholds for State Highways.

Average Daily Traffic Count (VDT): ***Average daily traffic counts are based on ACHD's most current traffic counts***

- The average daily traffic count for SH-69/Meridian Road south of Hubbard Road was 21,517 on 10/05/21.
- The average daily traffic count for Deer Flat Road west of SH-69/Meridian Road was 12,012 on 06/17/21.

E. Attachments

1. Vicinity Map
2. Site Plan
3. TIS Executive Summary
4. Standard Conditions of Approval
5. Appeal Guidelines

If you have any questions, please feel free to contact me at (208) 387-6132.

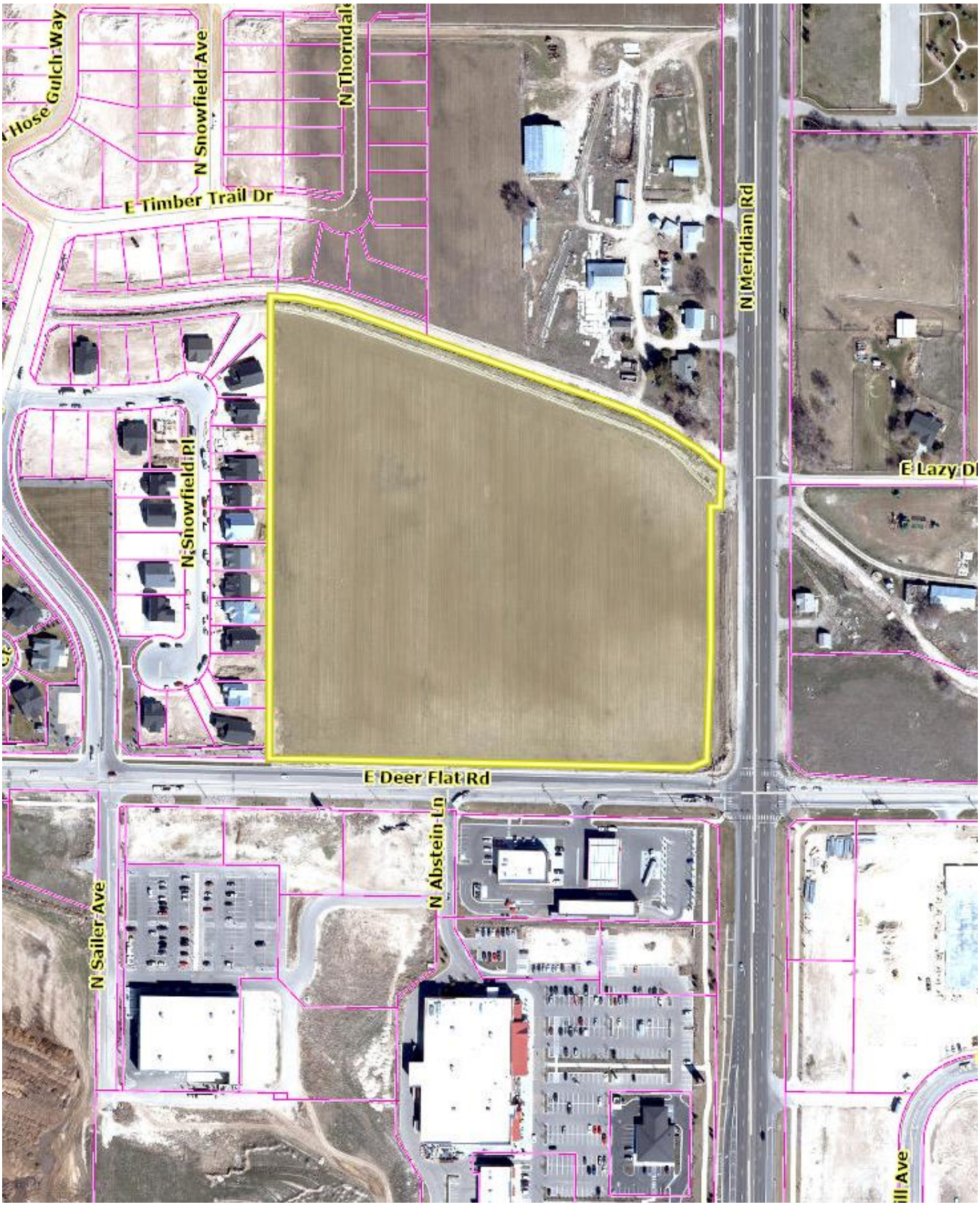
Sincerely,



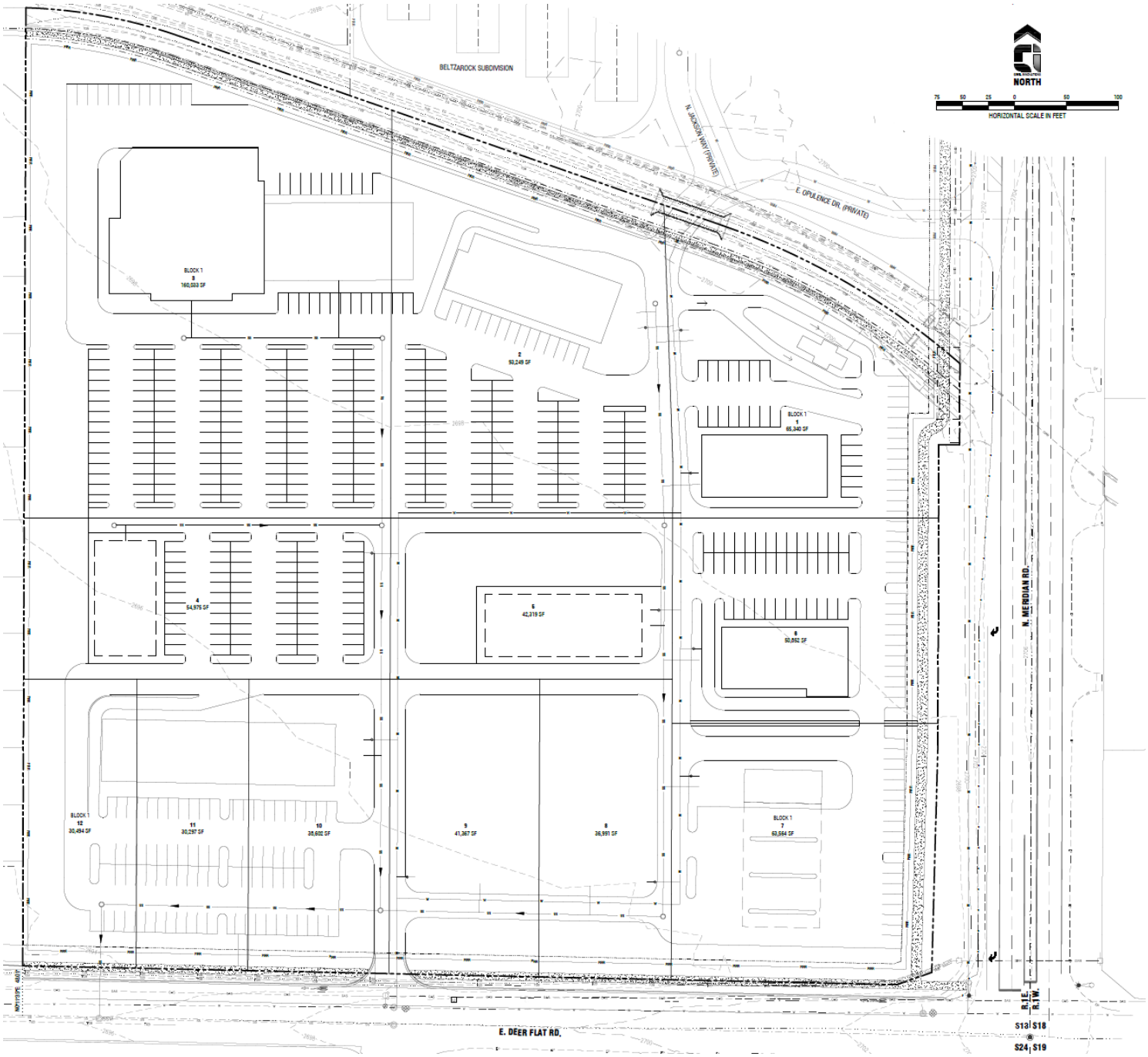
Kelly Bruner
Planner
Development Services

cc: City of Kuna (Troy Behunin, via email)

VICINITY MAP



SITE PLAN



BELTZAROCK SUBDIVISION
NORTH
HORIZONTAL SCALE IN FEET
N. JACKSON WAY (PRIVATE)
E. OPULENCE DR. (PRIVATE)
BLOCK 1
3
160,033 SF
2
93,249 SF
BLOCK 1
1
65,340 SF
4
54,975 SF
6
42,319 SF
8
50,852 SF
BLOCK 1
12
30,494 SF
11
30,297 SF
10
38,602 SF
9
41,367 SF
8
36,991 SF
BLOCK 1
7
63,564 SF
N. MERIDIAN RD.
E. DEER FLAT RD.
R.1 E.
R.1 W.
S13
S18
S24
S19

EXECUTIVE SUMMARY

Kittelson & Associates, Inc. (Kittelson) has prepared a Transportation Impact Study (TIS) for the proposed Blackrock Marketplace and Village, located on the west side of Meridian Road (SH 69) north of Deer Flat Road, in Kuna, Idaho. The proposed development site is bounded on the west by existing development (the Winfield Springs Subdivision), on the north by Ardell Road, on the south by Deer Flat Road, and on the east by Meridian Road. Figure 1 shows the site vicinity.

The purpose of this study is to evaluate the impact of the proposed development on the transportation system. Kittelson prepared this TIS based on conversations with SH69 North, LLC (property developer), Ada County Highway District (ACHD), Idaho Transportation Department (ITD) and Ada County Highway District (ACHD), Community Planning Association of Southwest Idaho (COMPASS), City of Kuna, and our familiarity with the area and with ACHD, City and ITD policies. *Appendix A includes the scope of work and coordination emails with ACHD, ITD and COMPASS and the COMPASS area of influence model run.*

The information presented in this report was developed based on conversations with the developer, a due diligence investigation, and coordination with the Idaho Transportation Department (ITD) and Ada County Highway District (ACHD).

FINDINGS

Existing Conditions

The existing conditions analysis findings are summarized below:

- The study evaluated four existing intersections during the AM and PM peak hours of a typical weekday.
- All study intersections were found to operate at acceptable operating standards during the existing weekday AM and PM peak hours with the exception of:
  - **Deer Flat Road / Meridian Road**: The eastbound left-turn movement was found to be over capacity during both the AM and PM peak hours:
    - Mitigation to acceptable operating standards requires adding a second eastbound left-turn lane creating dual eastbound left-turn lanes.
    - Field observations during the weekday AM peak hour revealed that there is a significant peak in eastbound traffic between approximately 7:20 and 7:40 AM that causes significant eastbound queuing on Deer Flat Road that appears to be partially due to traffic from the nearby high school to the west on Deer Flat Road.
    - This intersection is identified in the ACHD CIP for expansion and reconstruction in the 2031-2035 timeframe.

- The two existing unsignalized intersections that will be across from two of the proposed site driveways have movements that operate at LOS D which ACHD policy requires evaluation of signal warrants. These include:
    - **Site Access B (Future)/ Rodeo Lane / Meridian Road:** The westbound movement operates at LOS D with a V/C ratio of 0.03 during the weekday PM peak hour. The westbound volume was only 1 vehicle in the peak hour and therefore would not meet signal warrants. This intersection is also not planned for a signal by ITD in the draft concepts for the ITD SH-69 corridor plan.
    - **Site Access D (Future) / Ridleys Access / Deer Flat Road:** The northbound movement operates at LOS D with a V/C ratio of 0.68 during the weekday PM peak hour, which meets ACHD V/C thresholds of ≤1.00. Based on discussions with ACHD this intersection is planned to be converted to right-in, right-out (RIRO) and will not be considered for signalization. Therefore, traffic signal warrants were not evaluated. It should be noted that existing queues from Meridian Road currently extend to this intersection for brief periods under existing conditions, these events are not accounted for in the LOS procedures. Therefore, actual operations will be worse than reported during those periods.
- Intersection crash rates at the Ardell Road / Meridian Road intersection and Deer Flat Road / Meridian Road intersection did not indicate an abnormally high number of crashes. More detailed review of the crash characteristics identified the following:
    - **Deer Flat Road / Meridian Road:** A review of the crash data revealed a high percentage of the crashes were between eastbound left-turning traffic and westbound through traffic. This could indicate left-turn drivers may not be yielding to through traffic to the extent they should during the permissive left-turn signal phases.
- All ACHD study roadway segments are projected to operate at acceptable levels of service.

2030 Evaluation Findings

The evaluation included 2030 background and 2030 total traffic conditions. The 2030 findings are summarized below:

2030 Background Conditions

- Year 2030 background traffic volumes were forecasted using a 3.0 percent annual compounded growth rate to the existing traffic volumes for all roadways in the study area, except Ardell Road which a 2.0 percent annual compounded growth rate was applied to existing traffic volumes to account for regional growth in the site vicinity. Additionally,

forecasted trips from the Lee Hubble Development were added on Ardell Road based on the TIS for that development.

- The 2030 analysis evaluated two roadway network scenarios for Ardell Road:
  - **Scenario 1**: Ardell Road remains as in the existing conditions and does not extend across the canal to the west.
  - **Scenario 2:** Ardell Road is connected over the canal to the west by 2030 and provides access to Linder Road.
- The 2030 background traffic analysis (without inclusion of site-generated traffic) found that all study intersections are expected to operate at acceptable operating standards during the weekday AM and PM peak hours, with the exception of the following intersections:
  - **Ardell Road / Meridian Road:** Under Scenario 2 in the PM peak hour, the eastbound approach is over-capacity.
    - ITD has an ongoing corridor study looking at long-term improvements that proposes a Reduced Conflict U-Turn (RCUT) intersection at the Ardell Road / Meridian Road intersection. An RCUT or right-in/right-out/left-in (RIROLI) mitigate this intersection under 2030 background conditions.
    - Improvement of this intersection is projected to be needed in approximately 2025, when approximately 122 additional eastbound PM peak hour trips are added to Ardell Road.
  - **Deer Flat Road / Meridian Road**: In the AM peak hour, the overall intersection V/C exceeds 1.00. The eastbound left turn also exceeds 1.00 in the AM and PM peak hour and the northbound and westbound through movements exceed the ITD V/C ratio threshold of ≤0.90 during the AM peak hour.
    - Similar to existing conditions, mitigation requires adding a second eastbound left-turn lane. But without signal timing changes the eastbound left-turn and westbound through movements have V/C ratios that exceed the ITD threshold of ≤0.90. To mitigate to the ITD V/C threshold requires the following additional improvement:
      - A third eastbound left-turn lane.
  - **Site Access D / Ridley's Access / Deer Flat Road**: The northbound movement exceeds capacity in the PM peak hour.
    - Mitigation requires restricting the intersection to RIROLI.
      - This mitigation is projected to be needed in approximately 2029 with approximately 384 additional PM peak hour trips added to the intersection above existing traffic volume levels.

- Discussion with ACHD has indicated that in the long term, restriction of this intersection to RIRO is planned.

- All ACHD study roadway segments are projected to operate at acceptable levels of service with the exception of the following:
  - **Deer Flat Road (Site Frontage):** During the weekday AM peak hour, the single eastbound lane exceeds the ACHD segment threshold volume.
    - Mitigation requires adding a second eastbound through lane on Deer Flat Road.
    - This widening is projected to be needed in approximately 2024/2025 with approximately 70 additional eastbound trips on Deer Flat Road.
    - The ACHD CIP identifies widening of this section of Deer Flat Road in the 2031-2035 timeframe.

Trip Generation and Distribution

- The development is estimated to generate a total of approximately 18,158 daily trips, 778 weekday AM peak hour net new trips (440 inbound / 338 outbound) and 999 weekday PM peak hour net new trips (500 inbound / 499 outbound).
- The distribution pattern for site-generated trips was developed by reviewing the site plan and roadway system and evaluating a select zone analysis created by the COMPASS regional travel demand model.

2030 Total Traffic Conditions

- Year 2030 total traffic conditions found the same intersections not meeting ACHD and ITD requirements as under existing and 2030 background conditions which include the following:
  - **Ardell Road / Meridian Road**: Similar to 2030 background traffic conditions, the eastbound approach exceeds capacity during the weekday PM peak hour. With the site traffic, the intersection also exceeds capacity during the weekday AM peak hour under both Ardell Road scenarios.
    - Mitigation requires one of the following options:
      - **Option 1:** Signalized RCUT intersection
      - **Option 2:** Signalized RIROLI (similar to an RCUT operationally)
      - **Option 3:** Signalized full access with an eastbound left-turn lane.
    - Options 1 and 2 operate at acceptable levels of service and under capacity, but the V/C ratios for the eastbound right-turn and the southbound

through movements exceed the ITD policy of ≤0.90 during the weekday PM peak hour.

- Option 3 (full access signalized intersection) is the only option that meets ITD District 3 operational policy for LOS D and movement V/C ratios < 0.90.
- The eastbound movement at the intersection is also projected to exceed capacity during the shoulder peak hour.
- With development of the site, mitigation is projected to be needed in approximately 2023-2025 at which time approximately 27 percent (55,900 SF) and 21 percent (43,400 SF) of the development is estimated to be completed for Scenarios 1 and 2, respectively.
- Approximately 122 additional eastbound PM peak hour trips, above existing conditions, can be added to the intersection prior to reaching capacity.
- Site traffic accounts for approximately 18.8 and 19.8 percent of the total entering traffic during the AM and PM peak hours, respectively for Scenario 1 and 17.4 and 18.3 percent during the AM and PM peak hours, respectively for Scenario 2.

- **Deer Flat Road / Meridian Road:** Similar to 2030 background traffic conditions, the eastbound left turn and southbound right turn movements exceed capacity during the weekday AM and PM peak hours.
  - Mitigation requires adding a second eastbound left-turn lane (same as existing and background conditions) to meet ACHD policy of LOS E and V/C ratios for movements of ≤ 1.00.
  - Further mitigation would be needed to meet ITD policy of LOS D and V/C ratios for movements of ≤ 0.90. Mitigation to ITD policy would require the following:
    - A third eastbound left-turn lane.
    - A third northbound and southbound through lane.
  - The median U-turn (MUT) intersection configuration identified in the draft SH-69 corridor plan was found to result operations that are under capacity, but some movements are projected to exceed the ITD V/C policy of ≤0.90.
  - The eastbound left-turning movement is also projected to exceed capacity in the shoulder peak hours.
  - Site traffic accounts for approximately 13.5 percent of the total entering traffic during both the weekday AM and PM peak hours.
- **Site Access D / Ridley's Access / Deer Flat Road:** The northbound and southbound approaches at the intersection are projected to exceed capacity during both the

weekday AM and PM peak hours. Additionally, projected eastbound queues from the signal at Meridian Road were estimated to impact the ability to have a westbound left-turn lane into the Ridley's Access. The intersection could be mitigated with the following options:

- **Option 1 - Site Access D RIROLI (Ridley's RIRO):** This option operates acceptably but requires southbound left-turning traffic from the site to turn right and make a U-turn at a location to the west, such as Sailer Way, to go east on Deer Flat Road.
- **Option 2 - Site Access D RIRO (Ridley's RIRO):** This option operates acceptably but requires the same re-routing as Option 1, but also requires eastbound left-turns at Site Access D to make turns or left-turns at the Deer Flat Road / Meridian Road intersection to access the site. This option results in the most impact to operations at the Deer Flat Road / Meridian Road intersection. This option may require minor widening and signal modifications at the Deer Flat Road / Meridian Road intersection to accommodate eastbound U-turns.
- With development of the site, mitigation is projected to be needed in approximately 2022/2023 at when approximately 7 percent (14,500 SF) of the development is completed.
- Approximately 75 additional trips can be added to the intersection prior to reaching capacity with the north leg added to the intersection.
- Site traffic accounts for approximately 33.9 percent and 26.8 percent of the total entering traffic during the weekday AM and PM peak hours, respectively.

- All ACHD study roadway segments are projected to operate at acceptable levels of service with the exception of:
  - **Deer Flat Road (Site Frontage):** During the weekday AM peak hour, the single eastbound lane exceeds the ACHD segment threshold volume.
    - The segment meets the ACHD segment thresholds in the shoulder peak hour. Two potential alternative mitigations could include:
      - **Deer Flat Road Sidewalk or Pathway:** A sidewalk or pathway connection along the site frontage to connect to the signal at Meridian Road and the stubbed sidewalk on the west end of the site. This is anticipated to be required by the City but would improve connectivity to the signalized pedestrian crossing on Meridian Road.
      - **Kuna Canal Shared-Use Pathway:** A shared use pathway along the Kuna Canal would provide a convenient connection to the adjacent neighborhood and potentially serve longer trips once other sections are completed by residential subdivisions to the east.

- Mitigation requires adding a second eastbound through lane on Deer Flat Road.
- The ACHD CIP has widening of this section of Deer Flat Road identified for the 2031-2035 timeframe.
- This widening is projected to be needed in approximately 2024 with approximately 70 additional eastbound trips on Deer Flat Road.
- With development of the site, mitigation is projected to be needed in approximately 2024/2025 when approximately 28 percent (55,200 SF) of the development is completed.
- Site traffic accounts for approximately 6.6 percent of the eastbound segment volume during the critical weekday AM peak hour.

Site Access Evaluation

- The turn lane analysis using ACHD and ITD procedures resulted in turn lane warrants at the following external site access streets:
  - Site Access B / Meridian Road:
    - Southbound right-turn lane
    - Northbound left-turn lane (existing center-turn lane)
  - Site Access C / Meridian Road:
    - Southbound right-turn lane
    - Northbound left-turn lane (existing center-turn lane)
  - Site Access D / Ridley's Access / Deer Flat Road:
    - Westbound right-turn lane (RIRO or RIROLI)
    - Eastbound left-turn lane (if RIROLI)
- Impacts to the adjacent local streets where the two street stubs are proposed to be extended into the northern portion of the development are projected to be low and not result in significant cut-through traffic for the following reasons:
  - The two connections to the west at Fort Erie Street and Imlay Street are at the northern portion of the site and therefore are not convenient for a majority of site traffic that is associated with the commercial uses on the south portion of the site.
  - The northern portion of the site has less commercial development than the southern portion of the development.
  - Use of the neighborhood streets would result in significantly longer travel distances to get to both Ardell Road and Deer Flat Road than using the internal site roadways.

- Most of the traffic (approximately 80 percent) is projected to have origins and destinations to the north, south, and east and only approximately 20 percent of the site trips will have destinations to the west on Deer Flat Road and Ardell Road.

- The intersection sight distance review identified that intersection sight distance can be achieved at the site access intersections.
- Daily traffic volumes at the site access locations are projected to remain under 5,000 with the exception of the following:
  - **Site Access A:** Site access A is projected to have a daily volume of 5,010.
  - **Site Access D – RIRO or RIROLI:** Site access D is projected to have a daily volume of 6,680 as a RIROLI and 6,130 as a RIRO.
  - Due to the volumes on these driveways being relatively close to the ACHD 5,000 daily trip threshold, additional driveways were not determined to be needed.
- A review of the site access locations and spacings identified the following:
  - **Site Access A:** The location will meet ACHD access spacing for Ardell Road.
  - **Site Access B:** This driveway will be in place of deeded accesses for the site and will only allow RIROLI movements. This driveway will be approximately opposite Rodeo Lane. The spacing to the north and south exceed the ITD minimum spacing between driveways but is only 550 feet south of Ardell Road which is below the 660 feet required by ITD upstream of the public road intersection.
    - Moving the access south approximately 30 feet may be necessary to accommodate the minimum standard ITD right-turn lane design for 55 mph. Moving the driveway to be offset with Rodeo Lane should not be a significant issue due to the low traffic volumes on Rodeo Lane.

    There are minor driveways on the east side of Meridian Road that will be in the influence area of the RIROLI channelization for this driveway that may be restricted to RIRO depending on the design of the access.
  - **Site Access C:** This driveway will be in place of deeded accesses for the site and will only allow RIROLI movements. The spacing to the north and south exceed the ITD minimum spacing between driveways and spacing to Ardell Road and Deer Flat Road on the west side of Meridian Road. There are minor driveways on the east side of Meridian Road that will be in the influence area of the RIROLI channelization for this driveway that may be restricted to RIRO depending on the design of the access.
  - **Site Access D:** If designed as a RIRO driveway, this access will be aligned with the existing Ridley's driveway and not impact the access spacing of Deer Flat Road. If designed as a RIROLI driveway, this access may need to be shifted west to provide for the taper/gap for the dual left-turn lanes at the Deer Flat Road / Meridian Road.

If such offset is required, it will not create conflicts due to the restricted left-turn movements at both driveways. Additionally, the ACHD access spacing minimums will be met to Meridian Road (assuming the right-in, right-out classification is applied for the distance from Meridian Road) to the east and Sailer Way to the west.

RECOMMENDATIONS

Based on the analyses and findings summarized in this report, the following are the recommendations for the development.

Existing Traffic Condition Mitigations (Without the Proposed Development)

The following mitigations are recommended to accommodate the existing traffic volume and meet ACHD and ITD policies.

- **Deer Flat Road / Meridian Road:** Add a second eastbound left-turn lane to create dual eastbound left-turn lanes. In order to accommodate future traffic growth and the proposed development, a left-turn storage distance of 475 feet is recommended.

Year 2030 Background Traffic Conditions Mitigations (Without the Proposed Development)

The following mitigations are recommended to accommodate the year 2030 background traffic volume and meet ACHD and ITD policies.

2030 Background Traffic – Intersection Improvements

- **Ardell Road / Meridian Road:** Once Ardell Road is connected over the canal to the west (Scenario 2), one of the following mitigations are recommended:
  - **Option 1:** Install an RCUT intersection per the ITD draft corridor plan.
  - **Option 2:** Restrict to RIROLI by closing the eastbound left-turn movement.
  - Signalization could also be considered but is not consistent with the ITD draft corridor plan (see 2030 Total Traffic conditions)
  - Mitigation is estimated to be needed in approximately 2025 once approximately 122 additional eastbound trips are added in the weekday PM peak hour.
- **Deer Flat Road / Meridian Road**: Same improvement identified under existing conditions. It should be noted that two movements will exceed the ITD V/C threshold of 0.90 even with this mitigation and signal timing changes are required for those movements to meet ITD policy.

- **Site Access D / Ridleys Access / Deer Flat Road:** Restrict the existing access to RIRO. RIROLI could be considered if the length of the eastbound left-turn storage at the Deer Flat Road / Meridian Road intersection is not extended as recommended in the existing conditions recommendations and the left-turn lanes can be accommodated back-to-back.
    - This mitigation is projected to be needed in approximately 2029 with approximately 384 additional PM peak hour trips added to the intersection.
    - It should be noted that existing queues from Meridian Road currently extend to this intersection for brief periods under existing conditions which is not accounted for in the LOS procedures. Therefore, actual operations will be worse during those periods.

2030 Background Traffic - Roadway Segment Improvements

- **Deer Flat Road (Site Frontage):** Add an additional eastbound through lane to create two eastbound through lanes.
    - This widening is projected to be needed in approximately 2024 with approximately 70 additional eastbound trips on Deer Flat Road.

Year 2030 Total Traffic Conditions Mitigations (With the Proposed Development)

The following mitigations are recommended to accommodate the year 2030 total traffic volumes and meet ACHD and ITD policies:

2030 Total Traffic - Intersection Improvements

- **Ardell Road / Meridian Road:** Three mitigation options were identified.
    - **Option 1:** Signalized RCUT intersection
    - **Option 2:** Signalized RIROLI (similar to an RCUT operationally)
    - **Option 3:** Signalized full access with an eastbound left-turn lane.
    - Improvement of this intersection is projected to be needed in approximately 2023-2025 at which time approximately 27 percent (55,900 SF) and 21 percent (43,400 SF) of the development is estimated to be completed for Scenarios 1 and 2, respectively.
    - Site traffic accounts for approximately 18.8 and 19.8 percent of the total entering traffic during the AM and PM peak hours, respectively for Scenario 1 and 17.4 and 18.3 percent during the AM and PM peak hours, respectively for Scenario 2.
- **Deer Flat Road / Meridian Road:** Same improvement identified under existing and background 2030 conditions. Queue storage of approximately 475 ft is recommended for the eastbound dual left-turn lanes.

- Site traffic accounts for approximately 13.5 percent of the total entering traffic during both the weekday AM and PM peak hours.

- **Site Access D / Ridley's Access / Deer Flat Road:** Two improvement options were identified, of which Option 1 provides the best operations with respect to the Deer Flat Road / Meridian Road intersection:
  - **Option 1 – Site Access D RIROLI (Ridley's RIRO):** Design the access at RIROLI for the north leg of the intersection a RIRO for the Ridley's Access in order to accommodate the eastbound left-turn queuing from the Deer Flat Road / Meridian Road intersection.
    - Install a westbound right-turn lane
    - Install an eastbound left-turn lane
    - Minor movement of Site Access D west may be needed depending on the design of the eastbound dual left-turn lanes.
  - **Option 2 – Site Access D RIRO (Ridley's RIRO):** Design the intersection as a RIRO for both the north and south legs of the intersection. This option results in the most impact to operations at the Deer Flat Road / Meridian Road intersection.
    - Install a westbound right-turn lane.
    - Review the northwest corner of the Deer Flat Road / Meridian Road intersection to determine if eastbound U-turns can be accommodated and modify the corner design if necessary.
  - Improvement of this intersection is projected to be needed in approximately 2022/2023 when approximately 7 percent (14,500 SF) of the development is completed.
  - Site traffic accounts for approximately 33.9 percent and 26.8 percent of the total entering traffic during the weekday AM and PM peak hours, respectively.

2030 Total Traffic - Roadway Improvements

- **Deer Flat Road (Site Frontage):** Same as background 2030 (add an additional eastbound lane to accommodate AM traffic volumes).
  - With development of the site, mitigation is projected to be needed in approximately 2024/2025 at which time approximately 28 percent (55,200 SF) of the development is completed.
  - Site traffic accounts for approximately 6.6 percent of the eastbound segment volume during the critical weekday AM peak hour.
  - The segment meets the ACHD segment thresholds in the shoulder peak hour. Two potential alternative mitigations could include:

- **Deer Flat Road Sidewalk or Pathway:** A sidewalk or pathway connection along the site frontage to connect to the signal at Meridian Road and the stubbed sidewalk on the west end of the site. This is anticipated to be required by the City but would improve connectivity to the signalized pedestrian crossing on Meridian Road.
- **Kuna Canal Shared Use Pathway:** A shared use pathway along the Kuna Canal would provide a convenient connection to the adjacent neighborhood and potentially serve longer trips once other sections are completed by residential subdivisions to the west.

Site Driveways

- Install the site access driveways with the following configurations:
  - **Site Access A:** Single lane northbound and southbound.
  - **Site Access B:** Channelized RIROLI that may require relocation approximately 30 feet (or more) south to accommodate the ITD right-turn lane design. The following turn lanes are recommended:
    - Northbound left-turn lane with 100 feet of vehicle storage (existing two-way-left-turn (TWLTL) can be used).
    - Southbound right-turn lane per ITD design requirements.
    - Minor movement of the site driveway south may be needed to accommodate the southbound right-turn lane design.
  - **Site Access C:** Channelized RIROLI. The following turn lanes are recommended:
    - Northbound left-turn lane with 100 feet of vehicle storage (existing two-way-left-turn (TWLTL) can be used).
    - Southbound right-turn lane per ITD design requirements.
  - **Site Access D:** Channelized RIROLI or RIRO. The following turn lanes are recommended:
    - RIROLI (provides best operations at Deer Flat Road / Meridian Road):
      - Eastbound left-turn lane with 100 feet of vehicle storage (existing two-way-left-turn (TWLTL) can be used.
      - Westbound right-turn lane with 100 feet of vehicle storage per ACHD requirements.
      - Movement of Site Access D slightly west may be required based on the design of the eastbound dual-left-turn lanes taper/gap for the Deer Flat Road / Meridian Road intersection.

- RIRO:
    - Westbound right-turn lane with 100 feet of vehicle storage.

The following recommendations have been identified to ensure adequate safety and sight distance is provided at the site access points, internal intersections, and roadways:

- Verify adequate intersection sight distance is available during the final design of the access driveways and internal intersections.
- Review placement of fences, walls, monument signs, street trees, and other features that may impact intersection sight distance.
- Site accesses should match the existing grade of the roadways.
- Shrubbery, weeds, and landscaping near the internal intersections and site access points should be maintained or modified to ensure adequate sight distance.
- If future widening occurs along adjacent roadways, care should be taken to ensure adequate intersection sight distance is maintained.

Standard Conditions of Approval

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).
2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.
3. In accordance with District policy, 7203.6, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant's engineer should provide documentation of ADA compliance to District Development Review staff for review.
4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.
5. A license agreement and compliance with the District's Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.
6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.
7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.
8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District's Utility Coordinator at 387-6258 (with file numbers) for details.
9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.
10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.
11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant's authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.
12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.

Request for Appeal of Staff Decision

1. **Appeal of Staff Decision:** The Commission shall hear and decide appeals by an applicant of the final decision made by the Development Services Manager when it is alleged that the Development Services Manager did not properly apply this section 7101.6, did not consider all of the relevant facts presented, made an error of fact or law, abused discretion or acted arbitrarily and capriciously in the interpretation or enforcement of the ACHD Policy Manual.

    a. Filing Fee: The Commission may, from time to time, set reasonable fees to be charged the applicant for the processing of appeals, to cover administrative costs.

    b. Initiation: An appeal is initiated by the filing of a written notice of appeal with the Secretary and Clerk of the District, which must be filed within ten (10) working days from the date of the decision that is the subject of the appeal. The notice of appeal shall refer to the decision being appealed, identify the appellant by name, address and telephone number and state the grounds for the appeal. The grounds shall include a written summary of the provisions of the policy relevant to the appeal and/or the facts and law relied upon and shall include a written argument in support of the appeal. The Commission shall not consider a notice of appeal that does not comply with the provisions of this subsection.

    c. Time to Reply: The Development Services Manager shall have ten (10) working days from the date of the filing of the notice of appeal to reply to the notice of the appeal, and may during such time meet with the appellant to discuss the matter, and may also consider and/or modify the decision that is being appealed. A copy of the reply and any modifications to the decision being appealed will be provided to the appellant prior to the Commission hearing on the appeal.

    d. Notice of Hearing: Unless otherwise agreed to by the appellant, the hearing of the appeal will be noticed and scheduled on the Commission agenda at a regular meeting to be held within thirty (30) days following the delivery to the appellant of the Development Services Manager's reply to the notice of appeal. A copy of the decision being appealed, the notice of appeal and the reply shall be delivered to the Commission at least one (1) week prior to the hearing.

    e. Action by Commission: Following the hearing, the Commission shall either affirm or reverse, in whole or part, or otherwise modify, amend or supplement the decision being appealed, as such action is adequately supported by the law and evidence presented at the hearing.

Outlook

RE: City of Kuna Request for Comment Case No. 25-01-CPF

From Stacey DuPuis <sdupuis@adacounty.id.gov>
Date Wed 5/21/2025 10:46 AM
To Marina Lundy <MLundy@kunaid.gov>

Hi Marina,
Ada County has no comments on this application.
Thanks, and have a good day.
Stacey

Stacey DuPuis
Community & Regional Planner
Ada County Development Services
200 W. Front St., Boise, ID 83702
(208) 287-7944 *office*
(208) 287-7909 *fax*

From: Marina Lundy <MLundy@kunaid.gov>
Sent: Wednesday, May 21, 2025 8:47 AM
To: Ada County Engineer <agilman@adaweb.net>; Ada County Highway District <planningreview@achdidaho.org>; Adam Ingram <adam.ingram@cableone.biz>; Angel Robins (Idaho Power) <ARobins@idahopower.com>; Boise Kuna Irrigation District <aflavel.bkirrdist@gmail.com>; Boise Project Board of Control <tritthaler@boiseproject.org>; Boise Project Board of Control 2 <gashley@boiseproject.org>; Brent Moore <bmoore@adacounty.id.gov>; Brian Graves Kuna School District <bgraves@kunaschools.org>; Camille Burt (USPS) <camille.r.burt@usps.gov>; Central District Health Department <lbadigian@cdhd.idaho.gov>; Mike Fratusco <mfratusco@adacounty.id.gov>; COMPASS <gisshared@compassidaho.org>; DEQ <BRO.Admin@deq.idaho.gov>; Eric Adolfson <eadolfson@compassidaho.org>; Erika Olvera (NMID) <eolvera@nmid.org>; Idaho Power Easements <easements@idahopower.com>; Idaho Power Easements 2 <kfunke@idahopower.com>; ITD <D3Development.Services@itd.idaho.gov>; ITD Kendra Conder <Kendra.Conder@itd.idaho.gov>; J&M Sanitation <Chad.Gordon@jmsanitation.com>; Justin Walker <jwalker@kellerassociates.com>; Krystal Hinkle <khinkle@kunafire.com>; Leon Letson <lletson@adacounty.id.gov>; Marc Boyer (Kuna Postmaster) <marc.c.boyer@usps.gov>; Megan Leatherman <mleatherman@adaweb.net>; Meridian Fire (Brandon Medica) <bmedica@meridiancity.org>; Meridian Fire (Steve Taublee) <staulbee@meridiancity.org>; Nampa Meridian Irrigation District <nmid@nmid.org>; New York Irrigation <terri@nyid.org>; Niki Benyakhlef ITD <Niki.Benyakhlef@itd.idaho.gov>; Paris Dickerson <PDickerson@idahopower.com>; PWoffice <PWoffice@kunaid.gov>; Scott Arellano (KRFD) <scott@fccnw.com>; Sparklight/Cable One (John Walburn) <john.walburn@cableone.biz>; Stacey DuPuis <sdupuis@adacounty.id.gov>; Tim Jensen (Kuna School District) <tejensen@kunaschools.org>; TJ Lawrence <tlawrence@kunafire.com>; Bobby Withrow <bwithrow@kunaid.gov>; David Reinhardt <reinhardt.david@westada.org>; Intermountain Gas <bryce.ostler@intgas.com>; Jonathon Gillen <gillen.jonathon@westada.org>; Sam Feist <SFeist@kunaid.gov>; Robbie Reno <rreno@kunaschools.org>
Cc: Topacio Irish <TIrish@kunaid.gov>
Subject: [EXTERNAL] Re: City of Kuna Request for Comment Case No. 25-01-CPF

CAUTION: This email originated from outside Ada County email servers. Do not click on links or open attachments unless you recognize the sender and know the content is safe. Verify the sender by mouse-hovering over their display name in order to see the sender's full email address and confirm it is not suspicious. If you are unsure an email is safe, please report the email by using the 'Phish Alert' button in Outlook.

Good morning,

This case is being moved up to June 10th 2025. If you are planning to provide comment on Case No. 25-01-CPF please send me that comment prior to the June 10th date. Thank you!

DEVELOPMENT SERVICES KUNA IDAHO

Marina Lundy

Planner

City of Kuna | Development Services

751 W. 4th Street

P.O. Box 13

Kuna, ID 83634

Phone: 986.269.8341

Email: mlundy@kunaid.gov

www.kunacity.id.gov

From: Marina Lundy
Sent: Monday, April 14, 2025 9:27 AM
To: Ada County Engineer <agilman@adaweb.net>; Ada County Highway District <planningreview@achdidaho.org>; Adam Ingram <adam.ingram@cableone.biz>; Angel Robins (Idaho Power) <ARobins@idahopower.com>; Bobby Withrow <bwithrow@kunaid.gov>; Boise Kuna Irrigation District <aflavel.bkirrdist@gmail.com>; Boise Project Board of Control <tritthaler@boiseproject.org>; Boise Project Board of Control 2 <gashley@boiseproject.org>; Brent Moore (Ada County) <bmoore@adacounty.id.gov>; Brian Graves Kuna School District <bgraves@kunaschools.org>; Camille Burt (USPS) <camille.r.burt@usps.gov>; Central District Health Department <lbadigian@cdhd.idaho.gov>; Chief Fratusco <mfratusco@adacounty.id.gov>; COMPASS <gisshared@compassidaho.org>; David Reinhardt <reinhardt.david@westada.org>; DEQ <BRO.Admin@deq.idaho.gov>; Eric Adolfson <eadolfson@compassidaho.org>; Erika Olvera (NMID) <eolvera@nmid.org>; Idaho Power Easements <easements@idahopower.com>; Idaho Power Easements 2 <kfunke@idahopower.com>; Intermountain Gas <bryce.ostler@intgas.com>; ITD <D3Development.Services@itd.idaho.gov>; ITD Kendra Conder <Kendra.Conder@itd.idaho.gov>; J&M Sanitation <Chad.Gordon@jmsanitation.com>; Jonathon Gillen <gillen.jonathon@westada.org>; Justin Walker <jwalker@kellerassociates.com>; Krystal Hinkle <khinkle@kunafire.com>; Kuna GIS - Sam Feist <sfeist@kunaid.gov>; Leon Letson (Ada County) <lletson@adacounty.id.gov>; Marc Boyer (Kuna Postmaster) <marc.c.boyer@usps.gov>; Megan Leatherman <mleatherman@adaweb.net>; Meridian Fire (Brandon Medica) <bmedica@meridiancity.org>; Meridian Fire (Steve Taublee) <staulbee@meridiancity.org>; Nampa Meridian Irrigation District <nmid@nmid.org>; New York Irrigation <terri@nyid.org>; Niki Benyakhlef ITD <Niki.Benyakhlef@itd.idaho.gov>; Paris Dickerson <PDickerson@idahopower.com>; Public Works <PWoffice@KunaID.gov>; Robbie Reno <rreno@kunaschools.org>; Scott Arellano (KRFD) <scott@fccnw.com>; Sparklight/Cable One (John Walburn) <john.walburn@cableone.biz>; Stacey Yarrington (Ada County) <syarrington@adacounty.id.gov>; Tim Jensen (Kuna School District) <tejensen@kunaschools.org>; TJ Lawrence (Interim KRFD Chief) <tlawrence@kunafire.com>

Cc: Topacio Irish <TIrish@kunaid.gov>
Subject: City of Kuna Request for Comment Case No. 25-01-CPF

Good morning,

Notice is hereby given by the City of Kuna the following actions are under consideration:

CASE NUMBER:	25-01-CPF PAUL BUNYAN COMBO PLAT
PROJECT DESCRIPTION	The applicant is proposing a combo plat in order to further subdivide Lot 1, Block 1, parcel no. R6949010100, in Paul Bunyan Subdivision.
APPLICANT	Jeff Likes Jeff@alcarchitecture.com
REPRESENTATIVE	Same as above
SCHEDULED HEARING DATE	Tuesday, **June 24, 2025** at 6:00 P.M.
STAFF CONTACT	Marina Lundy 986.269.8341 mlundy@kunaid.gov

- We have enclosed information to assist you with your consideration and response; we would appreciate any information as to how this action would affect the service(s) your agency provides. *If your agency requires additional information, or if contact information for your agency needs updated, please notify our office.*
- *No response within **15 business days** will indicate you have no objection or comments regarding this project.*
- The hearing is scheduled to begin at 6:00 p.m. or as soon as it may be heard. Kuna City Hall is located at 751 W. 4th Street, Kuna, ID 83634. Please contact staff with questions.

DEVELOPMENT SERVICES KUNA IDAHO

Marina Lundy

Planner

City of Kuna | Development Services

751 W. 4th Street

P.O. Box 13

Kuna, ID 83634

Phone: 986.269.8341

Email: mlundy@kunaid.gov

www.kunacity.id.gov

RICHARD MURGOITIO
CHAIRMAN OF THE BOARD

DAN SHEIRBON
VICE CHAIRMAN OF THE BOARD

ROBERT D. CARTER
PROJECT MANAGER

THOMAS RITTHALER
ASSISTANT PROJECT MANAGER

APRYL GARDNER
SECRETARY-TREASURER

MARY SUE CHASE
ASSISTANT SECRETARY-TREASURER

BOISE PROJECT BOARD OF CONTROL

(FORMERLY BOISE U.S. RECLAMATION PROJECT)

2465 OVERLAND ROAD
BOISE, IDAHO 83705-3155

RECEIVED
APR 18 2025
CITY OF KUNA

OPERATING AGENCY FOR 167,000 ACRES FOR THE FOLLOWING IRRIGATION DISTRICTS

NAMPA-MERIDIAN DISTRICT
BOISE-KUNA DISTRICT
WILDER DISTRICT
NEW YORK DISTRICT
BIG BEND DISTRICT

TEL: (208) 344-1141
FAX: (208) 344-1437

16 April 2025

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

RE: CRMM, LLC, Subdivide Lot 1 Block 1 **25-01-CPF**
1460 E Deer Flat Rd, Kuna, ID
Boise-Kuna Irrigation District BK-1231 A1 **(par# R6949010100)**
Kuna Canal 136+90
Sec. 13, T2N, R1W, BM.

Marina Lundy, Planner:

The United States' Kuna Canal lies within the boundary of the above-mentioned location. The easement for this lateral is held in the name of the United States through the Bureau of Reclamation under the authority of the Act of August 30, 1890. (26 Stat. 391; 43 U.S.C. 945)

The Boise Project Board of Control is contracted to operate and maintain this lateral. We assert the Federal easement 38 feet northeasterly and 35 feet southwesterly of the lateral's centerline. Whereas this area is for the operation and maintenance of our facility, no activity should hinder our ability to do so.

The Boise Project does not approve landscaping (gravel only) within its easements, as this will certainly increase the cost of maintenance. Easements must remain a flat drivable surface. No variances will be granted.

Fencing, gates and pathways (as may be required) must be constructed just off the canal easement, to ensure public safety and prevent encroachments. No variances will be granted.

Please note the appropriate easements on all future preliminary/final plats.

Wording on the preliminary and final recorded plat needs to state that any proposed and/or future usage of the Boise Project Board of Control facilities are subject to Idaho Statues, Title 42-1209.

Project facilities and/or easements that parallel and are within and/or intended to be within road right-of-ways due to any development of this property must be relocated outside of road right-of-ways. The easements of Boise Project facilities will remain the same unless agreed upon and/or approved with written permission from Boise Project Board of Control.

The construction of any roadway crossings must be conducted only during the non-irrigation season when the lateral is dewatered. In any case no work shall take place within the easement before the proper crossing agreements have been secured through the Bureau of Reclamation and the Boise Project Board of Control.

Utilities planning to cross any project facility must do so in accordance with the master policies now held between the Bureau of Reclamation and most of the utilities. In any case, no work shall take place within the easement before proper crossing agreements have been secured through both the Bureau of Reclamation and the Boise Project Board of Control.

Parking lots, curbing, light poles, signs, etc. and the placing of asphalt and/or cement over Project facility easements must be approved by Boise Project Board of Control prior to construction.

Boise Project Board of Control must approve any requests and/or relocation of delivery points prior to construction.

Storm Drainage and/or Street Runoff must be retained on site.

NO DISCHARGE into any live irrigation system is permitted.

Per Idaho Statutes, Title 42, local irrigation/drainage ditches that cross this property, to serve neighboring properties, must remain unobstructed and protected by an appropriate easement by the landowner, developer and contractors.

This development is subject to Idaho Code 31-3805, in accordance, this office is requesting a hard copy of all plans including irrigation and drainage plans.

Whereas this property lies within the Boise-Kuna Irrigation District it is important that representatives of this development contact the BKID office as soon as possible to discuss the pressure system prior to any costly design work. If applicable, the irrigation system will have to be built to specific specifications as set by the District / Project.

Boise Project Board of Control must receive a written response from the Boise-Kuna Irrigation District as to who will own and operate the pressure irrigation system prior to review and approval of an irrigation plan by Boise Project Board of Control.

Whereas this development is in its preliminary stages, Boise Project Board of Control reserves the right to review plans and require changes when our easements and/or facilities are affected by unknown factors even during the construction phase.

Prior to any construction being done next to or within the easements listed previously the contractor and/or developer must contact our Division 2 watermaster at 208-342-5086.

If you have any further questions or comments regarding this matter, please do not hesitate to contact me at (208) 344-1141.

Sincerely,

Thomas Ritthaler
Assistant Project Manager, BPBC

tbr/tr

cc:	Kevin Reeves	Watermaster, Div; 2 BPBC
	Alicia Flavel	Secretary – Treasurer, BKID
	File	

CENTRAL DISTRICT HEALTH

Ada County Transmittal

Division of Community and Environmental Health

Return to:
- ☐ ACZ
- ☐ Boise
- ☐ Eagle
- ☐ Garden City
- ☐ Meridian
- ☒ Kuna
- ☐ Star

Rezone/OTD # _____

Conditional/Accessory Use # _____

Preliminary / Final / Short Plat 1 25-01-CPF

Development Name/Section Paul Bunyan Combo Plat CDH File # _____

☐ 1. We have No Objections to this Proposal.

☐ 2. We recommend Denial of this Proposal.

☐ 3. Specific knowledge as to the exact type of use must be provided before we can comment on this Proposal.

☐ 4. Before we can comment concerning individual sewage disposal, we will require more data concerning the depth of:
☐ high seasonal ground water ☐ waste flow characteristics
☐ bedrock from original grade ☐ other _____

☐ 5. This office may require a study to assess the impact of nutrients and pathogens to receiving ground waters and surface waters.

☒ 6. After written approvals from appropriate entities are submitted, we can approve this proposal for:
☒ central sewage ☐ community sewage system ☐ community water well
☐ interim sewage ☒ central water
☐ individual sewage ☐ individual water

☒ 7. The following plan(s) must be submitted to and approved by the Idaho Department of Environmental Quality:
☒ central sewage ☐ community sewage system ☐ community water
☐ sewage dry lines ☒ central water

☒ 8. Infiltration beds for storm water disposal are considered shallow injection wells. If they are not in the City of Boise or ACHD right-of-way, an application and fee per well, vicinity map and construction plans must be submitted to CDH.

☐ 9. If restroom or plumbing facilities are to be installed, then a sewage system MUST be installed to meet Idaho State Sewage Regulations.

☐ 10. An accessory use application, fee, detailed site plan and floor plans must be submitted to CDH for review.

☐ 11. Land development application, fee per lot, test holes and full engineering report is required.

☐ 12. CDH makes no guarantee a septic permit will be issued on the split off lot. A speculative site evaluation is recommended.

☐ 13. We will require plans be submitted for a plan review for any:
☐ food establishment ☐ swimming pools or spas ☐ child care center
☐ beverage establishment ☐ grocery store

☐ 14. _____

_____

_____

_____ Reviewed By: _____ Date: 5/30/25

3/22 lb

CENTRAL DISTRICT HEALTH

Ada County Transmittal

Division of Community and Environmental Health

Return to:

- ☐ ACZ
- ☐ Boise
- ☐ Eagle
- ☐ Garden City
- ☐ Meridian
- ☒ Kuna
- ☐ Star

Rezone/OTD # _____

Conditional/Accessory Use # _____

Preliminary / Final / Short Plat 25-01-CPF

Development Name/Section Paul Bunyan CDH File # _____

☐ 1. We have No Objections to this Proposal.

☐ 2. We recommend Denial of this Proposal.

☐ 3. Specific knowledge as to the exact type of use must be provided before we can comment on this Proposal.

☐ 4. Before we can comment concerning individual sewage disposal, we will require more data concerning the depth of:
- ☐ high seasonal ground water
- ☐ waste flow characteristics
- ☐ bedrock from original grade
- ☐ other _____

☐ 5. This office may require a study to assess the impact of nutrients and pathogens to receiving ground waters and surface waters.

☒ 6. After written approvals from appropriate entities are submitted, we can approve this proposal for:
- ☒ central sewage
- ☐ community sewage system
- ☐ community water well
- ☐ interim sewage
- ☒ central water
- ☐ individual sewage
- ☐ individual water

☒ 7. The following plan(s) must be submitted to and approved by the Idaho Department of Environmental Quality:
- ☒ central sewage
- ☐ community sewage system
- ☐ community water
- ☐ sewage dry lines
- ☒ central water

☒ 8. Infiltration beds for storm water disposal are considered shallow injection wells. If they are not in the City of Boise or ACHD right-of-way, an application and fee per well, vicinity map and construction plans must be submitted to CDH.

☐ 9. If restroom or plumbing facilities are to be installed, then a sewage system MUST be installed to meet Idaho State Sewage Regulations.

☐ 10. An accessory use application, fee, detailed site plan and floor plans must be submitted to CDH for review.

☐ 11. Land development application, fee per lot, test holes and full engineering report is required.

☐ 12. CDH makes no guarantee a septic permit will be issued on the split off lot. A speculative site evaluation is recommended.

☐ 13. We will require plans be submitted for a plan review for any:
- ☐ food establishment
- ☐ swimming pools or spas
- ☐ child care center
- ☐ beverage establishment
- ☐ grocery store

☐ 14. _____

_____

_____

_____ Reviewed By: Rob Boaf Date: 4/21/25

3/22 lb

Review Sheet

1445 N Orchard St
Boise, ID 83706 • (208) 373-0550

Brad Little, Governor
Jess Byrne, Director

May 23, 2025

Marina Lundy, Planner
City of Kuna
751 W. 4th Street
Kuna, ID 83634
mlundy@kunaid.gov

Subject: City of Kuna Request for Comment Case No. 25-01-CPF

Dear Ms. Lundy:

Thank you for the opportunity to respond to your request for comment. While DEQ does not review projects on a project-specific basis, we attempt to provide the best review of the information provided. DEQ encourages agencies to review and utilize the Idaho Environmental Guide to assist in addressing project-specific conditions that may apply. This guide can be found at: *https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/*.

The following information does not cover every aspect of this project; however, we have the following general comments to use as appropriate:

1. AIR QUALITY

- Please review IDAPA 58.01.01 for all rules on Air Quality, especially those regarding fugitive dust (58.01.01.651), and open burning (58.01.01.600-617).
- IDAPA 58.01.01.614 sets out the rules for prescribed burning in Idaho. Please ensure all prescribed burning is done in compliance with the rules, and in compliance with the 2010 Operations Guide of the Montana/Idaho Airshed Group.

  For questions, contact David Luft, Air Quality Manager, at 373-0550.

2. WASTEWATER AND RECYCLED WATER

- DEQ recommends verifying that there is adequate sewer to serve this project prior to approval. Please contact the sewer provider for a capacity statement, declining balance report, and willingness to serve this project.
- IDAPA 58.01.16 and IDAPA 58.01.17 are the sections of Idaho rules regarding wastewater and recycled water. Please review these rules to determine whether this or future projects will require DEQ approval. IDAPA 58.01.03 is the section of Idaho rules regarding subsurface disposal of wastewater. Please review this rule to determine whether this or future projects will require permitting by the district health department.
- All projects for construction or modification of wastewater systems require preconstruction approval. Recycled water projects and subsurface disposal projects require separate permits as well.
- DEQ recommends that projects be served by existing approved wastewater collection systems or a centralized community wastewater system whenever possible. Please contact DEQ to discuss the potential for development of a community treatment system along with best management practices for communities to protect ground water.
- DEQ recommends that cities and counties develop and use a comprehensive land use management plan, which includes the impacts of present and future wastewater management in this area. Please schedule a meeting with DEQ for further discussion and recommendations for planning development and implementation.

For questions, contact Valerie Greear, Water Quality Engineering Manager at (208) 373-0550.

3. DRINKING WATER

- DEQ recommends verifying that there is adequate water to serve this project prior to approval. Please contact the water provider for a capacity statement, declining balance report, and willingness to serve this project.
- IDAPA 58.01.08 is the section of Idaho rules regarding public drinking water systems. Please review these rules to determine whether this or future projects will require DEQ approval.
- All projects for construction or modification of public drinking water systems require preconstruction approval.
- DEQ recommends verifying if the current and/or proposed drinking water system is a regulated public drinking water system (refer to the DEQ website at: https://www.deq.idaho.gov/water-quality/drinking-water/. For non-regulated systems, DEQ recommends annual testing for total coliform bacteria, nitrate, and nitrite.
- If any private wells are included in this project, we recommend that they be tested for total coliform bacteria, nitrate, and nitrite prior to use and retested annually thereafter.
- DEQ recommends using an existing drinking water system whenever possible or construction of a new community drinking water system. Please contact DEQ to discuss this project and to explore options to both best serve the future residents of this development and provide for protection of groundwater resources.
- DEQ recommends cities and counties develop and use a comprehensive land use management plan which addresses the present and future needs of this area for adequate, safe, and sustainable drinking water. Please schedule a meeting with DEQ for further discussion and recommendations for planning development and implementation.

For questions, contact Valerie Greear, Water Quality Engineering Manager at (208) 373-0550.

4. SURFACE WATER

- Please contact DEQ to determine whether this project will require an Idaho Pollutant Discharge Elimination System (IPDES) Permit. A Multi-Sector General Permit from DEQ may be required for facilities that have an allowable discharge of storm water or authorized non-storm water associated with the primary industrial activity and co-located industrial activity. For questions, contact James Craft, IPDES Compliance Supervisor, at (208) 373-0144.
- If this project is near a source of surface water, DEQ requests that projects incorporate the best construction management practices (BMPs) to assist in the protection of Idaho's water resources. Additionally, please contact DEQ to identify BMP alternatives and to determine whether this project is in an area with Total Maximum Daily Load stormwater permit conditions.
- The Idaho Stream Channel Protection Act requires a permit for most stream channel alterations. Please contact the Idaho Department of Water Resources (IDWR), Western Regional Office, at 2735 Airport Way, Boise, or call (208) 334-2190 for more information. Information is also available on the IDWR website at: https://idwr.idaho.gov/streams/stream-channel-alteration-permits.html
- The Federal Clean Water Act requires a permit for filling or dredging in waters of the United States. Please contact the US Army Corps of Engineers, Boise Field Office, at 10095 Emerald Street, Boise, or call 208-345-2155 for more information regarding permits.

  For questions, contact Lance Holloway, Surface Water Manager, at (208) 373-0550.

5. SOLID WASTE, HAZARDOUS WASTE AND GROUND WATER CONTAMINATION

- **Solid Waste.** No trash or other solid waste shall be buried, burned, or otherwise disposed of at the project site. These disposal methods are regulated by various state regulations including Idaho's Solid Waste Management Regulations and Standards (IDAPA 58.01.06), Rules and Regulations for Hazardous Waste (IDAPA 58.01.05), and Rules and Regulations for the Prevention of Air Pollution (IDAPA 58.01.01). Inert and other approved materials are also defined in the Solid Waste Management Regulations and Standards
- **Hazardous Waste.** The types and number of requirements that must be complied with under the federal Resource Conservations and Recovery Act (RCRA) and the Idaho Rules and Standards for Hazardous Waste (IDAPA 58.01.05) are based on the quantity and type of waste generated. Every business in Idaho is required to track the volume of waste generated, determine whether each type of waste is hazardous, and ensure that all wastes are properly disposed of according to federal, state, and local requirements.
- **Water Quality Standards.** Site activities must comply with the Idaho Water Quality Standards (IDAPA 58.01.02) regarding hazardous and deleterious-materials storage, disposal, or accumulation adjacent to or in the immediate vicinity of state waters (IDAPA 58.01.02.800); and the cleanup and reporting of oil-filled electrical equipment (IDAPA 58.01.02.849); hazardous materials (IDAPA 58.01.02.850); and used-oil and petroleum releases (IDAPA 58.01.02.851 and 852). Petroleum releases must be reported to DEQ in accordance with IDAPA 58.01.02.851.01 and 04. Hazardous material released to state waters, or to land such that there is likelihood that it will enter state waters, must be reported to DEQ in accordance with IDAPA 58.01.02.850.

- **Ground Water Contamination.** DEQ requests that this project comply with Idaho's Ground Water Quality Rules (IDAPA 58.01.11), which states that "No person shall cause or allow the release, spilling, leaking, emission, discharge, escape, leaching, or disposal of a contaminant into the environment in a manner that causes a ground water quality standard to be exceeded, injures a beneficial use of ground water, or is not in accordance with a permit, consent order or applicable best management practice, best available method or best practical method."

  For questions, contact Matthew Pabich, Waste & Remediation Manager, at (208) 373-0550.

6. ADDITIONAL NOTES

- If an underground storage tank (UST) or an aboveground storage tank (AST) is identified at the site, the site should be evaluated to determine whether the UST is regulated by DEQ. EPA regulates ASTs. UST and AST sites should be assessed to determine whether there is potential soil and ground water contamination. Please call DEQ at (208) 373-0550, or visit the DEQ website https://www.deq.idaho.gov/waste-management-and-remediation/storage-tanks/leaking-underground-storage-tanks-in-idaho/ for assistance.
- If applicable to this project, DEQ recommends that BMPs be implemented for any of the following conditions: wash water from cleaning vehicles, fertilizers and pesticides, animal facilities, composted waste, and ponds. Please contact DEQ for more information on any of these conditions.

We look forward to working with you in a proactive manner to address potential environmental impacts that may be within our regulatory authority. If you have any questions, please contact me, or any of our technical staff at (208) 373-0550.

Sincerely,



Troy Smith
Regional Administrator

Outlook

RE: City of Kuna Request for Comment Case No. 25-01-CPF

From Kendra Conder <Kendra.Conder@itd.idaho.gov>
Date Wed 4/16/2025 11:26 AM
To Marina Lundy <MLundy@kunaid.gov>

Good Morning Marina,

ITD has reviewed the application transmittal for 25-02-CPF and does not have any comments.

Thank you!

Kendra Conder
District 3 | Development Services Coordinator
Idaho Transportation Department
Office: 208-334-8377
Cell: 208-972-3190



From: Marina Lundy <MLundy@kunaid.gov>
Sent: Monday, April 14, 2025 9:27 AM
To: Ada County Engineer <agilman@adaweb.net>; Ada County Highway District <planningreview@achdidaho.org>; Adam Ingram <adam.ingram@cableone.biz>; Angel Robins (Idaho Power) <ARobins@idahopower.com>; Bobby Withrow <bwithrow@kunaid.gov>; Boise Kuna Irrigation District <aflavel.bkirrdist@gmail.com>; Boise Project Board of Control <tritthaler@boiseproject.org>; Boise Project Board of Control 2 <gashley@boiseproject.org>; Brent Moore (Ada County) <bmoore@adacounty.id.gov>; Brian Graves Kuna School District <bgraves@kunaschools.org>; Camille Burt (USPS) <camille.r.burt@usps.gov>; Central District Health Department <lbadigian@cdhd.idaho.gov>; Chief Fratusco <mfratusco@adacounty.id.gov>; COMPASS <gisshared@compassidaho.org>; David Reinhardt <reinhardt.david@westada.org>; DEQ <BRO.Admin@deq.idaho.gov>; Eric Adolfson <eadolfson@compassidaho.org>; Erika Olvera (NMID) <eolvera@nmid.org>; Idaho Power Easements <easements@idahopower.com>; Idaho Power Easements 2 <kfunke@idahopower.com>; Intermountain Gas <bryce.ostler@intgas.com>; D3 Development Services <D3Development.Services@itd.idaho.gov>; Kendra Conder <Kendra.Conder@itd.idaho.gov>; J&M Sanitation <Chad.Gordon@jmsanitation.com>; Jonathon Gillen <gillen.jonathon@westada.org>; Justin Walker <jwalker@kellerassociates.com>; Krystal Hinkle <khinkle@kunafire.com>; Sam Feist <SFeist@kunaid.gov>; Leon Letson (Ada County) <lletson@adacounty.id.gov>; Marc Boyer (Kuna Postmaster) <marc.c.boyer@usps.gov>; Megan Leatherman <mleatherman@adaweb.net>; Meridian Fire (Brandon Medica) <bmedica@meridiancity.org>; Meridian Fire (Steve Taublee) <staulbee@meridiancity.org>; Nampa Meridian Irrigation District <nmid@nmid.org>; New York Irrigation <terri@nyid.org>; Niki Benyakhlef <Niki.Benyakhlef@itd.idaho.gov>; Paris Dickerson <PDickerson@idahopower.com>; PWoffice <PWoffice@kunaid.gov>; Robbie Reno <rreno@kunaschools.org>; Scott Arellano (KRFD) <scott@fccnw.com>; Sparklight/Cable One (John Walburn) <john.walburn@cableone.biz>; Stacey Yarrington (Ada County) <syarrington@adacounty.id.gov>; Tim Jensen (Kuna School District) <tejensen@kunaschools.org>; TLawrence Kuna Fire <tlawrence@kunafire.com>
Cc: Topacio Irish <TIrish@kunaid.gov>
Subject: City of Kuna Request for Comment Case No. 25-01-CPF

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Good morning,

Notice is hereby given by the City of Kuna the following actions are under consideration**:**

CASE NUMBER:	25-01-CPF PAUL BUNYAN COMBO PLAT
PROJECT DESCRIPTION	The applicant is proposing a combo plat in order to further subdivide Lot 1, Block 1, parcel no. R6949010100, in Paul Bunyan Subdivision.
APPLICANT	Jeff Likes Jeff@alcarchitecture.com
REPRESENTATIVE	Same as above
SCHEDULED HEARING DATE	Tuesday, **June 24, 2025** at 6:00 P.M.
STAFF CONTACT	Marina Lundy 986.269.8341 mlundy@kunaid.gov

- We have enclosed information to assist you with your consideration and response; we would appreciate any information as to how this action would affect the service(s) your agency provides. *If your agency requires additional information, or if contact information for your agency needs updated, please notify our office.*
- *No response within **15 business days** will indicate you have no objection or comments regarding this project.*
- The hearing is scheduled to begin at 6:00 p.m. or as soon as it may be heard. Kuna City Hall is located at 751 W. 4th Street, Kuna, ID 83634. Please contact staff with questions.

DEVELOPMENT SERVICES KUNA IDAHO

751 W. 4th Street
P.O. Box 13
Kuna, ID 83634

Marina Lundy
Planner
City of Kuna | Development Services

Phone: 986.269.8341
Email: mlundy@kunaid.gov
www.kunacity.id.gov

Kuna School District

Empowering students to lead productive lives.

Date: 04/30/25

RE: Paul Bunyan Combo Plat

Dear Commissioners,

Kuna School District has reviewed the application of Case No. 25-01-CPF and provides the following comments for your consideration.

The Kuna School District supports this commercial application We believe that this development aligns with the vision and goals of our community and provide the following benefits:

Economic Growth: The project will create jobs, stimulate local spending, and contribute to the overall economic growth of our community. This growth is essential for maintaining a thriving business environment.

Property Tax Base Growth & Diversification: Currently, residential developments make up about 80% of our district's tax base. Growing the commercial development in our community will help increase the tax base to support infrastructure for our community and schools reducing the burden on homeowners and families.

Sincerely,
Tim Jensen & Jason Reddy
Kuna School District Planning Team

Kim Bekkedahl, Superintendent

Brian Graves, *Asst. Superintendent*

Jason Reddy, *Assistant Superintendent*

Bradley Steadman, *Chief Financial Officer*

Allison Westfall, *Communications Director*

Kevin Gifford, Curriculum, Instruction & Assessment Director

Kelly Schamber, *Special Education Director*

711 E. Porter Rd., Kuna, Idaho 83634 Phone: (208) 922-1000

CITY OF KUNA
P.O. BOX 13
KUNA, ID 83634
www.kunacity.id.gov

MEMORANDUM

To:	**Doug Hanson**	**- Planning and Zoning Director**
From:	**Mike Borzick**	**- GIS Manager ~ Plan Review Manager**
Date:	**29 May 2025**	
RE:	**Public Works Comments**	
	Paul Bunyan 2 Plaza	

The Paul Bunyan 2 Plaza plat has been reviewed. The applicant wishes to plat with a City of Kuna (City) C-2 (area commercial) zone. These comments apply to the application as they affect public works infrastructure. Review of civil design drawings is accomplished separately, when received.

This project is located within the Danskin lift station basin which currently does have capacity to provide sewer service for Paul Bunyan 2 Plaza.

Comments may be expanded or refined in connection with the future land-use actions.

1) Inspection & Fees

a) An inspection fee will apply to inspect the final construction of water, sewer, and irrigation facilities associated with this development.
b) The developer shall retain a qualified responsible, Idaho registered professional engineer to provide sufficient inspection to certify to DEQ that the project was completed in accordance with approved plans and specifications and to provide accurate as-built drawings to the City.
c) All applicable utility inspection and utility flow modeling fees shall be paid by the developer in accordance with City of Kuna Resolution R74-2023. *Payment is due and payable prior to the pre-construction meeting.*
d) The Kuna Rural Fire District's fees can be found on their website. *Payment is due and payable prior to the preconstruction meeting.*

2) General

a) The applicant requests to plat approximately 0.968 acres.
b) For Commercial properties the Public Works office is ear-marking 5 Equivalent Dwelling Units (EDU's) per lot as a place holder and the actual figures will be determined at the time of building permit. If a buildable lot needs more than 5 EDU's the Public Works Director will need to give his approval for that action.

c) Areas for outside activities are incorporated into the project. Connection to the City of Kuna Pathways Master Plan presents a long-term goal that should be considered.
d) A construction drawing approval letter from the local irrigation district will be required if this project affects irrigation supply/delivery in any way.
e) Elevations shall be actual NAVD 88 datum elevations. A localized elevation system is not acceptable.
f) All positional information shall be from the most recent state plane coordinate system.
g) Provide engineering certification on all final engineering drawings.
h) The City of Kuna requires streetlights in all subdivisions. Streetlights are required along arterial roads bordering the subdivision, at the entrances of the subdivision, at intersections, and at every 250' interval. Streetlights should be coincident with Fire Hydrants whenever possible.
i) Fire suppression shall be available and approved by KRFD.
j) No building permits will be issued and no construction can begin without adequate fire protection.

3) Right-of-Way

a) Sufficient right-of-way for existing and future classified streets shall be provided pursuant to City & ACHD standards.
b) Approaches onto classified streets must comply with ACHD approach policies.
c) All street construction must meet or exceed City of Kuna and ACHD development standards.
d) All City mainlines crossing proposed lots or located on the backs or sides of lots shall have easements that allow the City of Kuna to access and maintain the utilities.
e) The KRFD Deputy Fire Marshal, or representative, must approve fire/public safety access to the subdivision.
f) Roads must continue to and through to the next road connection to promote connectivity throughout the City.

4) Sanitary Sewer Connection

a) EDU's will be soft reserved once the civil construction drawings are received and issuance of the QLPE will hard reserve 10 EDU's for this phase.
b) The applicant's property is connected to City services. However, each lot shall have its own individual service.
c) Sewer must provide connectivity for surrounding developments.
d) No cleanouts are permitted at the end of runs in lieu of manholes per Kuna City Code 6-4-2-B.14.
e) All sewer infrastructure must meet or exceed City of Kuna requirements.
f) Sewer flow models will be required to verify and accommodate pipe sizes. The associated costs shall be paid by the developer.
g) Sewer connection fees apply to each lot containing a home or other facility.
h) This application shall conform to the sewer masterplan as applicable. The sewer master plan specifies minimum pipe sizes and supports the "to and through" utility policy.

5) Potable Water Connection

a) The applicant's property is connected to City services. However, each lot shall have its own individual service.

b) Water flow models will be required to verify and accommodate adequate water supply and fire suppression. The associated costs shall be paid by the developer.
c) All water infrastructure must meet or exceed City of Kuna requirements.
d) Water connection fees apply to each lot containing a home or other facility.
e) Fire hydrants are required in a layout acceptable to the KRFD.

6) Pressurized Irrigation

a) The applicant's property is connected to City services. However, each lot shall have its own individual service.
b) Relying on municipal drinking water for irrigation purposes is contrary to City Code 6-4-2-B.9.
c) All pressurized irrigation infrastructure shall meet or exceed City of Kuna standards.
d) Pressurized irrigation flow model will be required to verify and accommodate adequate pressurized irrigation supply. All associated costs shall be paid by the developer.

7) Grading and Storm Drainage

a) Provide a grading and drainage plan which supports and maintains all upstream drainage rights and all downstream irrigation delivery rights as they presently exist for this property.
b) The City of Kuna relies on the ACHD Stormwater Policy Manual to establish the requirements for design of private storm water disposal systems.
c) Verify that existing and proposed elevations match at property boundaries such that a slope burden is not imposed on adjacent properties. Slopes shall not be steeper than 3:1 on lots adjacent to a street or common lot and no steeper than 4:1 for lots with common rear lot lines.
d) Runoff from public right-of-way is regulated by ACHD. On site storm water retention shall be reviewed in conjunction with the City's Civil Engineering Construction Improvements Review. Provide a storm water disposal & treatment plan which accounts for increased on-site storm water runoff volumes. Provide detailed drawings of drainage & treatment facilities with supporting calculations for review and approval.
e) Sidewalks, curb and gutter, street widening and any related storm drainage facilities, consistent with city code and policies, shall be provided in connection with property development.

8) As-Built Drawings

a) As-built (record) drawings are required at the conclusion of any public facility construction project and are the responsibility of the developer's engineer. The city may help track changes but will not be responsible for the finished product.
b) *Correct and verified as-built (record drawings) drawings will be required before occupancy or final plat approval is granted.*

9) Exhibits

a) No maps are included to support Public Works comments.

Design Review Request



VALOR CLASSICAL ACADEMY
VIRTUS • SCIENTIA • FELICITAS

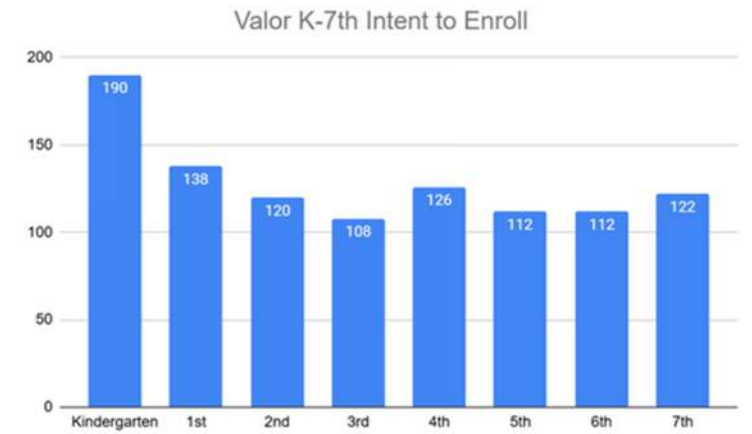
erstad

Paradigm
Owners Rep Services

HC COMPANY

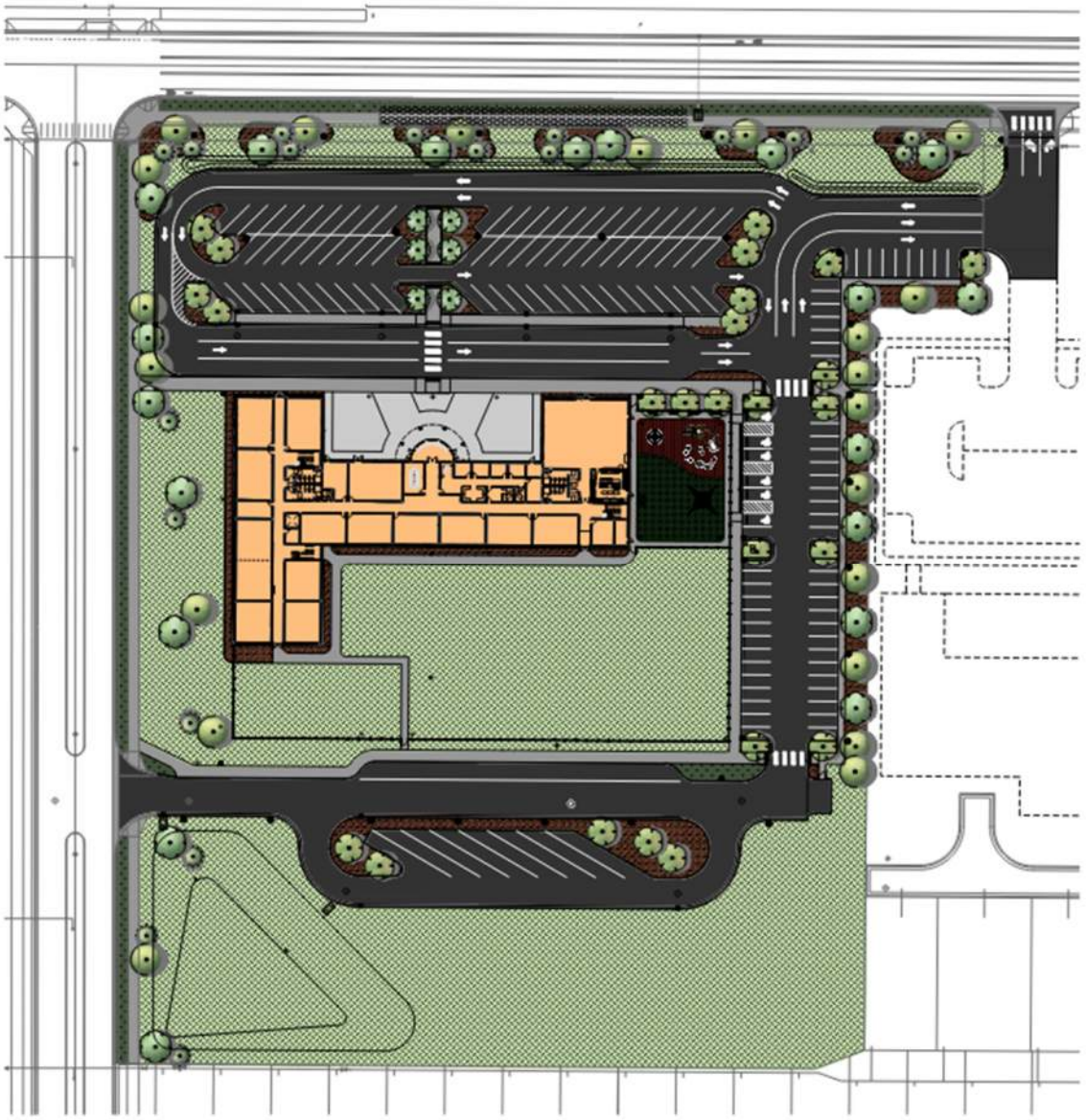
School Program Information

- **Valor Classical Academy is a tuition-free and public charter school offering an American classical education.**
- **Valor Classical Academy's mission is to train the minds and improve the hearts of students through a classical, content-rich curriculum that emphasizes virtuous living, traditional learning, and civic engagement responsibility.**
- **Opens August 2026 for grades K-7 with 432 students**
- **The school will expand one grade level each year until we are at full capacity with 702 students in grades K-12.**
- **Valor Classical Academy has received more interest across all grades than the available 54 seats per grade.**





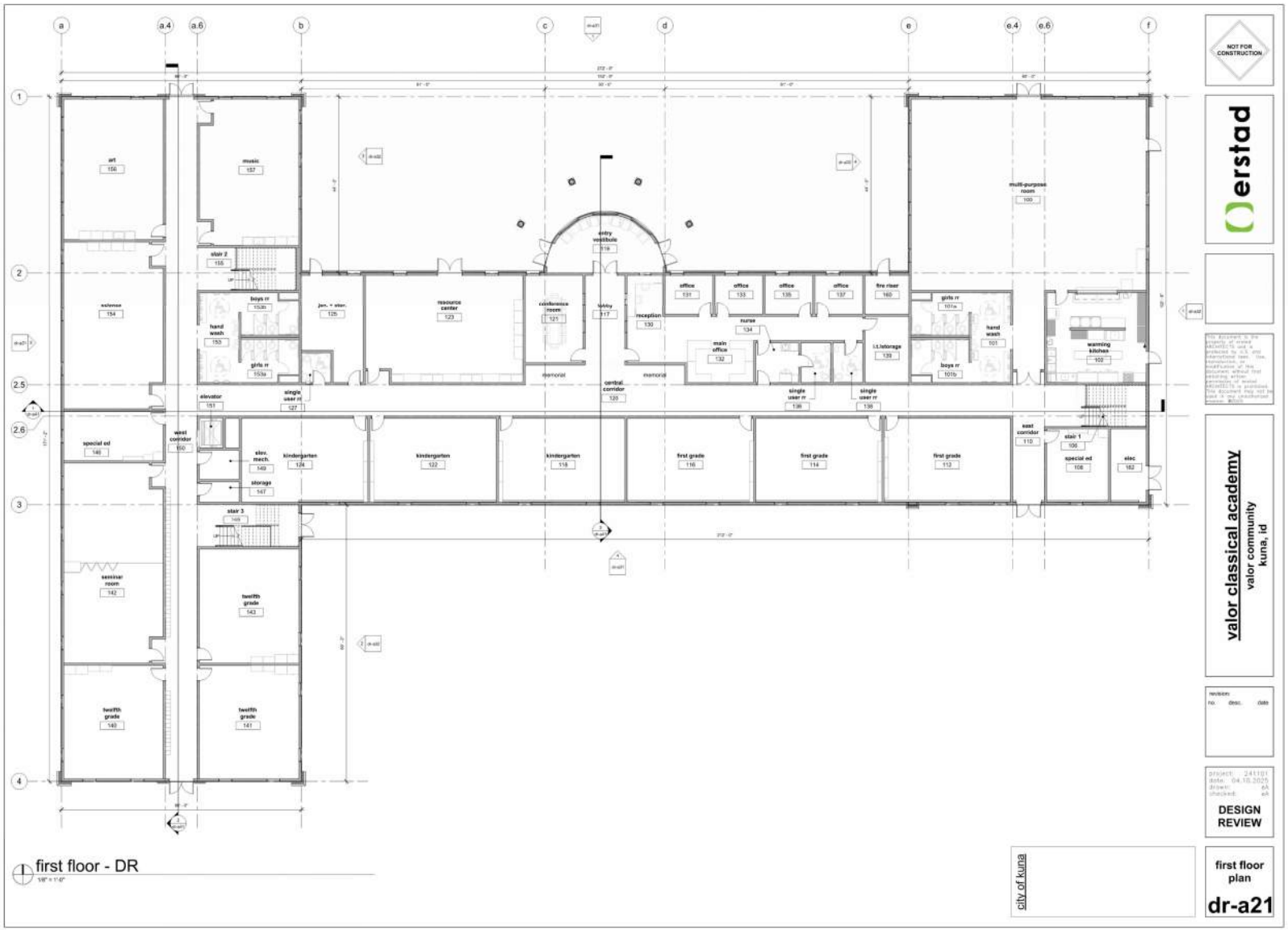
erstad

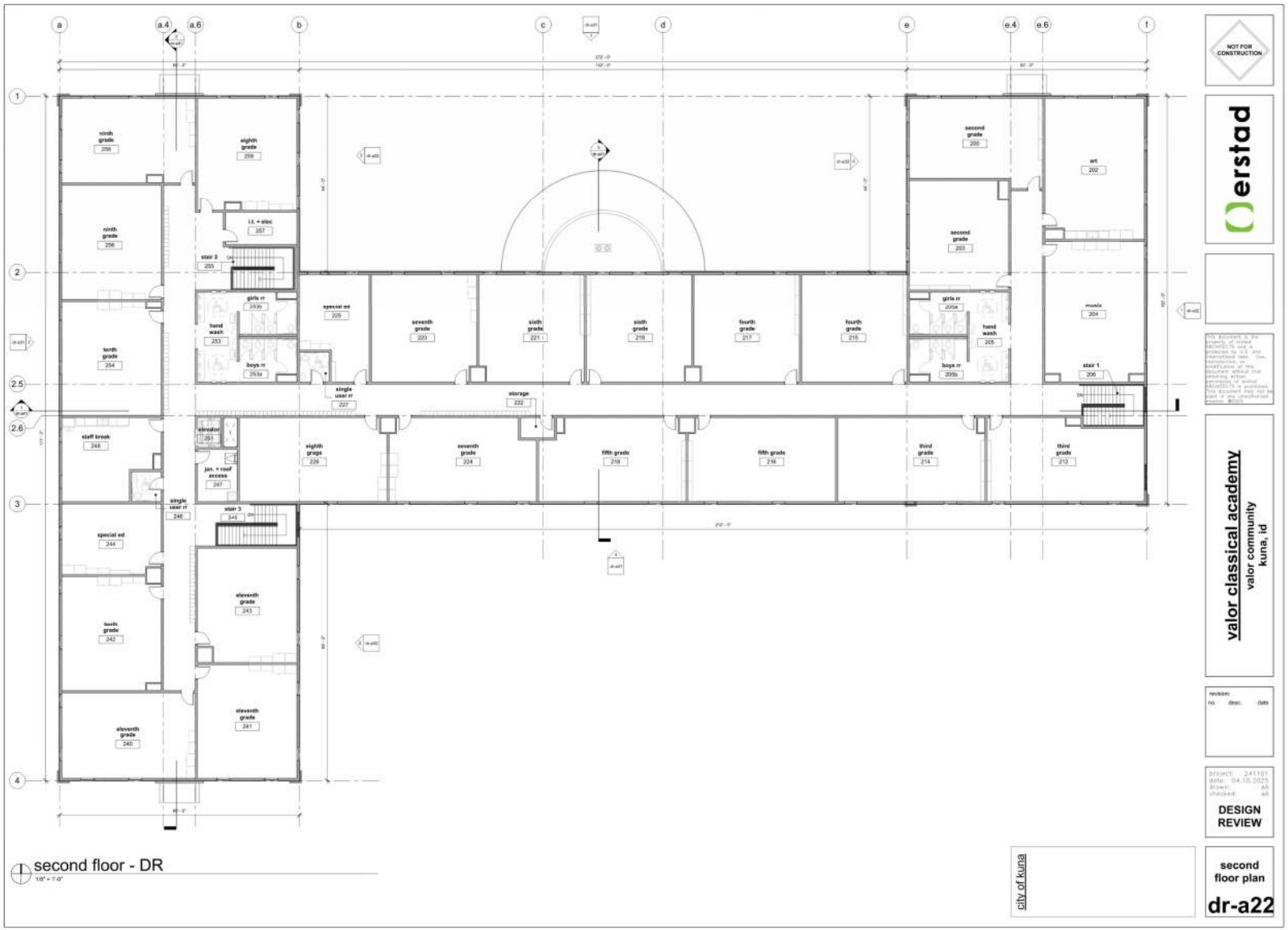


Site Information
- ±7.93 Acres
- Use aligns with others in the area
- Use aligns with comprehensive plan
- Mitigating potential impacts

School Information
- Classical Academy
- Grades: K-12
- 50,775 sq ft
  - 2 stories
- 702 Chartered Max Students
- 132 parking stalls
  - includes ADA parking
  - 8 additional bus parking stalls

erstad


NOT FOR CONSTRUCTION
erstad
valor classical academy
valor community
kuna, id
DESIGN REVIEW
first floor plan
dr-a21
city of kuna
first floor - DR



second floor - DR
1/8" = 1'-0"

NOT FOR CONSTRUCTION

erstad

valor classical academy
valor community
kuna, id

revision
no. desc. date

project: 241101
date: 04.10.2025
drawn: AA
checked: KR

DESIGN REVIEW

city of kuna

second floor plan

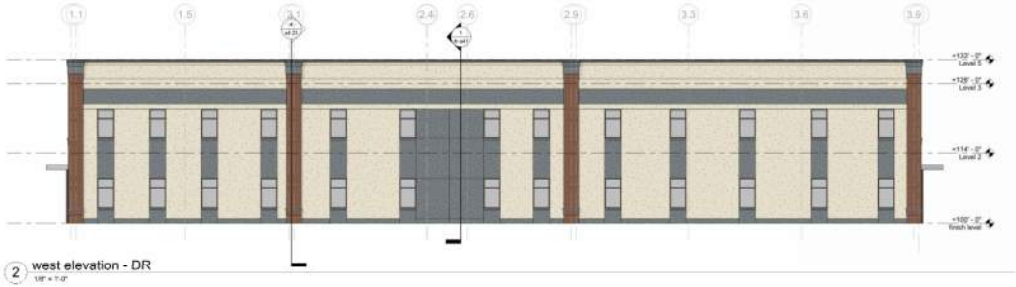
dr-a22

This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or the construction of the document without the prior, written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2025

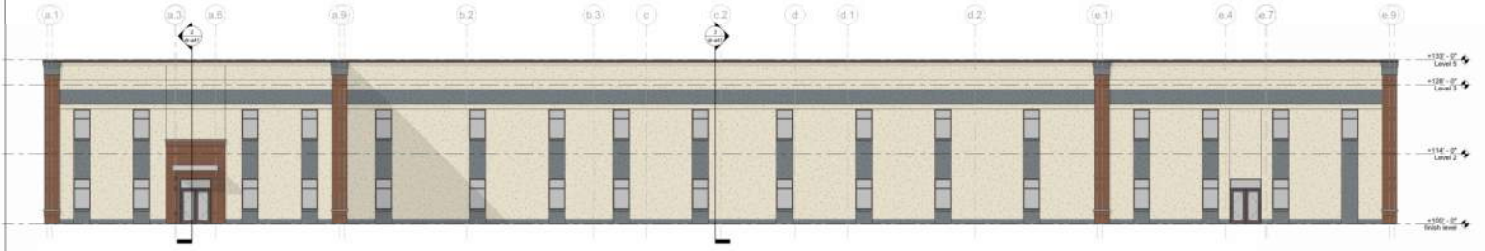
erstad



1 north elevation - DR
1/8" = 1'-0"



2 west elevation - DR
1/8" = 1'-0"



4 south elevation - DR
1/8" = 1'-0"



exterior material schedule:

FINISH	LEGEND	DESCRIPTION
BR-1		MANUFACTURER: INTERSTATE BRICK (TBD) PRODUCT: MODULAR BRICK - RUNNING BOND COLOR: BRONZESTONE (TBD)
BR-1		MANUFACTURER: INTERSTATE BRICK (TBD) PRODUCT: MODULAR BRICK - SOLDIER COURSE & CAP COLOR: BRONZESTONE (TBD)
STO-1		MANUFACTURER: STO CORP (TBD) PRODUCT: STUCCO EIFS COLOR: WHITE LINEN (TBD)
STO-2		MANUFACTURER: STO CORP (TBD) PRODUCT: STUCCO EIFS COLOR: GRAY FLANNEL (TBD)

city of kuna

NOT FOR CONSTRUCTION

erstad

this document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. the reproduction, or modification of this document without first obtaining the written permission of erstad ARCHITECTS is prohibited. this document may not be used in any unauthorized manner. ©2025

valor classical academy
valor community
kuna, id

revision
no. desc. date

project: 241101
date: 05.01.26
drawn: ek
checked: ek

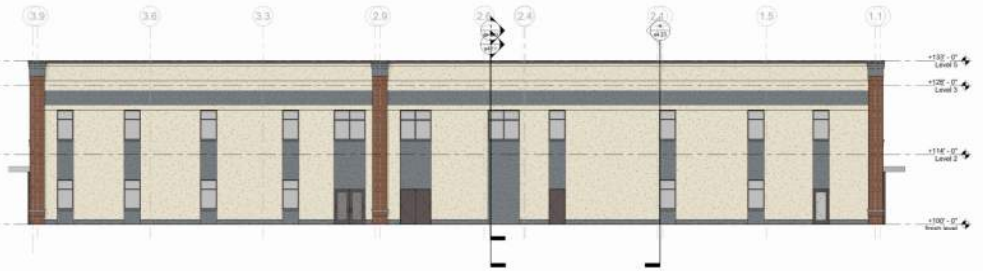
45% construction documents

exterior elevations

dr-a31



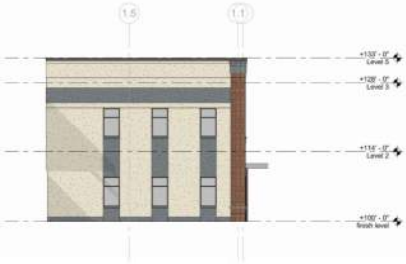
2 east elevation - rear courtyard - DR
1/8" = 1'-0"



1 east elevation - DR
1/8" = 1'-0"



4 entry courtyard west - DR
1/8" = 1'-0"



3 entry courtyard east - DR
1/8" = 1'-0"

NOT FOR CONSTRUCTION

erstad

This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Any reproduction of this document without the prior written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2025

valor classical academy
valor community
kuna, id

revisions
no. desc. date

project: 241101
date: 05.01.25
drawn: eA
checked: eA

45% construction documents



exterior material schedule:

FINISH	LEGEND	DESCRIPTION
BR-1		MANUFACTURER: INTERSTATE BRICK (TBD) PRODUCT: MODULAR BRICK - RUNNING BOND COLOR: BROADSTONE (TBD)
BR-1		MANUFACTURER: INTERSTATE BRICK (TBD) PRODUCT: MODULAR BRICK - SOLDIER COURSE & CAP COLOR: OATMEALSTONE (TBD)
STO-1		MANUFACTURER: STO CORP (TBD) PRODUCT: STUCCO/EIFS COLOR: PARTY LINEN (TBD)
STO-2		MANUFACTURER: STO CORP (TBD) PRODUCT: STUCCO/EIFS COLOR: GRAY FLANNEL (TBD)

city of kuna

exterior elevations

dr-a32

erstad



erstad





erstad



Questions



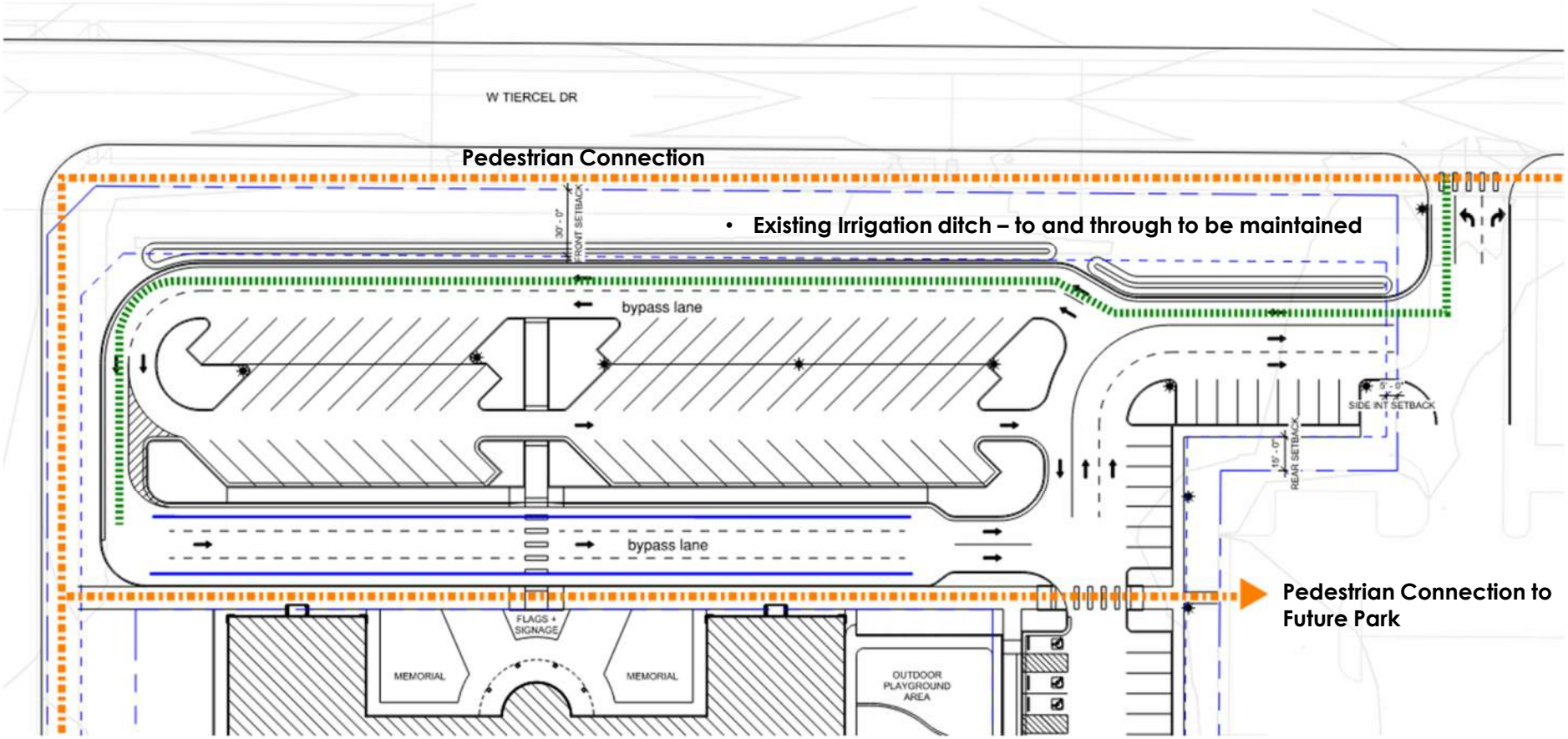
VALOR CLASSICAL ACADEMY
VIRTUS • SCIENTIA • FELICITAS

erstad

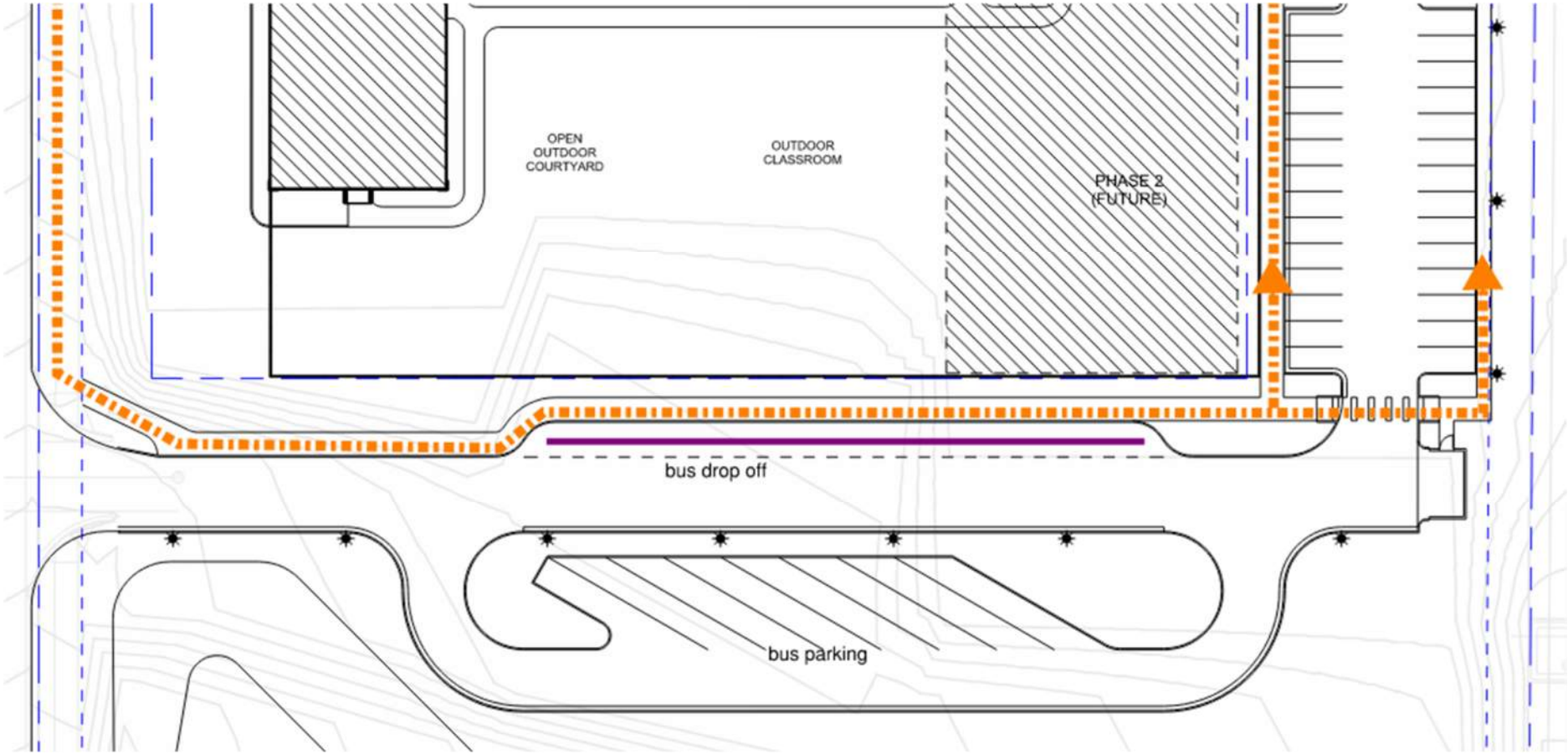
Paradigm
Owners Rep Services

HC COMPANY

- Pedestrian
- Que length per traffic study
- Drop Off/ Pick Up Area



- **Pedestrian**
- **Bus Drop Off/ Pick Up**



erstad

CASE NO. 25-11-DR

Valor Classic Academy, 25-11-DR

Planner: Marina Lundy, MLundy@kunaid.gov, (986)269-8341

ALL APPLICATION MATERIALS: 25-11-DR VALOR CLASSICAL ACADEMY

If you require assistance accessing the application materials through the link provided above or would like to review the application materials in person at City Hall please contact the assigned planner.

CITY OF KUNA:
P&Z COMMISSION
STAFF MEMO

City of Kuna Council Staff Memo

Entitlements Requested:	Final Plat	Rezone	Annexation	Special Use	Planned Unit Development	Design Review	Time Extension

Title:	Valor Classic Academy	**Application Number:**	25-11-DR
Date:	6/10/2025	**Staff Contact:**	Marina Lundy
Owner(s)/Applicant:	Katrina Kulm	**Applicant Contact:**	kkulm@erstadarchitects.com
Representative:	Johnathon Caradonna	**Representative Contact:**	johnathon@paradigm-ors.biz

Purpose

Applicant requests Design Review approval for design of a Valor Classic Academy K-12 school. The site is 5.393 acres and is located in the Valor Community near S Cloverdale Rd and Kuna Rd, Parcel No. S1423325425.

Statement of Fact	
Parcel Number(s):	S1423325425
Future Land Use Map Designation:	Medium Density Residential
Existing Land Use:	Vacant (Community under construction)
Current Zoning:	R-6
Proposed Zoning:	R-6
Development Area:	5.393 Acres
Adjacent Zoning Districts:	**North:** RR **East: R**-6 **South: R**-6 **West:** R-6
Adjacent Street(s) Existing & Proposed:	**North:** None **East:** None **South:** None **West:** None
Internal Street(s) Existing & Proposed:	W Tiercel Dr (proposed)
Adjacent Bike/Pedestrian Facilities:	None
Adjacent Parks:	None
Land Dedication Requirements:	N/A

Comprehensive Plan and Future Land Use Map Analysis

The Comprehensive Plan identifies the subject property as Medium Density Residential, the existing zone is a R-6 (Medium Density Residential) City of Kuna Zone. The proposed zoning and land use for the subject site agrees with the Future Land Use Map (FLUM) of the City of Kuna.

Staff Analysis

The applicant is submitting a request to construct an 50,774.81 square foot K-12 school within the Valor Community. The site will have standard classroom spaces, administrative offices, student resource centers, a multi-purpose space and kitchen facilities. The site will have 126 standard parking spaces and 6 ADA spaces. There will be 8 spots for bus parking and a designated bus drop off area. Access to the site will be from W Tiercel Dr which connects to S Cloverdale Rd.

Plan deficiencies:
ADA parking spaces need to be 9' 6" to comply with KCC 5-8-1403
The site will need two double container enclosures as requested by J&M Sanitation due to the number of students to school will facilitate at full capacity.

Upon staff review, the proposed application meets the requirements and intent of Kuna City Code with adherence to the proposed conditions and Comprehensive Plan. Staff recommends the Commission approve the application with the conditions outlined in staff's report.

Recommended Conditions of Approval

1. Developer/Owner/Applicant shall work with Ada County Highway District and the City of Kuna to complete all required traffic improvements to provide public access to the site as this project will have internal private streets, as detailed in the Ada County Highway District staff report.

2. Developer/Owner/Applicant shall measure all front building setbacks from back of sidewalk on all internal local roads.

3. Applicant shall ensure the proper easement widths on all lots in accordance with KCC 5-9-308.

4. It is the responsibility of the Developer to ensure any anticipated buildings fit any given buildable lot.

5. Fencing within and around the site shall comply with KCC 5-8-1005 (unless specifically approved otherwise and permitted).

6. All required landscaping shall be permanently maintained in a healthy condition. The property Owner shall remove and replace unhealthy or dead plant material within 3 days or as the planting season permits as required to meet the standards of these requirements. Maintenance and planting in public Rights-of-Way shall be with approval from ACHD.

7. Landscaping shall not be placed within ten (10) feet of any meter pits, pressurized irrigation valves and/or ACHD underground facilities and must honor all vision triangles.

8. All signage within/for the project shall comply with Kuna City Code and shall be approved through the applicable sign approval process listed in KCC 5-8-1704 through 1706.

10. Develop/Owner/Applicant is hereby notified this project is subject to Design Review inspections and fees. Required inspections (post construction), are to verify building and landscaping compliance prior to requesting signature on the final plat.

11. Installation of service facilities shall comply with the requirements of the public utility or irrigation district providing the services. All utilities shall be installed underground, see KCC 5-9-402-B-22.

12. Connection to City Services (Sewer and Water) is required. The Applicant shall conform to all corresponding City of Kuna Master Plans.

13. Developer/Owner/Applicant shall work with staff in order to provide final locations of streetlights as required by Kuna City Code. Streetlights for the site shall be LED lighting and must comply with Kuna City Code and established Dark Sky practices.

14. The Developer/Owner/Applicant, and any future assigns having an interest in the subject property, shall fully comply with all conditions of development as approved by the City Council, or seek amending them through Public Hearing processes.

15. Developer/Owner/Applicant/Contractors are hereby notified of Kuna's working hours. Construction of any kind shall only be conducted within hours specified in KCC 10-6-3. Noises and other public nuisances/distractions outside of this time frame are subject to lawful penalties

16. Developer/Owner/Applicant is hereby notified of Kuna's weed control policies and requirements KCC 8-1-3. Weeds, grasses, vines or other growth which endanger property or are over 12 inches in height shall be continuously cut down, weeded out, sprayed, burned, removed or destroyed throughout all seasons.

17. Developer/Owner/Applicant is conditioned to submit an updated site plan that complies with Kuna City Code 5-8-1403 parking standards.

18. Developer/Owner/Applicant will provide an updated site plan for the trash enclosures that complies with J&M Sanitation standards.

19. Developer/Owner/Applicant will comply with all federal, state, and local laws.

erstad

different is good

April 17, 2025

City of Kuna
Planning and Zoning

Project: Valor Classical Academy
Re: Design Review Submission

Dear Planning Staff,

The Valor Classical Academy is a member school of the American Classical School of Idaho (ACSI) and is dedicated to delivering a K–12 American Classical education. This facility will serve as a cornerstone of classical learning for the community, offering a robust academic environment grounded in timeless educational values. The proposed building will encompass a total of 50,774.81 square feet and will accommodate students from kindergarten through 12th grade.

Design Elements
In keeping with the classical ethos of the curriculum, the architectural design reflects a timeless, dignified aesthetic. The exterior façade integrates traditional materials such as brick and stucco, delivering both durability and an academic character in harmony with the values of the institution. Stepped coping caps crown the structure, providing a refined visual detail that reinforces the school's classical identity. The building's symmetrical layout and formal composition echo classical architectural principles, fostering an environment that is both inspiring and respectful of tradition.

Land Use and Site Integration
The school is thoughtfully sited within a residential subdivision, offering convenient access for families while enhancing the character and utility of the neighborhood. As part of the larger Valor subdivision the design ensures efficient and functional serviceability. Landscaped open spaces around the building further integrate the facility into its surroundings, softening transitions between the school and adjacent residential areas.

Amenities and Community Benefit
The layout includes a full suite of classroom spaces, administrative offices, and student resource centers, supporting the academic and operational needs of the school. A large multi-purpose room, adaptable for school assemblies, performances, and activities, enhances the utility of the facility. Additionally, a warming kitchen ensures nutritious meals for students and staff. The architecture and programming of the building are designed to foster intellectual growth, civic virtue, and community spirit—values central to the classical model of education.

Future Growth
In alignment with the school's long-term vision, future growth has been strategically considered during the planning process. At this time, a gymnasium is anticipated as a future addition, and the current site plan has been designed to accommodate its seamless integration. This forward-thinking approach ensures that future expansions will complement the existing facility both functionally and architecturally, preserving the integrity of the site and supporting the school's evolving needs.

We hope that the City of Kuna finds this new building suitable to the site. If you have any questions, please do not hesitate to contact us if you need any additional information or clarification.

Thank you for your kind consideration.

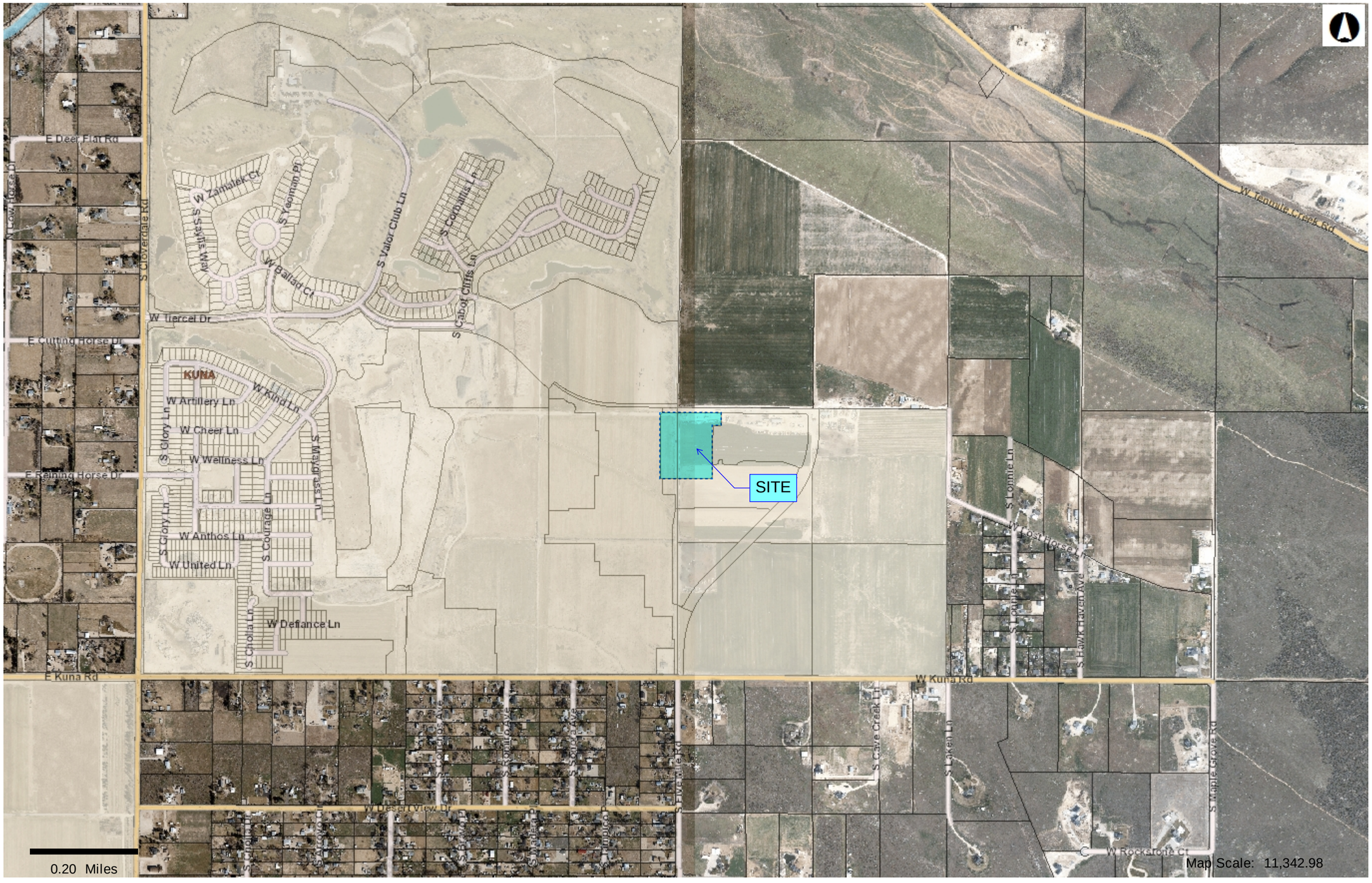
Sincerely,

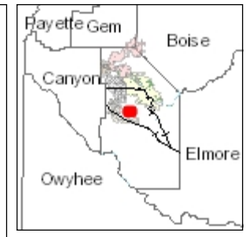


Katrina Kulm, Architect
erstad

Ada County Assessor

This map is a user generated static output from an Internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION OR LEGAL PURPOSES.





Legend

- Railroad
- Roads (8,000 - 24,000
  - <all other values>
  - Interstate
  - Ramp
  - Principal Arterial
  - Collector
  - Minor Arterial
  - Local
  - Parks
  - Alley
  - Driveway
- Parks
- Water
- City Limits
  - BOISE
  - EAGLE
  - GARDEN CITY
  - KUNA
  - MERIDIAN
  - STAR
- Condos
- Parcels
- raster.DBO.AdaOrthos2
  - Red: Band_1
  - Green: Band_2
  - Blue: Band_3

4/17/2025

valor classical academy

valor community
kuna, id



symbols

Room name 101	ROOM NAME & NUMBER
101A	DOOR NUMBER
A	WINDOW NUMBER
a	COLUMN GRID
1	REVISION
A	WALL TYPE
A	MATERIAL DESIGNATION
1 / A2.11	BUILDING ELEVATION
1 / 4 A1.01 2 / 3	INTERIOR ELEVATION
1 / A1.01	DETAIL
1 / A1.01	SECTION
elevation / name	LEVEL

project narrative

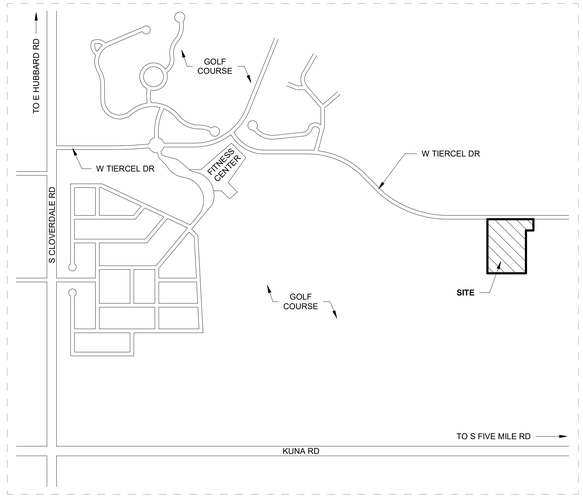
THE VALOR CLASSICAL ACADEMY IS AN AMERICAN CLASSICAL SCHOOL OF IDAHO (ACSI) MEMBER SCHOOL OFFERING A K-12 AMERICAN CLASSICAL EDUCATION. THE BUILDING WILL BE A 50,774.81 SQUARE FOOT SCHOOL HOSTING STUDENTS FROM KINDERGARTEN THROUGH 12TH GRADE. THE FACILITY WILL INCLUDE STANDARD CLASSROOM SPACES, ADMINISTRATIVE OFFICES, STUDENT RESOURCE CENTERS, A MULTI-PURPOSE SPACE AND KITCHEN FACILITIES.

general notes

1. GENERAL CONTRACTOR SHALL CONSULT WITH ARCHITECT TO RESOLVE ANY CHANGES, OMISSIONS, OR PLAN DISCREPANCIES PRIOR TO BIDDING OR CONSTRUCTION.
2. GENERAL CONTRACTOR SHALL COORDINATE AND MANAGE ALL PORTIONS OF THE WORK AS DESCRIBED IN THE CONTRACT DOCUMENTS WHICH INCLUDE, BUT ARE NOT LIMITED TO, ARCHITECTURAL DRAWINGS AND CONSTRUCTION AGREEMENT CONTRACT.
3. ALL WORK SHALL BE PERFORMED IN STRICT COMPLIANCE WITH LOCAL, COUNTY, STATE, AND FEDERAL CODES AND ORDINANCES.
4. GENERAL CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES.
5. GENERAL CONTRACTOR TO VERIFY ALL DIMENSIONS. NOTIFY ARCHITECT OF ANY DISCREPANCIES PRIOR TO PROCEEDING WITH THE WORK.
6. GENERAL CONTRACTOR SHALL PATCH AND REPAIR ALL EXISTING WALLS, FLOORS, CEILINGS, OR OTHER SURFACES IDENTIFIED TO REMAIN THAT MAY BE DAMAGED DURING THE COURSE OF THE WORK.
7. GENERAL CONTRACTOR SHALL RETAIN ONE SET OF THE PLANS TO NOTE AND DOCUMENT ALL CHANGES DURING CONSTRUCTION. THIS SET SHALL BE A PART OF THE GENERAL CONTRACTORS CLOSE-OUT PACKAGE.
8. PREMISES TO BE 'BROOM CLEAN' AND EMPTY OF ALL LOOSE ITEMS AND DEBRIS AT ALL TIMES.
9. DO NOT SCALE DRAWINGS.

zoning data

LEGAL DESCRIPTION:	PAR #5425 OF NW4SW4 SEC 23 2N 1E IN TCA 04-5 S1423325420-R 2N1E23
PROJECT ADDRESS:	TBD KUNA, ID 83634
OWNER:	KUNA BLUFF LLC
PROPERTY AREA:	5.393 ACRES
PARCEL:	S1423325425
ZONING:	R-6 (MEDIUM-DENSITY RESIDENTIAL)
ZONING SETBACKS:	FRONT: 20'-0" REAR: 15'-0" SIDE INTERIOR: 5'-0" SIDE STREET: 15'-0"
BUILDING HEIGHT:	33'-0"
BUILDING COVERAGE:	±43,412 SF



vicinity map - dr

12" = 1'-0"

drawing schedule

general - dr	
dr-a01	cover sheet
civil - dr	
C-100	SITE PLAN GRADING & DRAINAGE PLAN
landscape - dr	
L-001	PLANTING NOTES
L-100	OVERALL PLANTING PLAN
L-101	PLANTING PLAN
L-102	PLANTING PLAN
L-103	PLANTING PLAN
L-104	PLANTING PLAN
L-105	PLANTING PLAN
L-106	PLANTING PLAN
L-107	PLANTING PLAN
L-108	PLANTING PLAN
architectural - dr	
dr-a11	architectural site plan
dr-a21	first floor plan
dr-a22	second floor plan
dr-a23	roof plan
dr-a31	exterior elevations
dr-a32	exterior elevations
dr-a36	exterior perspectives
dr-a41	building sections
electrical - dr	
e1.12	electrical site photometric plan
e1.13	electrical site photometric schedules
e5.13	electrical schedules

NOT FOR CONSTRUCTION

erstad

This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2025

valor classical academy
valor community
kuna, id

revision:

no.	desc.	date

project: 241101
date: 04.10.2025
drawn: eA
checked: eA

DESIGN REVIEW

city of kuna

cover sheet

dr-a01

electrical engineer
musgrove engineering
thad mason
234 s whisperwood way
boise, id. 83709
ph. (208) 384-0585
thadm@musgrovepa.com

mechanical engineer
musgrove engineering
jason rice
234 s whisperwood way
boise, id. 83709
ph. (208) 384-0585
jasonr@musgrovepa.com

structural engineer
axiom
kai risung
999 w main st,
suite 201
boise, id. 83702
ph. (208) 639-4520
krisung@axiompllc.com

landscape architect
j-u-b engineers
shawn wilson
2760 w excursion ln,
suite 400
meridian, id. 83642
ph. (208) 813-7840
swilson@jub.com

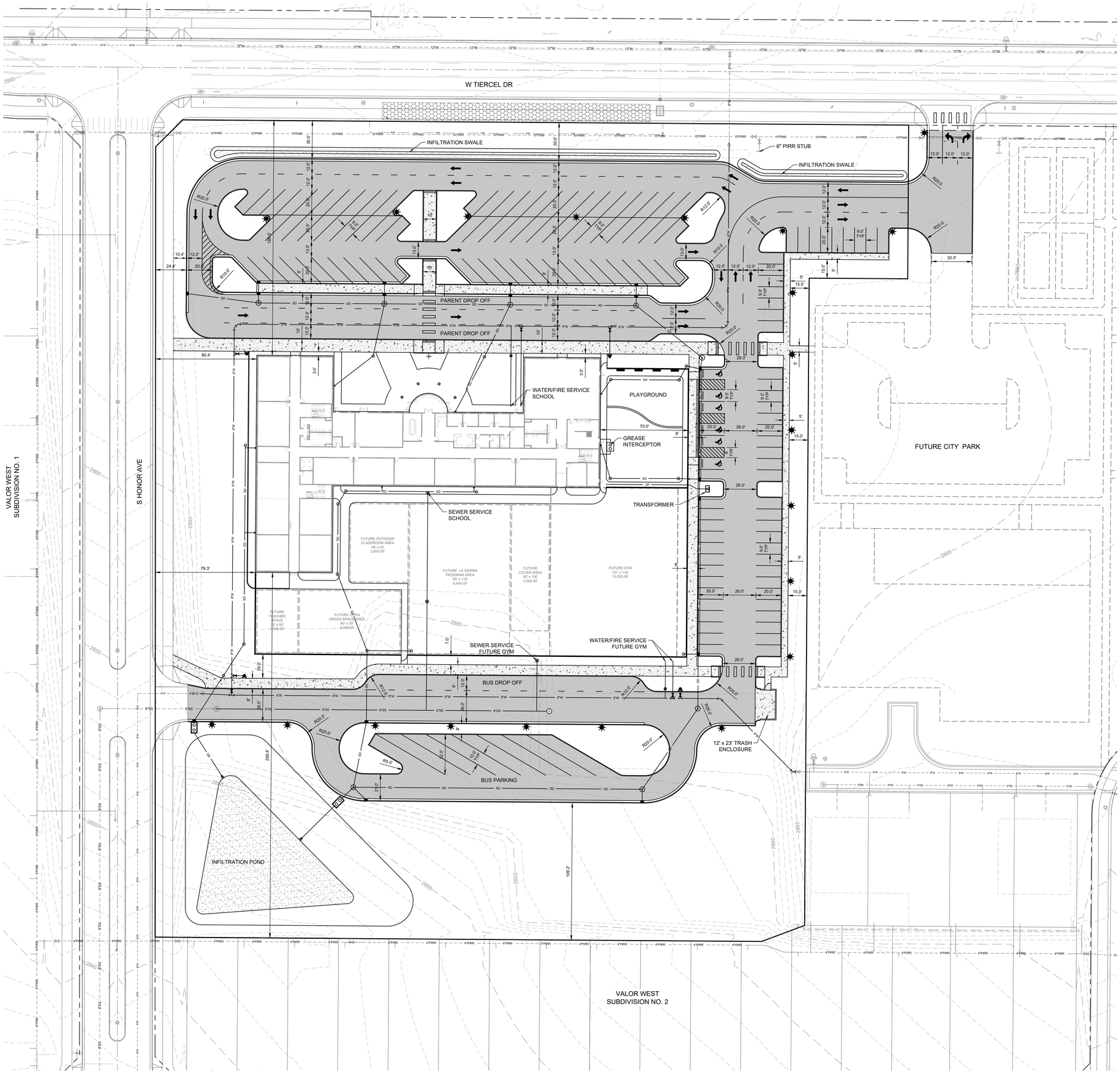
civil engineer
j-u-b engineers
caleb laclair
2760 w excursion ln,
suite 400
meridian, id. 83642
ph. (208) 813-7840
claclair@jub.com

architect
erstad architects
andrew erstad
katrina kulm
310 n 5th street
boise, id. 83702
ph. (208) 331-9031
fax. (208) 331-9035
kkulm@erstadarchitects.com

general contractor
hc company
matt smith
12650 w bridger st,
suite 100
boise, id. 83713
ph. (208) 321-4990
msmith@hcco-inc.com

owner's representative
paradigm of idaho
johnathon caradonna
409 coeur d'alene ave
coeur d'alene, id. 83814
ph. (208) 972-7958
johnathon@paradigm-ors.biz

owner
m3 companies
mark tate
1673 shoreline dr,
suite 200
boise, id. 83702
ph. (208) 939-6263
mtate@m3companiesllc.com



LEGEND

EXISTING		PROPOSED
	BOUNDARY LINE	
	SECTION LINE	
P/E	PERMANENT EASEMENT	P/E
SS	SANITARY SEWER LINE	SS
W	WATER LINE	W
IRR	GRAVITY IRRIGATION PIPE	IRR
PIRR	PRESSURE IRRIGATION LINE	PIRR
SD	STORM DRAIN LINE	SD
	CENTERLINE	
	PUBLIC RIGHT OF WAY LINE	
	LOT LINE	
	6" VERTICAL CURB AND GUTTER	
	6" VERTICAL CURB (NO GUTTER)	
	ROLLED CURB & GUTTER	
	SEWER MANHOLE	S
	STORM DRAIN MANHOLE	D
RIR	GRAVITY IRRIGATION MANHOLE	RIR
	DITCH FLOW LINE	
	PRESSURE IRRIGATION SERVICE	
	STREET LIGHT	
	FIRE HYDRANT	
EG	EDGE OF GRAVEL	EG
EP	EDGE OF PAVEMENT	
OHP	OVERHEAD POWER	OHP
X	FENCE LINE	X
	STREET SIGN	
	SINGLE WATER SERVICE	
	DOUBLE WATER SERVICE	
	WATER VALVE	
	CONCRETE SIDEWALK	
	ASPHALT ROADWAY	

SITE DATA

SITE AREA:	7.93-AC
CAR PARKING:	
45°	71
90°	55
ADA	6
TOTAL	132
BUS PARKING:	8

0 30 60
SCALE IN FEET

811
Know what's below. Call before you dig.

CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

city of kuna

erstad

J-U-B ENGINEERS, INC.

ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in an unauthorized manner ©2025

valor classical academy

valor community
kuna, id

revision:
no. desc. date

project:	241101
date updated:	4/17/2025
drawn:	ARS
checked:	CL
J-U-B project:	10-25-016

DD

SITE PLAN

C-100

Plot Date: 4/17/2025 Plotted By:Caleb LaClair
Date Created: 4/10/2025 \\jub.com\central\Clients\ID\ErstadArchitects\Projects\10-25-016_ValorClassicalAcademy\Design\CAD\Sheet\DD-DR\10-25-016_C-100_DD.dwg

PLANTING NOTES

1. The Contractor shall be familiar with the planting and irrigation technical specifications -- failure to do so will not relieve the contractor of his responsibility to fulfill all requirements in said specifications.

2. Prior to any planting operations, the irrigation system shall be fully operational and all planting areas shall be thoroughly moistened.

3. The planting plan is diagrammatic, and all plant locations are approximate. Plant symbols and mulch hatches on the plans take precedence over quantities shown in the Plant Material Schedule. The Contractor shall verify all quantities and notify the Landscape Architect of any discrepancies between the quantities listed and the symbols shown. The Plant Material Schedule is for the Contractor's convenience only.

4. No substitution of size, grade, variety or any species shall be permitted except by written permission of the Landscape Architect. Upon receiving Notice to Proceed, the Contractor shall provide written proof that the specified plant material is available and has been secured or reserved specifically for this project. Obtain nursery stock and other plant materials from reliable and stable sources prior to order and delivery.

5. Final Grade Preparation
   A. The subgrade Material Shall be rough graded to plus or minus one tenth (+0.1) foot of the final rough grade, which will allow the Contractor to achieve final finished grade through the placement of the topsoil.
   B. Protect existing trees, shrubs, lawns, existing structures, fences, roads, sidewalks, paving, curb and gutter and other features during Construction.
   C. Protect above or below grade utilities. Contact utility companies to repair damage to utilities. Contractor shall pay all cost of repairs which he causes.
   D. Maintain all benchmarks, control monuments and stakes, whether newly established by surveyor or previously existing. Protect from damage and dislocation.
   E. Grading Intent: Spot elevations and contours indicated are based on the best available data. The intent is to maintain constant slopes between spot elevations.
   F. Conduct work in an orderly manner. Do not create a nuisance. Do not permit soil accumulation on streets or sidewalks. Do not allow soil to be washed into sewers and storm drains.
   G. Grade slopes to provide adequate drainage after compaction. Do not create water pockets or ridges. Use all means necessary to prevent erosion of freshly graded areas during construction until surfaces have been constructed and landscaping areas have taken hold.
   H. Grades shall be smooth, even, and maintain a consistent uniform slope. Grades with undulating surfaces will be rejected and require re-grading.
   I. The Contractor shall maintain a minimum of two (2) percent drainage away from all buildings, structures, and walls. Finished grades shall be smoothed to eliminate puddling or standing water.
   J. All finished grades shall be approved by the Landscape Architect prior to installation of any plant materials.

6. All planting areas shall receive a minimum of four (4) inches of imported topsoil in turf areas and twelve (12) inches in planting beds. All topsoil used on this project shall meet the following criteria:
   A. pH:.....5.5 - 8.0
   B. EC (electrical conductivity):.....<2.0 mmhos per centimeter
   C. SAR (sodium absorption ratio):.....<3.0
   D. % OM (percent organic matter):.....2%
   E. Texture (particle size per USDA classification):
      I. Sand:..... <70%
      II. Silt:.....<70%
      III. Clay:.....<30%
      IV. Stone Fragments (gravels or any soil particle Greater than two (2) mm in size):.....<5% (by volume)
      V. Rocks > 1.5".....None

   In addition, the topsoil shall be fertile, friable, natural loam and shall be capable of sustaining vigorous plant growth. It shall be free of stones, lumps, clods of hard earth, plants or their roots, sticks, and other extraneous matter. The topsoil shall contain neither noxious weeds nor their seeds. It shall not be used for planting operations while in a frozen or muddy condition. An appropriate fertilizer and mycorrhizae inoculant may be used to provide needed nutrients for healthy and vigorous plant growth. Follow recommendation of topsoil report.

7. The following procedure shall be followed in placing all topsoil:
   A. All areas to receive topsoil which have a slope of less than ten (10) percent shall be cross-ripped to a depth of four (4) to six (6) inches.
   B. The surface of the subgrade shall be scarified to a depth of two (2) inches to provide a transition zone between the subgrade and the topsoil. Place the topsoil on the subgrade and fine grade to the final finished grade and topsoil depths as indicated on the drawings and in these notes.
   C. Any required soil amendments (i.e. organic matter, fertilizer, gypsum, etc.) shall be thoroughly blended with imported or screened topsoil prior to placement. (Do not place amendments on top of topsoil and then blend.) Where only a dry, granular fertilizer is to be added, it may be applied to the surface and raked in during the fine grading process.

8. The Contractor shall obtain a soil analysis from any authorized soil testing agency of any existing stockpiled or imported topsoil to be used on the project to verify that it conforms to the topsoil specifications. Test results shall include horticultural nutrient recommendations. The soil samples shall be obtained per the testing agency directions. Allow ten (10) working days to obtain test results. The costs for such testing shall be the responsibility of the Contractor. Prior to delivery of the imported topsoil to the site, the Contractor shall provide to the Landscape Architect the name and location of the topsoil source, along with the certified soil analysis of the topsoil to be used. The analysis shall verify that the proposed topsoil meets the topsoil specifications, and is capable of supporting healthy plant growth.

9. After imported top soil has been delivered to the site, a second soils test may be required to verify that it is indeed the same soil as previously tested and designated for use in this project. No substitution of top soil shall be allowed without prior written authorization from the Landscape Architect.

10. All plants used for this project shall conform to the following:
    A. Any inspection certificates required by law shall accompany each delivery of plants and such certificate shall be filed with the Landscape Architect. All plants shall be subject to inspection and approval at the place of growth or upon delivery to the site for their quality, size, species, and variety. Such approval shall not impair the right of inspection and rejection at the site or during progress of work for size and condition of the plants, latent defects, or injuries. Any and all rejected plants shall be removed immediately from the premises by the Contractor. The Contractor shall make all replacements at his expense should he fail to comply in full with any of the specifications. Necessary replacements will be made as soon as weather conditions permit and all such plants replaced shall conform to all specifications herein.
    B. Plants shall be fresh and vigorous, of normal habit and growth, and free of disease, insects and insect eggs and insect larvae, weeds and weed seed. No heeled-in plants from cold storage shall be accepted except on approval by the Landscape Architect prior to installation.

11. All plants shall be installed using the following procedures:
    A. Plants shall be generally located as indicated by the drawing. The Contractor shall stake out the location of all plants and planting areas, and no excavation or installation shall commence until such locations have been approved by the Landscape Architect.
    B. All trees and shrubs shall be planted in pits as detailed in the planting details contained herein or as noted on the drawings. Tree and shrub pits shall be circular in outline, with 45° angled sides and the base diameter of the plant pit at least two (2) times the diameter of the rootball of each plant to be installed. They shall be one to two and one half (1 - 2 ½) inches shallower than the rootball depth. When the plant is properly placed in the plant pit, the root collar shall be at or approximately one (1) inch above finished grade. The sides of the plant pit shall be roughened, and not smooth or sculpted.
    C. All plant and tree pits shall be backfilled with imported topsoil mix and required amendments. See Notes 6 and 7.
    D. For container grown plants, remove the container and place the plant vertically in the plant pit, directly on undisturbed soil. The root crown or collar shall be at or approximately one (1) inch above the finished grade. Perennial plants and ornamental grasses shall be planted with root collar at finished grade.
    E. For balled and burlapped plants, place the plant vertically in the center of the pit, with the rootball resting on undisturbed soil. Cut and remove the wire basket and burlap or other wrapping material from the rootball. This may be done with the rootball in the pit. Any burlap or wire pieces underneath the rootball may be left in place if they cannot be removed. Do not fold the burlap over, but cut away as much as possible without disturbing the rootball. No burlap shall be pulled from under the rootball. Backfill the bottom one third (1/3) of the pit as the wire and burlap are removed. In all cases, maintain the integrity of the rootball.
    F. Specified backfill material shall be carefully and firmly worked and tamped under and around the rootball to fill all voids. When backfilled and compacted to two thirds (2/3) the depth of the pit, thoroughly water with a hose to completely soak the roots and remove any air pockets.
    G. The plant pit shall then be completely backfilled with the specified backfill mix and tamped well. A shallow watering basin or rain cup shall be formed around each plant. This basin will be equal in diameter to that of the original planting pit.
    H. After planting, the following operations shall be performed:
       I. Stake and mulch all trees per installation details.
       II. Remove all nursery stakes ties, and tags from all plants. Prune and remove any dead, damaged, or broken branches. Maintain side growth on all trees.

12. Staking shall be performed as follows:
    A. Tree staking is only required if necessitated by consistent high winds on site to prevent trees from blowing/tipping over. For bidding purposes, include staking for all trees. During construction the owner, landscape architect, and contractor shall determine if tree staking should be provided. Should staking not be required, contractor shall provide a credit to the owner equal to associated materials and labor costs.
    B. Two (2) 2"x 2" square or 2" diameter round wood stakes, minimum ten (10) feet in length, shall be used to support each tree planted under this contract unless otherwise indicated. Metal t-posts shall not be used.
    C. Tree ties shall conform to the staking detail shown on the planting detail sheet. Wire and vinyl hose shall not be used.
    D. Each stake shall be located adjacent to the rootball, on opposing sides, to provide maximum support to the trunk. Do not penetrate the rootball with the stake.
    E. The stakes shall be driven into the pit bottom after the tree has been placed in the pit, but before backfilling begins so as to avoid damage to the roots.
    F. Stakes and ties shall be removed after one (1) full growing season from the time the tree was installed.

13. All plants shall be thoroughly watered immediately after planting. This shall mean full and thorough saturation of all backfill in the pits and beds during the same day of planting. Water shall be applied only by open end hose at very low pressure to avoid air pockets, injury to the plant, or washing away of backfill. When installed, watered, and fully settled, the plants shall be vertical. Subsequent watering shall be provided by the site's irrigation system. The Contractor shall ensure that all plants, especially trees, receive sufficient water to maintain healthy growth and vigor. Over-watering shall be avoided, and prolonged saturation of the soil around the trees shall be eliminated by appropriately controlling the irrigation circuit which provides water to that area.

14. A weed barrier fabric shall be placed in all planting beds to receive stone mulch to prevent the growth and spread of unwanted vegetation. The fabric shall be Typar #3301B or approved equal. Do not install weed barrier fabric under bark mulch.

15. Mulch (see plant materials schedule and specifications for size requirements) shall be placed to a depth of three (3) inches on top of the topsoil in all planting beds and over tree planting pits, unless otherwise noted on the plans. The finished grade of the mulch shall be as follows:
    A. One (1) inches below the surface or finished grade of any paving, mowstrips, or walks adjacent to the planting area.
    B. One-half to One (0.5-1) inch below top of metal edging.
    C. At adjacent finished grade of the turf surrounding tree planting pits.
    D. In tree pits, the mulch shall be kept six (6) inches away from the base of the tree.
    E. Just prior to placement of the mulch, the Contractor shall treat the mulched areas with a pre-emergent herbicide according to the manufacturer's recommendations.

16. For projects with turf grass sod, all sod used for this project shall be free of grassy and broad-leaf weeds, contain no bare or burned spots, and be clean and strongly rooted. It shall be of the varieties noted in the plans and Plant Material Schedule. The sod shall be cut using approved methods and equipment. It shall be cut in pieces not exceeding one (1) square yard, with a uniform thickness on all pieces. Sod thickness may vary between a minimum of one (1) inch and maximum one and one half (1 ½) inches, but must be consistent throughout this project. The Contractor shall notify the Landscape Architect of the source of the sod prior to placement. The sod shall be stripped and delivered to the site not more than twenty four (24) hours prior to laying. It shall be maintained in a moist and healthy condition to encourage immediate growth.

17. The following procedure shall be followed when installing the sod:
    A. Lay the sod on smooth, moist topsoil, working off planks if required.
    B. Rake the topsoil to loosen and level prior to placing each course of sod.
    C. Lay strips perpendicular to the direction of the slope. Strips shall be parallel to each other, with their end seams staggered. The sod shall be neither stretched nor overlapped, and all joints shall be butted tightly together.
    D. Roll the sod immediately after placing and thoroughly water with a fine spray to a depth sufficient that the underside of the new sod and the soil immediately below the sod are thoroughly wet.
    E. On slopes two (2) horizontal to one (1) vertical or steeper, lay the sod perpendicular to the slope and secure every row with wooden pegs at two (2) feet maximum on center. Drive the pegs flush with the soil portion of the sod.
    F. Sod pieces shall be laid tightly together. Sod areas with gaps caused by pieces not being laid tightly enough together or areas with ridges from overlapping pieces shall not be accepted and the Contractor will be required to re-lay the sod.

18. For projects with turf grass seed, hydroseeding shall conform to the following general standards:
    A. Wood fiber mulch shall be Echofiber or Conwed or equal, that is virgin wood fiber, free of growth--or germination--inhibiting substances. The mulch shall be air dried with not more than fifteen (15) percent moisture by weight. The total organic weight shall be a minimum of ninety eight (98) percent. Inorganic ash content shall be 0.7±0.2 percent. Water holding capacity shall be 1000G/100G (oven dried weight). The pH range shall be 4.0 - 6.0. The fiber length shall meet the following:
       I. Fifty (50) percent shall be at least 0.15 inches in length or longer.
       II. Fifty (50) percent shall be retained on the twenty eight (28) mesh screen.
    B. The seed mix shall be as specified on the plans. Provide written certification that the seed conforms to state seed law and is in compliance with State Department of Agriculture regulations.
    C. The tackifier shall be M-Binder or Plantego or equal.
    D. Application rates shall be as follows:
    I. Wood fiber mulch..... 50 pounds (min.)/1,000 SF
    II. Seed mix (see plans).....(7 pounds/1,000 SF typ.)
    III. Tackifier..... 100 pounds/Acre
       IV. Fertilizer..... 7 - 8 pounds/1,000 SF
       V. Water..... 92 gallons/1,000 SF

19. One-step preparation and application of hydroseed mulch shall be as follows:
    A. The wood fiber mulch, seed, tackifier, fertilizer, and water shall be mixed together in a hydroseeding machine having a capacity of at least two thousand (2,000) gallons to allow for homogeneous slurry which is thoroughly mixed and can be applied easily without clogging. The machine shall be mounted on a traveling unit which is either self-propelled or drawn by a separate unit. Equipment used in the hydroseeding process shall be thoroughly cleaned of all seed and other materials used in any previous hydroseeding process, prior to hydroseeding on this project.
    B. The equipment shall have a built in agitation system and operating capacity sufficient to agitate, suspend, and homogeneously mix a slurry containing not less than fifty (50) pounds of organic mulching amendment plus chemical additives and solids for each one hundred (100) gallons of water.
    C. The slurry shall be prepared at the site and its components shall be mixed to supply the rates of application as specified. The slurry preparation shall begin by adding water to the tank when the engine is at one half (½) throttle. The engine throttle shall be open to full speed when the tank is one half (½) filled with water. All organic amendments, fiber, and chemicals shall then be added by the time the tank is two thirds (2/3) to three fourths (3/4) full. At this time and not before, the seed mix shall also be added. Spraying shall commence immediately when the tank is full and the slurry is mixed.
    D. Apply the hydroseed to form even appearing cover over the required areas. The slurry shall be applied in a downward drilling motion via a fan stream nozzle. It is important to ensure that all of the components enter and mix with the soil. Use only qualified and trained personnel to ensure uniformity of the hydroseed applications.
    E. The hydroseeding slurry components shall not be left in the hydroseed machine for more than two (2) hours in order to avoid seed deterioration.

20. Throughout the course of planting, excess and waste materials as well as excavated subsoil shall be continuously and promptly removed. All areas shall be kept clear and all reasonable precautions taken to avoid damage to existing structures, plants, and grass. When planting has been completed in an area, it shall be thoroughly cleaned of all debris, rubbish, subsoil, and waste materials. These shall be removed from the property and disposed of legally. All planting tools shall also be put away.

21. Substantial Completion shall be defined as the complete installation of all plant materials, staking, mulching, and other work on the project in its entirety. Substantial completion shall not be given on designated portions of a project.
    A. At substantial completion of all planting work outlined in these plans, the Contractor shall contact the Landscape Architect to arrange for a walk through to verify that all aspects of the work have been completed. Work must be fully completed (except for final clean-up) according to all plans, notes, and specifications and exhibit professional workmanship.
    B. Notice by the Contractor shall be given, in writing, at least three (3) days in advance to the Owner's Representative and Landscape Architect so that proper scheduling can be made for those who are to attend.
    C. At the appointed time, an inspection of all plant materials, including staking and mulching, shall be made.
    D. A list of uncompleted items (punch list) shall be generated by the Landscape Architect and distributed to the Contractor and other involved parties within three (3) days of the substantial completion inspection. Each item on the punch list shall be corrected before the project will be approved and accepted by the Owner's representative. The Contractor will be back charged for time spent by the Owner and any consultants who have been brought to the site for a final inspection when the project is not ready for said inspection.

22. The maintenance/establishment period shall begin one (1) day after the substantial completion inspection. The Contractor shall complete all punch list items during this period, as well as maintain and operate the entire irrigation system. The Contractor shall maintain all plantings until the turf is fully established. The turf shall be considered fully established when turf grass stands come in uniform and thick, with no bare or thin spots, and roots have begun to spread and knit together. No weeds shall be allowed in the grass areas. The maintenance and establishment shall be a minimum period of sixty (60) days (or greater if so identified in the technical specifications), and shall take place during the growing season defined as April 15th through October 15th. Should the maintenance and establishment period not be fully complete prior to October 15th, the balance of the time shall be carried over and start up again on April 15th. Should mild winter weather allow the continuance of work beyond October 15th, the contractor, owner, and landscape architect may mutually agree if these dates can be adjusted along with specific requirements to do so. The maintenance work required shall include but not be limited to the following:
    A. Appropriate watering of all plant materials.
    B. Weeding and removal of all weeds from groundcover and planting areas.
    C. Replacement of any dead, dying, or damaged trees, shrubs, perennials, or groundcover.
    D. Filling and replanting of any low areas which may cause standing water.
    E. Adjusting of sprinkler head heights and watering patterns.
    F. Filling and re-compaction of eroded areas, along with any required re-seeding and/or replanting.
    G. The turf grass shall be mowed when the blades reach three (3) inches tall and maintained to a minimum height of two (2) inches. No more than one third (1/3) of the blade shall be removed per cutting. The cutting frequency shall be once every five (5) to seven (7) days depending upon turf grass height and growth rate.
    H. Weekly removal of all trash, litter, clippings, and all foreign debris.
    I. At thirty (30) days after planting, a balanced fertilizer (16-16-16) shall be applied to the turf grass areas at a rate of one half (½) pound of nitrogen per one thousand (1,000) square feet.
    J. At intervals of thirty (30) days after the first application of fertilizer to the turf grass, apply a balanced fertilizer (16-16-16) at a rate of one half (½) pound of nitrogen per one thousand (1,000) square feet until the turf grass is established.

23. A final inspection shall be held prior to the end of the maintenance period to ensure that all punch list items have been completed and the entire project is ready for acceptance by the Owner. Upon satisfaction that the Contractor has completed all punch list items, the irrigation system is fully and completely functional, and the required As-Built drawings and maintenance manuals have been submitted, the Owner shall accept the project. An official letter of final acceptance shall be prepared and issued to the Contractor, Landscape Architect, and the Owner's representative. Upon final acceptance of the project by the Owner's representative, the Owner shall assume full responsibility for the project, and the guarantee period shall begin.

24. Upon final acceptance of the project as being properly installed, the Contractor shall guarantee the plant materials as follows:
    A. All shrubs and groundcovers shall be guaranteed by the Contractor as to growth and health for a period of sixty (60) days after completion of the maintenance period and final acceptance.
    B. All trees shall be guaranteed by the Contractor to live and grow in an acceptable upright position for a period of one (1) year after completion of the maintenance period and final acceptance.
    C. Any tree with 30% dead or missing canopy, shall be replaced as part of this plant guarantee.

25. The Contractor shall, within fifteen (15) days after receiving written notification by Owner's representative, remove and replace all guaranteed plant materials which die or become unhealthy or appear to be in a badly impaired condition at any time during the guarantee period. Any plants that settle below or rise above the desired finished grade shall also be reset to the proper grade.
    A. All replacements shall be plants of the same kind, size, and quality as originally specified in the "plant list" and they shall be furnished, planted, staked, and maintained as specified herein at no additional cost to the owner.
    B. The Contractor will not be responsible for plants destroyed or lost due to occupancy of the project, vandalism on the part of others, or improper maintenance or lack thereof.

NOT FOR CONSTRUCTION

erstad

J-U-B ENGINEERS, INC.

ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in an unauthorized manner ©2025

valor classical academy
valor community
kuna, id

revision:
no. desc. date

project: 241101
date updated: 4/10/2025
drawn: DF
checked: SW/CL
J-U-B project: 10-25-016

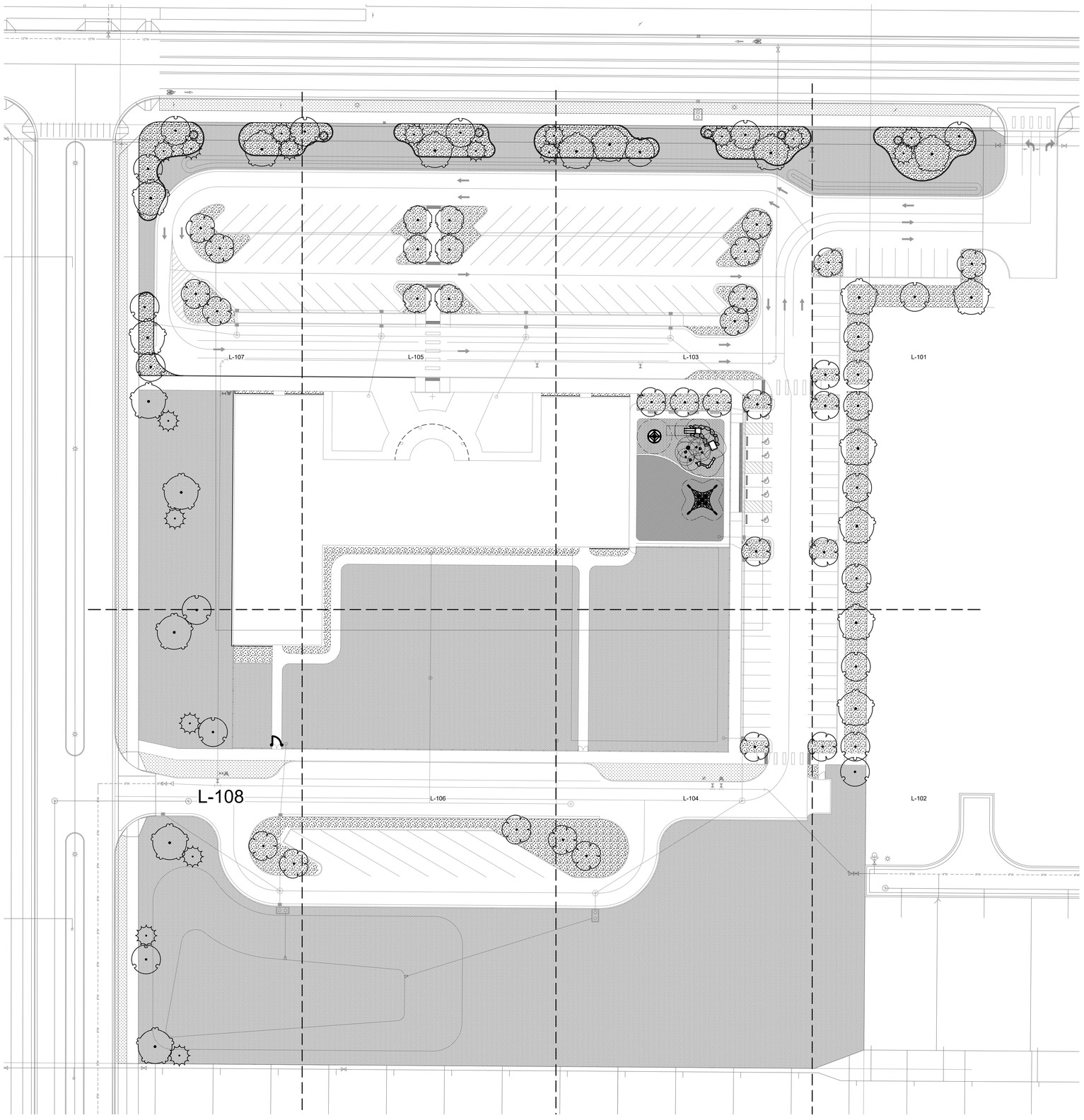
PLANTING NOTES

L-001

Know what's below. Call before you dig.

CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

Plot Date: 4/10/2025 Plotted By:Danny Fullmer
Date Created: 4/7/2025 \\jub.com\ventus\Clients\10 Erstadarchitects\Projects\10-25-016 ValorClassicalAcademy\Design\CAD\Sheet\L-10x.dwg



PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT
DECIDUOUS TREES				
	AC	19	Acer platanoides 'Columnarbroad' Parkway® Maple	2" CAL
	PJ	6	Prunus serrulata 'Kanzan' Kanzan Japanese Flowering Cherry	2" CAL
	TC	21	Tilia cordata 'Corzam' Corinthian® Littleleaf Linden	2" CAL
	ZM	25	Zelkova serrata 'Musashino' Musashino Japanese Zelkova	2" CAL
EVERGREEN TREES				
	JG	6	Juniperus scopulorum 'Gray Gleam' Gray Gleam Juniper	6` Height
	PF	18	Pinus flexilis 'Vanderwolf's Pyramid' Vanderwolf's Pyramid Limber Pine	6` Height
SHRUBS				
	AP	0	Arctostaphylos x coloradensis 'Panchito' Panchito Manzanita	2 gal
	BX	0	Buddleja x 'Blue Chip' Lo & Behold® Blue Chip Butterfly Bush	2 gal
	BG	0	Buxus sempervirens `Graham Blandy` Graham Blandy Common Boxwood	5 gal
	JB	0	Juniperus horizontalis 'Bar Harbor' Bar Harbor Creeping Juniper	5 gal
	PK	0	Philadelphus coronarius 'SMNPVG' Illuminati Tower® Mockorange	2 gal
	PG	0	Picea pungens 'Glauca Globosa' Blue Globe Colorado Spruce	5 gal
	PP	0	Picea pungens 'Glauca Procumbens' Spreading Blue Colorado Spruce	5 gal
	RG	0	Rhus aromatica 'Gro-Low' Gro-Low Fragrant Sumac	2 gal
	ST	0	Spiraea betulifolia 'Tor' White Frost™ Birchleaf Spirea	2 gal
	SO	0	Symphoricarpos x doorenbosii 'Kolmapinpos' Pink Posy™ Snowberry	2 gal

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT
GROUND COVERS				
	AT	3,599 sf	Artificial Turf	SOD
	PIP	1,409 sf	Pour-In-Place Rubber Play Surfacing	N/A
	RM	31,152 sf	Staker Parson Boise Cobble 2-6" 3" Depth	Mulch
SEED				
	SEED	135,647 sf	Kentucky Bluegrass Seed or Sod Blend of 3 Varieties Min	SEED
SOD				
	SOD	10,333 sf	Kentucky Bluegrass Sod Blend of 3 Varieties Min	SOD
		13	Montana Rhy Boulders Canyon Hardscape in Caldwell ID	
			8" wide x 6" deep concrete mow curb with rebar center in curb. Score curbing every 5' and provide expansion joint every 40', rebar shall not pass through expansion joint.	

0 30 60
SCALE IN FEET

Know what's below. Call before you dig.

CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

NOT FOR CONSTRUCTION

erstad

J-U-B ENGINEERS, INC.

ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in an unauthorized manner ©2025

valor classical academy

valor community
kuna, id

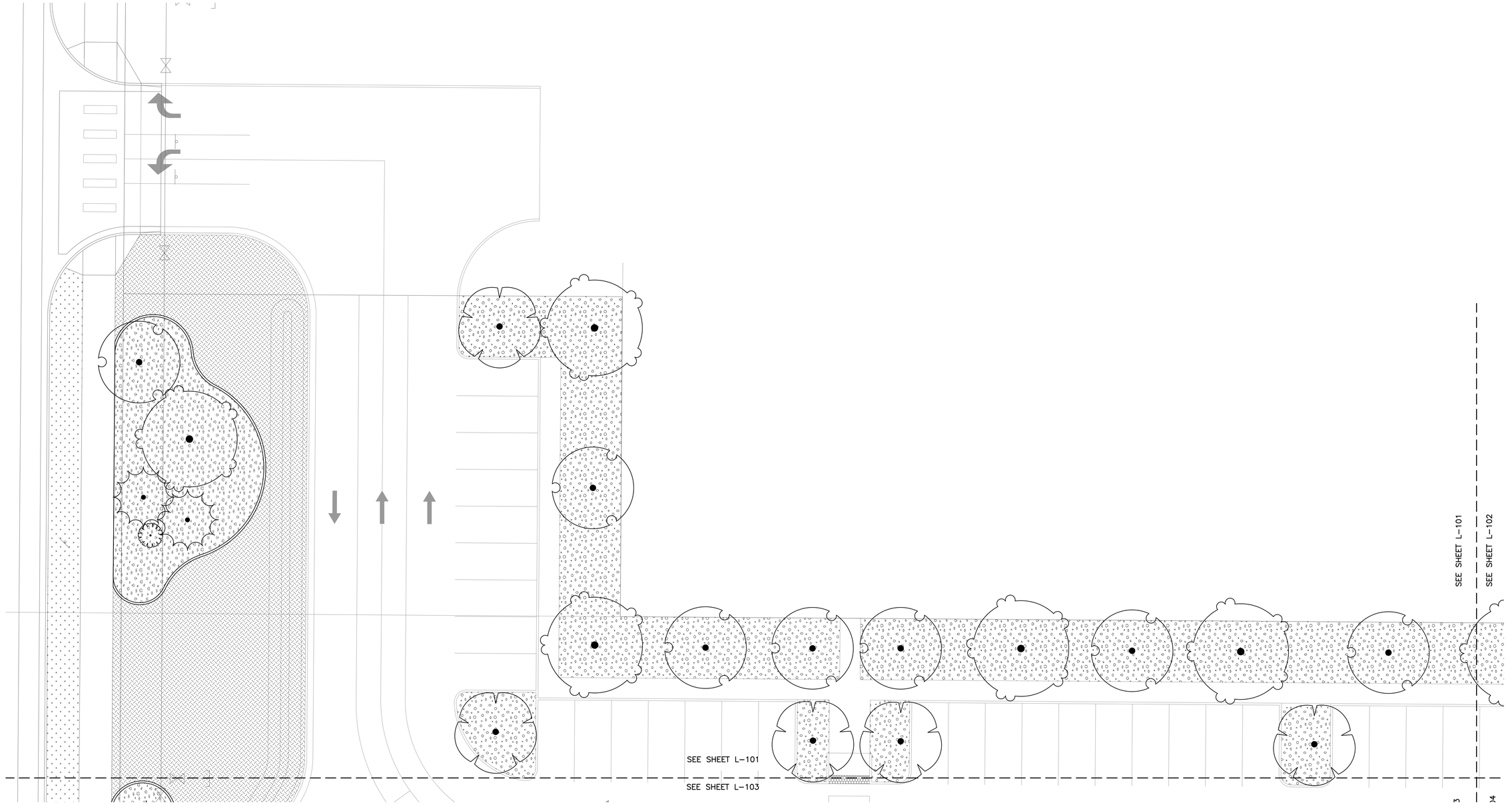
revision:
no. desc. date

project: 241101
date updated: 4/10/2025
drawn: DF
checked: SW/CL
J-U-B project: 10-25-016

OVERALL PLANTING PLAN

L-100

Plot Date: 4/10/2025 Plotted By:Danny Fullmer
Date Created: 4/7/2025 \\ub.com\central\Clients\US\Erstad\Architects\Projects\10-25-016 ValorClassicalAcademy\Design\CAD\Sheet\L-100.dwg



PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT
DECIDUOUS TREES				
	AC	19	Acer platanoides 'Columnarbroad' Parkway® Maple	2" CAL
	PJ	6	Prunus serrulata 'Kanzan' Kanzan Japanese Flowering Cherry	2" CAL
	TC	21	Tilia cordata 'Corzam' Corinthian® Littleleaf Linden	2" CAL
	ZM	25	Zelkova serrata 'Musashino' Musashino Japanese Zelkova	2" CAL
EVERGREEN TREES				
	JG	6	Juniperus scopulorum 'Gray Gleam' Gray Gleam Juniper	6` Height
	PF	18	Pinus flexilis 'Vanderwolf's Pyramid' Vanderwolf's Pyramid Limber Pine	6` Height

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT
SHRUBS				
	AP	0	Arctostaphylos x coloradensis 'Panchito' Panchito Manzanita	2 gal
	BX	0	Buddleja x 'Blue Chip' Lo & Behold® Blue Chip Butterfly Bush	2 gal
	BG	0	Buxus sempervirens `Graham Blandy` Graham Blandy Common Boxwood	5 gal
	JB	0	Juniperus horizontalis 'Bar Harbor' Bar Harbor Creeping Juniper	5 gal
	PK	0	Philadelphus coronarius 'SMNPVG' Illuminati Tower® Mockorange	2 gal
	PG	0	Picea pungens 'Glauca Globosa' Blue Globe Colorado Spruce	5 gal
	PP	0	Picea pungens 'Glauca Procumbens' Spreading Blue Colorado Spruce	5 gal
	RG	0	Rhus aromatica 'Gro-Low' Gro-Low Fragrant Sumac	2 gal
	ST	0	Spiraea betulifolia 'Tor' White Frost™ Birchleaf Spirea	2 gal
	SO	0	Symphoricarpos x doorenbosii 'Kolmapinpos' Pink Posy™ Snowberry	2 gal

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT
GROUND COVERS				
	AT	3,599 sf	Artificial Turf	SOD
	PIP	1,409 sf	Pour-In-Place Rubber Play Surfacing	N/A
	RM	31,152 sf	Staker Parson Boise Cobble 2-6" 3" Depth	Mulch
SEED				
	SEED	135,647 sf	Kentucky Bluegrass Seed or Sod Blend of 3 Varieties Min	SEED
SOD				
	SOD	10,333 sf	Kentucky Bluegrass Sod Blend of 3 Varieties Min	SOD
		13	Montana Rhy Boulders Canyon Hardscape in Caldwell ID	
			8" wide x 6" deep concrete mow curb with rebar center in curb. Score curbing every 5' and provide expansion joint every 40', rebar shall not pass through expansion joint.	

0 10 20
SCALE IN FEET

Know what's below. Call before you dig.

CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

NOT FOR CONSTRUCTION

erstad

J-U-B ENGINEERS, INC.

ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in an unauthorized manner ©2025

valor classical academy
valor community
kuna, id

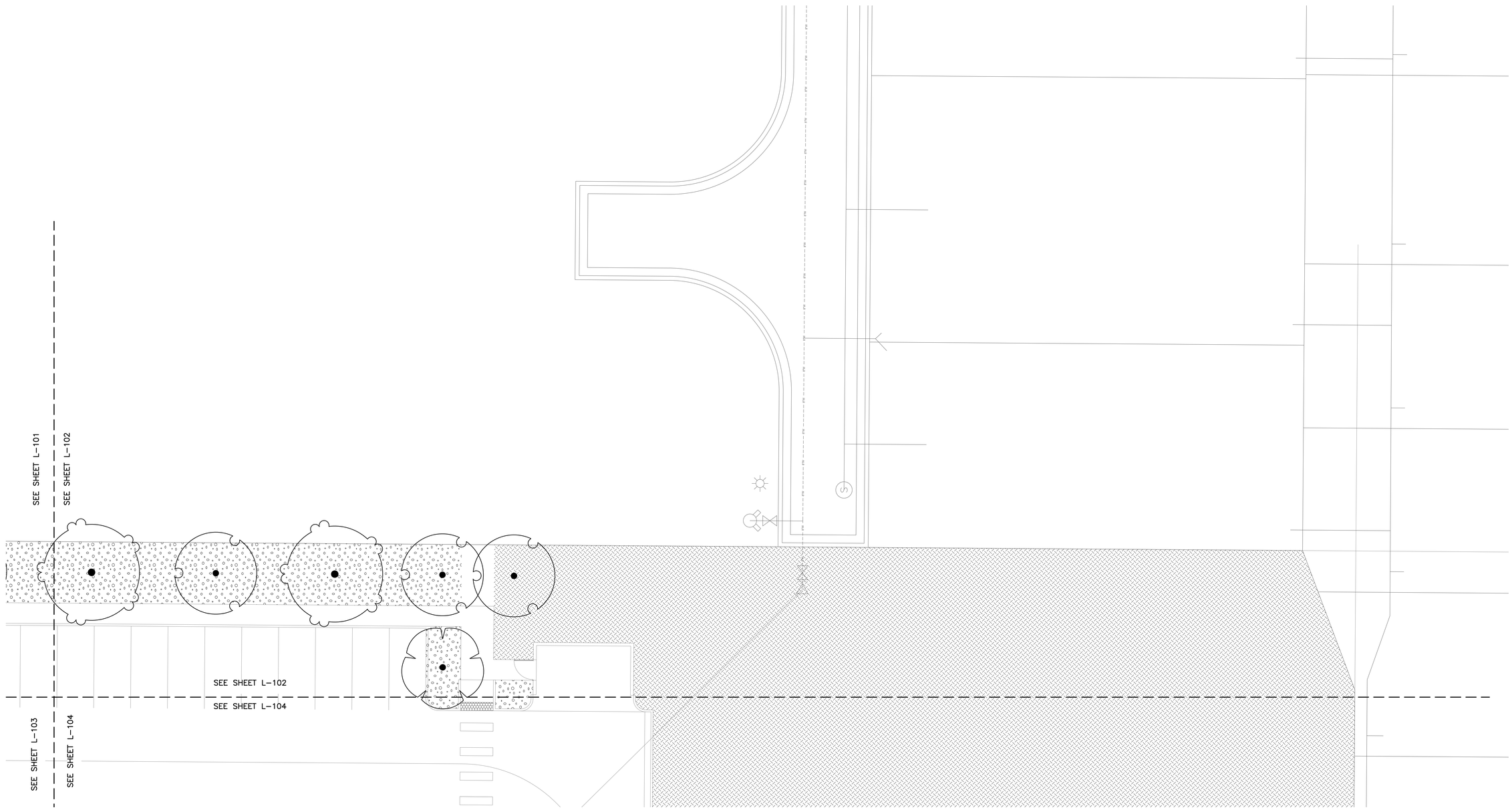
revision:
no. desc. date

project: 241101
date updated: 4/10/2025
drawn: DF
checked: SW/CL
J-U-B project: 10-25-016

PLANTING PLAN

L-101

Plot Date: 4/10/2025 Plotted By:Donny Fullmer
Date Created: 4/7/2025 \\jub.com\center\Clients\ID\ErstadArchitects\Projects\10-25-016 ValorClassicalAcademy\Design\CAD\Sheet\L-10x.dwg



PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT
DECIDUOUS TREES				
	AC	19	Acer platanoides 'Columnarbroad' Parkway® Maple	2" CAL
	PJ	6	Prunus serrulata 'Kanzan' Kanzan Japanese Flowering Cherry	2" CAL
	TC	21	Tilia cordata 'Corzam' Corinthian® Littleleaf Linden	2" CAL
	ZM	25	Zelkova serrata 'Musashino' Musashino Japanese Zelkova	2" CAL
EVERGREEN TREES				
	JG	6	Juniperus scopulorum 'Gray Gleam' Gray Gleam Juniper	6` Height
	PF	18	Pinus flexilis 'Vanderwolf's Pyramid' Vanderwolf's Pyramid Limber Pine	6` Height

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT
SHRUBS				
	AP	0	Arctostaphylos x coloradensis 'Panchito' Panchito Manzanita	2 gal
	BX	0	Buddleja x 'Blue Chip' Lo & Behold® Blue Chip Butterfly Bush	2 gal
	BG	0	Buxus sempervirens `Graham Blandy` Graham Blandy Common Boxwood	5 gal
	JB	0	Juniperus horizontalis 'Bar Harbor' Bar Harbor Creeping Juniper	5 gal
	PK	0	Philadelphus coronarius 'SMNPVG' Illuminati Tower® Mockorange	2 gal
	PG	0	Picea pungens 'Glauca Globosa' Blue Globe Colorado Spruce	5 gal
	PP	0	Picea pungens 'Glauca Procumbens' Spreading Blue Colorado Spruce	5 gal
	RG	0	Rhus aromatica 'Gro-Low' Gro-Low Fragrant Sumac	2 gal
	ST	0	Spiraea betulifolia 'Tor' White Frost™ Birchleaf Spirea	2 gal
	SO	0	Symphoricarpos x doorenbosii 'Kolmapinpos' Pink Posy™ Snowberry	2 gal

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT
GROUND COVERS				
	AT	3,599 sf	Artificial Turf	SOD
	PIP	1,409 sf	Pour-In-Place Rubber Play Surfacing	N/A
	RM	31,152 sf	Staker Parson Boise Cobble 2-6" 3" Depth	Mulch
SEED				
	SEED	135,647 sf	Kentucky Bluegrass Seed or Sod Blend of 3 Varieties Min	SEED
SOD				
	SOD	10,333 sf	Kentucky Bluegrass Sod Blend of 3 Varieties Min	SOD
		13	Montana Rhy Boulders Canyon Hardscape in Caldwell ID	
			8" wide x 6" deep concrete mow curb with rebar center in curb. Score curbing every 5' and provide expansion joint every 40', rebar shall not pass through expansion joint.	

0 10 20
SCALE IN FEET

811 Know what's below. Call before you dig.

CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

NOT FOR CONSTRUCTION

erstad

J-U-B ENGINEERS, INC.

ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in an unauthorized manner ©2025

valor classical academy

valor community
kuna, id

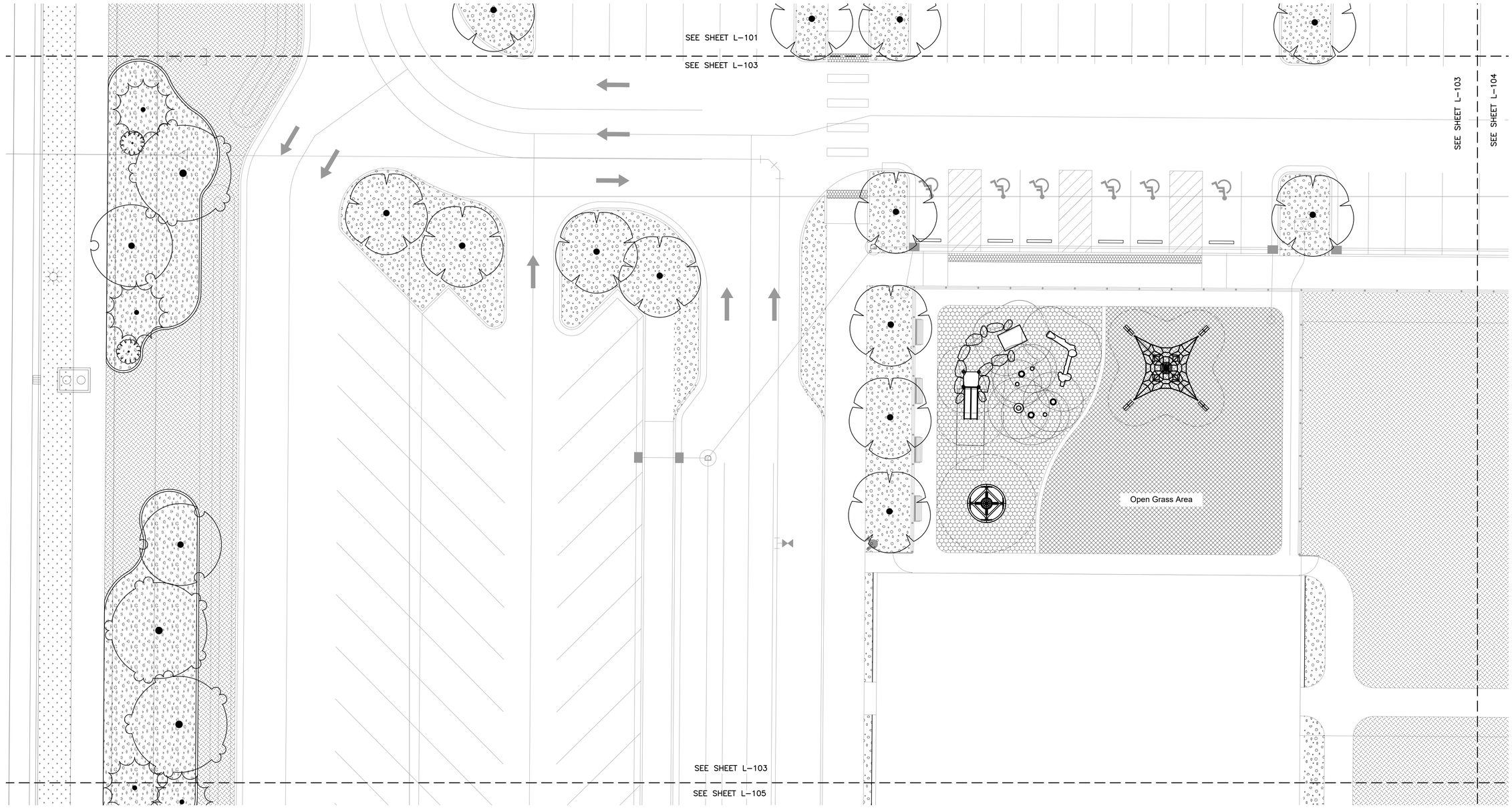
revision:
no. desc. date

project: 241101
date updated: 4/10/2025
drawn: DF
checked: SW/CL
J-U-B project: 10-25-016

PLANTING PLAN

L-102

Plot Date: 4/10/2025 Plotted By:Danny Fullmer
Date Created: 4/7/2025 \\jub.com\central\Clients\ID\ErstadArchitects\Projects\10-25-016_ValorClassicalAcademy\Design\CAD\Sheet\L-10x.dwg



PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT
DECIDUOUS TREES				
	AC	19	Acer platanoides 'Columnarbroad' Parkway® Maple	2" CAL
	PJ	6	Prunus serrulata 'Kanzan' Kanzan Japanese Flowering Cherry	2" CAL
	TC	21	Tilia cordata 'Corzam' Corinthian® Littleleaf Linden	2" CAL
	ZM	25	Zelkova serrata 'Musashino' Musashino Japanese Zelkova	2" CAL
EVERGREEN TREES				
	JG	6	Juniperus scopulorum 'Gray Gleam' Gray Gleam Juniper	6` Height
	PF	18	Pinus flexilis 'Vanderwolf's Pyramid' Vanderwolf's Pyramid Limber Pine	6` Height

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT
SHRUBS				
	AP	0	Arctostaphylos x coloradensis 'Panchito' Panchito Manzanita	2 gal
	BX	0	Buddleja x 'Blue Chip' Lo & Behold® Blue Chip Butterfly Bush	2 gal
	BG	0	Buxus sempervirens `Graham Blandy` Graham Blandy Common Boxwood	5 gal
	JB	0	Juniperus horizontalis 'Bar Harbor' Bar Harbor Creeping Juniper	5 gal
	PK	0	Philadelphus coronarius 'SMNPVG' Illuminati Tower® Mockorange	2 gal
	PG	0	Picea pungens 'Glauca Globosa' Blue Globe Colorado Spruce	5 gal
	PP	0	Picea pungens 'Glauca Procumbens' Spreading Blue Colorado Spruce	5 gal
	RG	0	Rhus aromatica 'Gro-Low' Gro-Low Fragrant Sumac	2 gal
	ST	0	Spiraea betulifolia 'Tor' White Frost™ Birchleaf Spirea	2 gal
	SO	0	Symphoricarpos x doorenbosii 'Kolmapinpos' Pink Posy™ Snowberry	2 gal

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT
GROUND COVERS				
	AT	3,599 sf	Artificial Turf	SOD
	PIP	1,409 sf	Pour-In-Place Rubber Play Surfacing	N/A
	RM	31,152 sf	Staker Parson Boise Cobble 2-6" 3" Depth	Mulch
SEED				
	SEED	135,647 sf	Kentucky Bluegrass Seed or Sod Blend of 3 Varieties Min	SEED
SOD				
	SOD	10,333 sf	Kentucky Bluegrass Sod Blend of 3 Varieties Min	SOD
		13	Montana Rhy Boulders Canyon Hardscape in Caldwell ID	
			8" wide x 6" deep concrete mow curb with rebar center in curb. Score curbing every 5' and provide expansion joint every 40', rebar shall not pass through expansion joint.	

0 10 20
SCALE IN FEET

811 Know what's below. Call before you dig.

CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

NOT FOR CONSTRUCTION

erstad

J-U-B ENGINEERS, INC.

ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in an unauthorized manner ©2025

valor classical academy

valor community
kuna, id

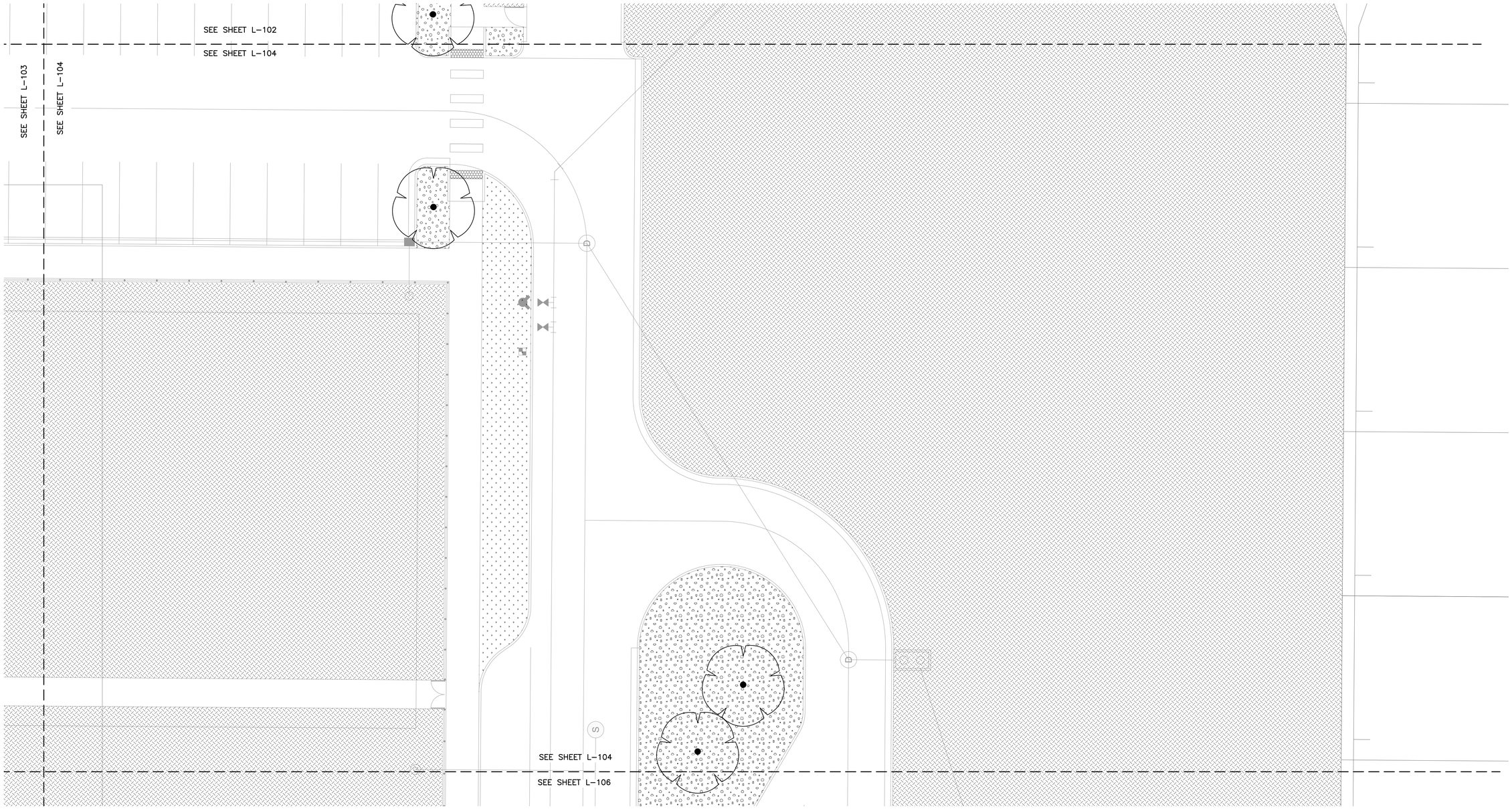
revision:
no. desc. date

project: 241101
date updated: 4/10/2025
drawn: DF
checked: SW/CL
J-U-B project: 10-25-016

PLANTING PLAN

L-103

Plot Date: 4/10/2025 Plotted By:Danny Fullmer
Date Created: 4/7/2025 \\ub.com\central\Clients\ID\Erstadarchitects\Projects\10-25-016 ValorClassicalAcademy\Design\CAD\Sheet\L-10x.dwg



PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT
DECIDUOUS TREES				
	AC	19	Acer platanoides 'Columnarbroad' Parkway® Maple	2" CAL
	PJ	6	Prunus serrulata 'Kanzan' Kanzan Japanese Flowering Cherry	2" CAL
	TC	21	Tilia cordata 'Corzam' Corinthian® Littleleaf Linden	2" CAL
	ZM	25	Zelkova serrata 'Musashino' Musashino Japanese Zelkova	2" CAL
EVERGREEN TREES				
	JG	6	Juniperus scopulorum 'Gray Gleam' Gray Gleam Juniper	6` Height
	PF	18	Pinus flexilis 'Vanderwolf's Pyramid' Vanderwolf's Pyramid Limber Pine	6` Height

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT
SHRUBS				
	AP	0	Arctostaphylos x coloradensis 'Panchito' Panchito Manzanita	2 gal
	BX	0	Buddleja x 'Blue Chip' Lo & Behold® Blue Chip Butterfly Bush	2 gal
	BG	0	Buxus sempervirens `Graham Blandy` Graham Blandy Common Boxwood	5 gal
	JB	0	Juniperus horizontalis 'Bar Harbor' Bar Harbor Creeping Juniper	5 gal
	PK	0	Philadelphus coronarius 'SMNPVG' Illuminati Tower® Mockorange	2 gal
	PG	0	Picea pungens 'Glauca Globosa' Blue Globe Colorado Spruce	5 gal
	PP	0	Picea pungens 'Glauca Procumbens' Spreading Blue Colorado Spruce	5 gal
	RG	0	Rhus aromatica 'Gro-Low' Gro-Low Fragrant Sumac	2 gal
	ST	0	Spiraea betulifolia 'Tor' White Frost™ Birchleaf Spirea	2 gal
	SO	0	Symphoricarpos x doorenbosii 'Kolmapinpos' Pink Posy™ Snowberry	2 gal

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT
GROUND COVERS				
	AT	3,599 sf	Artificial Turf	SOD
	PIP	1,409 sf	Pour-In-Place Rubber Play Surfacing	N/A
	RM	31,152 sf	Staker Parson Boise Cobble 2-6" 3" Depth	Mulch
SEED				
	SEED	135,647 sf	Kentucky Bluegrass Seed or Sod Blend of 3 Varieties Min	SEED
SOD				
	SOD	10,333 sf	Kentucky Bluegrass Sod Blend of 3 Varieties Min	SOD
		13	Montana Rhy Boulders Canyon Hardscape in Caldwell ID	
			8" wide x 6" deep concrete mow curb with rebar center in curb. Score curbing every 5' and provide expansion joint every 40', rebar shall not pass through expansion joint.	

0 10 20
SCALE IN FEET

Know what's below. Call before you dig.

CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

NOT FOR CONSTRUCTION

erstad

J-U-B ENGINEERS, INC.

ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in an unauthorized manner ©2025

valor classical academy

valor community
kuna, id

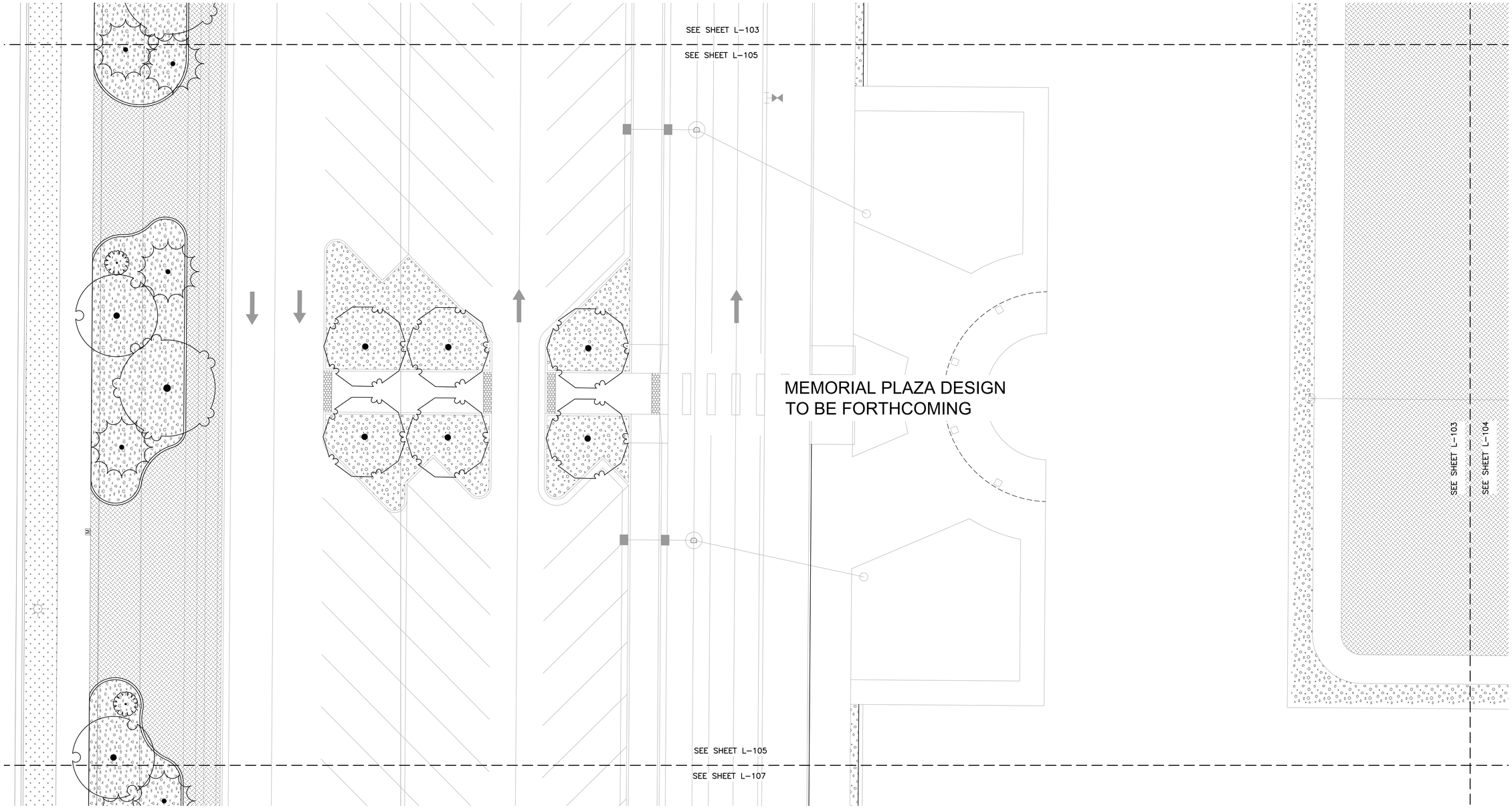
revision:
no. desc. date

project: 241101
date updated: 4/10/2025
drawn: DF
checked: SW/CL
J-U-B project: 10-25-016

PLANTING PLAN

L-104

Plot Date: 4/10/2025 Plotted By:Danny Fullmer
Date Created: 4/7/2025 \\jub.com\ventura\Clients\VV\ErstadArchitects\Projects\10-25-016 Valor Classical Academy\Design\CAD\Sheet\L-104.dwg



PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT
DECIDUOUS TREES				
	AC	19	Acer platanoides 'Columnarbroad' Parkway® Maple	2" CAL
	PJ	6	Prunus serrulata 'Kanzan' Kanzan Japanese Flowering Cherry	2" CAL
	TC	21	Tilia cordata 'Corzam' Corinthian® Littleleaf Linden	2" CAL
	ZM	25	Zelkova serrata 'Musashino' Musashino Japanese Zelkova	2" CAL
EVERGREEN TREES				
	JG	6	Juniperus scopulorum 'Gray Gleam' Gray Gleam Juniper	6` Height
	PF	18	Pinus flexilis 'Vanderwolf's Pyramid' Vanderwolf's Pyramid Limber Pine	6` Height

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT
SHRUBS				
	AP	0	Arctostaphylos x coloradensis 'Panchito' Panchito Manzanita	2 gal
	BX	0	Buddleja x 'Blue Chip' Lo & Behold® Blue Chip Butterfly Bush	2 gal
	BG	0	Buxus sempervirens `Graham Blandy` Graham Blandy Common Boxwood	5 gal
	JB	0	Juniperus horizontalis 'Bar Harbor' Bar Harbor Creeping Juniper	5 gal
	PK	0	Philadelphus coronarius 'SMNPVG' Illuminati Tower® Mockorange	2 gal
	PG	0	Picea pungens 'Glauca Globosa' Blue Globe Colorado Spruce	5 gal
	PP	0	Picea pungens 'Glauca Procumbens' Spreading Blue Colorado Spruce	5 gal
	RG	0	Rhus aromatica 'Gro-Low' Gro-Low Fragrant Sumac	2 gal
	ST	0	Spiraea betulifolia 'Tor' White Frost™ Birchleaf Spirea	2 gal
	SO	0	Symphoricarpos x doorenbosii 'Kolmapinpos' Pink Posy™ Snowberry	2 gal

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT
GROUND COVERS				
	AT	3,599 sf	Artificial Turf	SOD
	PIP	1,409 sf	Pour-In-Place Rubber Play Surfacing	N/A
	RM	31,152 sf	Staker Parson Boise Cobble 2-6" 3" Depth	Mulch
SEED				
	SEED	135,647 sf	Kentucky Bluegrass Seed or Sod Blend of 3 Varieties Min	SEED
SOD				
	SOD	10,333 sf	Kentucky Bluegrass Sod Blend of 3 Varieties Min	SOD
		13	Montana Rhy Boulders Canyon Hardscape in Caldwell ID	
			8" wide x 6" deep concrete mow curb with rebar center in curb. Score curbing every 5' and provide expansion joint every 40', rebar shall not pass through expansion joint.	

0 10 20
SCALE IN FEET

811 Know what's below. Call before you dig.

CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

NOT FOR CONSTRUCTION

erstad

J-U-B ENGINEERS, INC.

ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in an unauthorized manner ©2025

valor classical academy

valor community
kuna, id

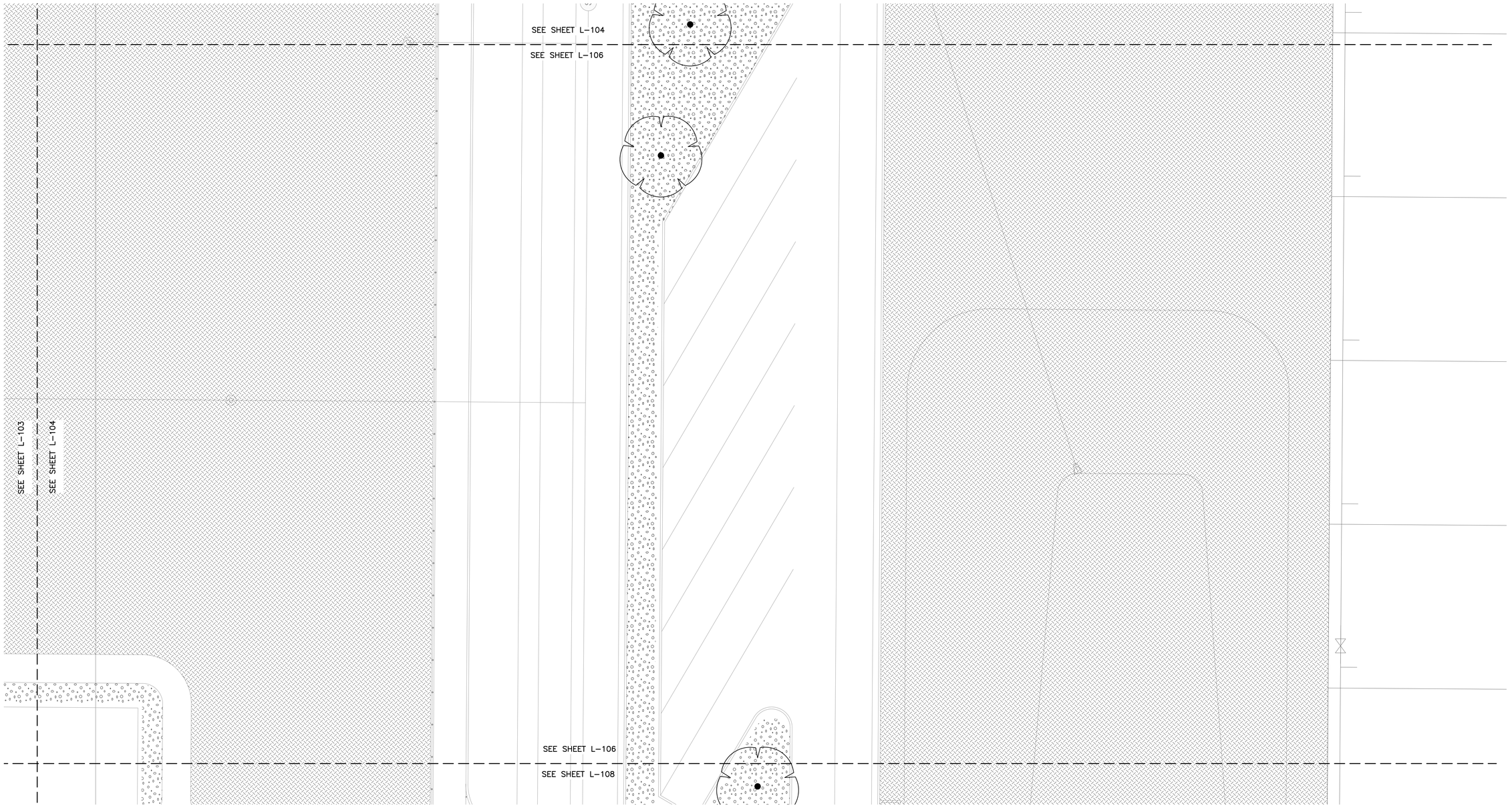
revision:
no. desc. date

project: 241101
date updated: 4/10/2025
drawn: DF
checked: SW/CL
J-U-B project: 10-25-016

PLANTING PLAN

L-105

Plot Date: 4/10/2025 Plotted By:Danny Fullmer
Date Created: 4/7/2025 \\ub.com\central\Clients\ID\ErstadArchitects\Projects\10-25-016_ValorClassicalAcademy\Design\CAD\Sheet\L-10x.dwg



PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT
DECIDUOUS TREES				
	AC	19	Acer platanoides 'Columnarbroad' Parkway® Maple	2" CAL
	PJ	6	Prunus serrulata 'Kanzan' Kanzan Japanese Flowering Cherry	2" CAL
	TC	21	Tilia cordata 'Corzam' Corinthian® Littleleaf Linden	2" CAL
	ZM	25	Zelkova serrata 'Musashino' Musashino Japanese Zelkova	2" CAL
EVERGREEN TREES				
	JG	6	Juniperus scopulorum 'Gray Gleam' Gray Gleam Juniper	6` Height
	PF	18	Pinus flexilis 'Vanderwolf's Pyramid' Vanderwolf's Pyramid Limber Pine	6` Height

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT
SHRUBS				
	AP	0	Arctostaphylos x coloradensis 'Panchito' Panchito Manzanita	2 gal
	BX	0	Buddleja x 'Blue Chip' Lo & Behold® Blue Chip Butterfly Bush	2 gal
	BG	0	Buxus sempervirens `Graham Blandy` Graham Blandy Common Boxwood	5 gal
	JB	0	Juniperus horizontalis 'Bar Harbor' Bar Harbor Creeping Juniper	5 gal
	PK	0	Philadelphus coronarius 'SMNPVG' Illuminati Tower® Mockorange	2 gal
	PG	0	Picea pungens 'Glauca Globosa' Blue Globe Colorado Spruce	5 gal
	PP	0	Picea pungens 'Glauca Procumbens' Spreading Blue Colorado Spruce	5 gal
	RG	0	Rhus aromatica 'Gro-Low' Gro-Low Fragrant Sumac	2 gal
	ST	0	Spiraea betulifolia 'Tor' White Frost™ Birchleaf Spirea	2 gal
	SO	0	Symphoricarpos x doorenbosii 'Kolmapinpos' Pink Posy™ Snowberry	2 gal

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT
GROUND COVERS				
	AT	3,599 sf	Artificial Turf	SOD
	PIP	1,409 sf	Pour-In-Place Rubber Play Surfacing	N/A
	RM	31,152 sf	Staker Parson Boise Cobble 2-6" 3" Depth	Mulch
SEED				
	SEED	135,647 sf	Kentucky Bluegrass Seed or Sod Blend of 3 Varieties Min	SEED
SOD				
	SOD	10,333 sf	Kentucky Bluegrass Sod Blend of 3 Varieties Min	SOD
		13	Montana Rhy Boulders Canyon Hardscape in Caldwell ID	
			8" wide x 6" deep concrete mow curb with rebar center in curb. Score curbing every 5' and provide expansion joint every 40', rebar shall not pass through expansion joint.	

0 10 20
SCALE IN FEET

811 Know what's below. Call before you dig.

CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

NOT FOR CONSTRUCTION

erstad

J-U-B ENGINEERS, INC.

ONE INCH
AT FULL SIZE. IF NOT ONE INCH, SCALE ACCORDINGLY

This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in an unauthorized manner ©2025

valor classical academy

valor community
kuna, id

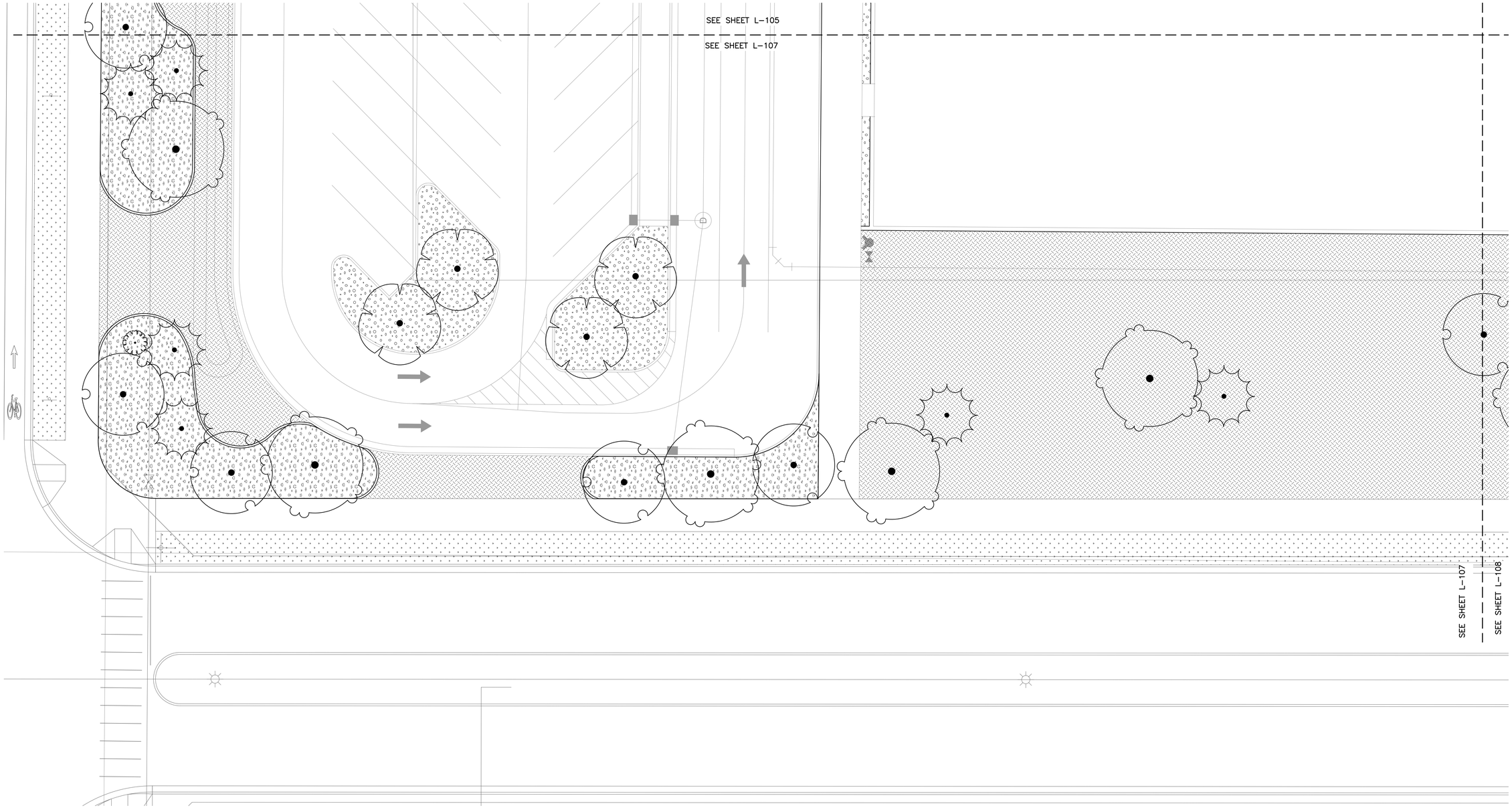
revision:
no. desc. date

project: 241101
date updated: 4/10/2025
drawn: DF
checked: SW/CL
J-U-B project: 10-25-016

PLANTING PLAN

L-106

Plot Date: 4/10/2025 Plotted By:Danny Fullmer
Date Created: 4/7/2025 \\jub.com\ventura\Clients\ID\ErstadArchitects\Projects\10-25-016 ValorClassicalAcademy\Design\CAD\Sheet\L-10x.dwg



PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT
DECIDUOUS TREES				
	AC	19	Acer platanoides 'Columnarbroad' Parkway® Maple	2" CAL
	PJ	6	Prunus serrulata 'Kanzan' Kanzan Japanese Flowering Cherry	2" CAL
	TC	21	Tilia cordata 'Corzam' Corinthian® Littleleaf Linden	2" CAL
	ZM	25	Zelkova serrata 'Musashino' Musashino Japanese Zelkova	2" CAL
EVERGREEN TREES				
	JG	6	Juniperus scopulorum 'Gray Gleam' Gray Gleam Juniper	6` Height
	PF	18	Pinus flexilis 'Vanderwolf's Pyramid' Vanderwolf's Pyramid Limber Pine	6` Height

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT
SHRUBS				
	AP	0	Arctostaphylos x coloradensis 'Panchito' Panchito Manzanita	2 gal
	BX	0	Buddleja x 'Blue Chip' Lo & Behold® Blue Chip Butterfly Bush	2 gal
	BG	0	Buxus sempervirens `Graham Blandy` Graham Blandy Common Boxwood	5 gal
	JB	0	Juniperus horizontalis 'Bar Harbor' Bar Harbor Creeping Juniper	5 gal
	PK	0	Philadelphus coronarius 'SMNPVG' Illuminati Tower® Mockorange	2 gal
	PG	0	Picea pungens 'Glauca Globosa' Blue Globe Colorado Spruce	5 gal
	PP	0	Picea pungens 'Glauca Procumbens' Spreading Blue Colorado Spruce	5 gal
	RG	0	Rhus aromatica 'Gro-Low' Gro-Low Fragrant Sumac	2 gal
	ST	0	Spiraea betulifolia 'Tor' White Frost™ Birchleaf Spirea	2 gal
	SO	0	Symphoricarpos x doorenbosii 'Kolmapinpos' Pink Posy™ Snowberry	2 gal

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT
GROUND COVERS				
	AT	3,599 sf	Artificial Turf	SOD
	PIP	1,409 sf	Pour-In-Place Rubber Play Surfacing	N/A
	RM	31,152 sf	Staker Parson Boise Cobble 2-6" 3" Depth	Mulch
SEED				
	SEED	135,647 sf	Kentucky Bluegrass Seed or Sod Blend of 3 Varieties Min	SEED
SOD				
	SOD	10,333 sf	Kentucky Bluegrass Sod Blend of 3 Varieties Min	SOD
		13	Montana Rhy Boulders Canyon Hardscape in Caldwell ID	
			8" wide x 6" deep concrete mow curb with rebar center in curb. Score curbing every 5' and provide expansion joint every 40', rebar shall not pass through expansion joint.	

N

0 10 20

SCALE IN FEET

Know what's below. Call before you dig.

CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

NOT FOR CONSTRUCTION

erstad

J-U-B ENGINEERS, INC.

ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in an unauthorized manner ©2025

valor classical academy

valor community
kuna, id

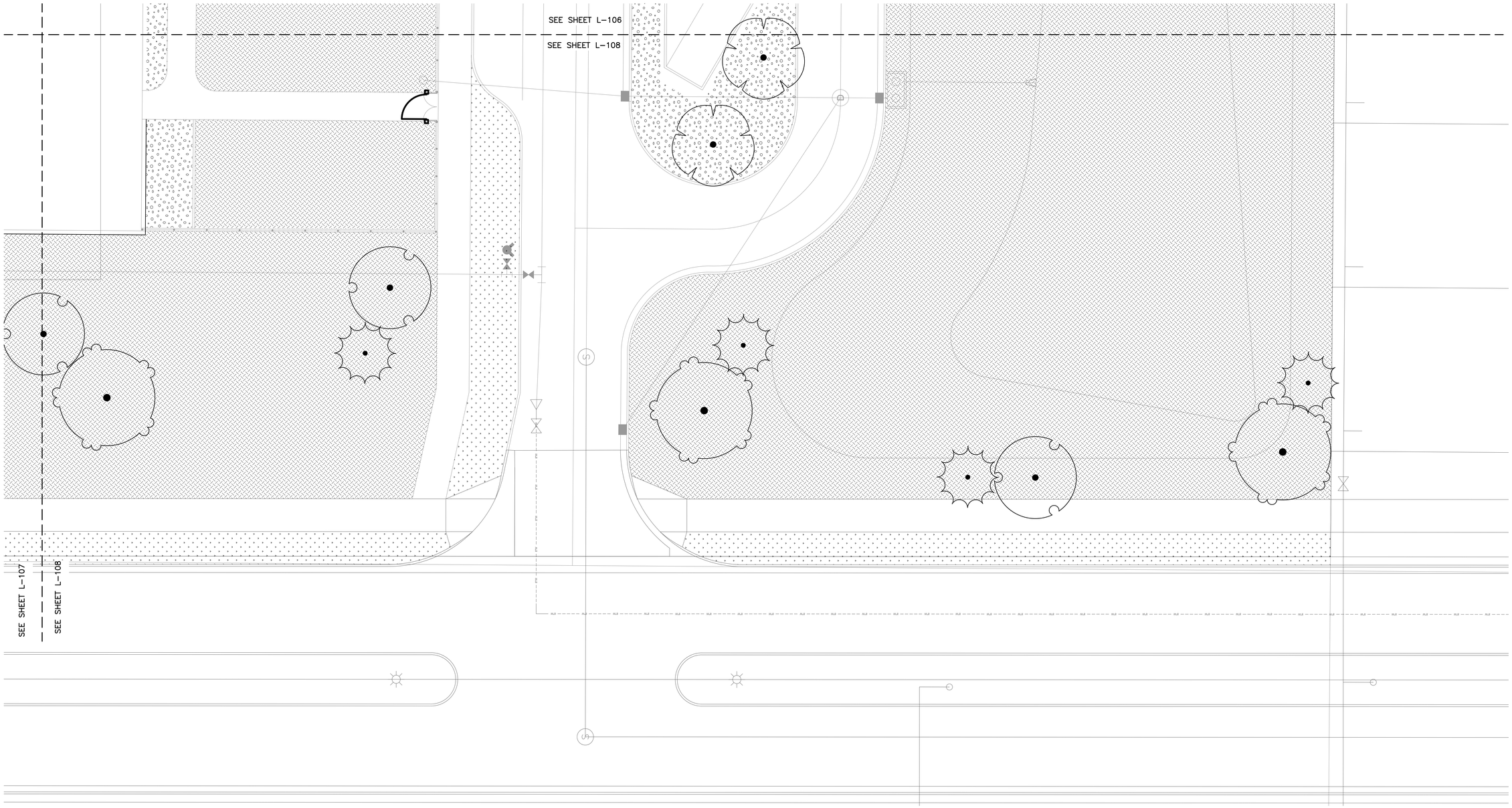
revision:
no. desc. date

project: 241101
date updated: 4/10/2025
drawn: DF
checked: SW/CL
J-U-B project: 10-25-016

PLANTING PLAN

L-107

Plot Date: 4/10/2025 Plotted By:Donny Fullmer
Date Created: 4/7/2025 \\ub.com\central\Clients\JV\1erstadArchitects\Projects\10-25-016 ValorClassicalAcademy\Design\Civil\Sheet\L-10x.dwg



PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT
DECIDUOUS TREES				
	AC	19	Acer platanoides 'Columnarbroad' Parkway® Maple	2" CAL
	PJ	6	Prunus serrulata 'Kanzan' Kanzan Japanese Flowering Cherry	2" CAL
	TC	21	Tilia cordata 'Corzam' Corinthian® Littleleaf Linden	2" CAL
	ZM	25	Zelkova serrata 'Musashino' Musashino Japanese Zelkova	2" CAL
EVERGREEN TREES				
	JG	6	Juniperus scopulorum 'Gray Gleam' Gray Gleam Juniper	6` Height
	PF	18	Pinus flexilis 'Vanderwolf's Pyramid' Vanderwolf's Pyramid Limber Pine	6` Height

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT
SHRUBS				
	AP	0	Arctostaphylos x coloradensis 'Panchito' Panchito Manzanita	2 gal
	BX	0	Buddleja x 'Blue Chip' Lo & Behold® Blue Chip Butterfly Bush	2 gal
	BG	0	Buxus sempervirens `Graham Blandy` Graham Blandy Common Boxwood	5 gal
	JB	0	Juniperus horizontalis 'Bar Harbor' Bar Harbor Creeping Juniper	5 gal
	PK	0	Philadelphus coronarius 'SMNPVG' Illuminati Tower® Mockorange	2 gal
	PG	0	Picea pungens 'Glauca Globosa' Blue Globe Colorado Spruce	5 gal
	PP	0	Picea pungens 'Glauca Procumbens' Spreading Blue Colorado Spruce	5 gal
	RG	0	Rhus aromatica 'Gro-Low' Gro-Low Fragrant Sumac	2 gal
	ST	0	Spiraea betulifolia 'Tor' White Frost™ Birchleaf Spirea	2 gal
	SO	0	Symphoricarpos x doorenbosii 'Kolmapinpos' Pink Posy™ Snowberry	2 gal

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT
GROUND COVERS				
	AT	3,599 sf	Artificial Turf	SOD
	PIP	1,409 sf	Pour-In-Place Rubber Play Surfacing	N/A
	RM	31,152 sf	Staker Parson Boise Cobble 2-6" 3" Depth	Mulch
SEED				
	SEED	135,647 sf	Kentucky Bluegrass Seed or Sod Blend of 3 Varieties Min	SEED
SOD				
	SOD	10,333 sf	Kentucky Bluegrass Sod Blend of 3 Varieties Min	SOD
		13	Montana Rhy Boulders Canyon Hardscape in Caldwell ID	
			8" wide x 6" deep concrete mow curb with rebar center in curb. Score curbing every 5' and provide expansion joint every 40', rebar shall not pass through expansion joint.	

0 10 20
SCALE IN FEET

811 Know what's below. Call before you dig.

CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

NOT FOR CONSTRUCTION

erstad

J-U-B ENGINEERS, INC.

ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in an unauthorized manner ©2025

valor classical academy

valor community
kuna, id

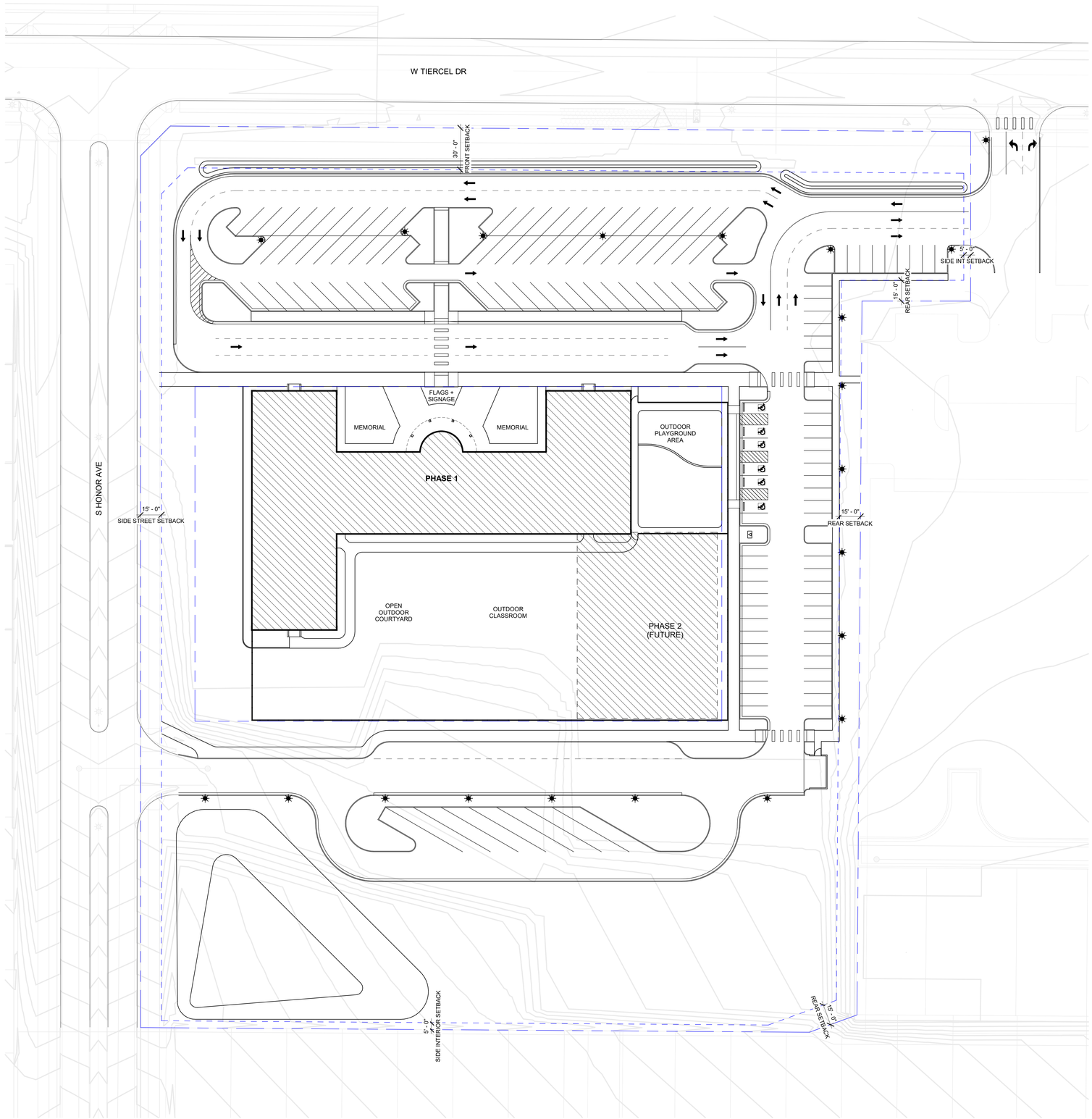
revision:
no. desc. date

project: 241101
date updated: 4/10/2025
drawn: DF
checked: SW/CL
J-U-B project: 10-25-016

PLANTING PLAN

L-108

Plot Date: 4/10/2025 Plotted By:Danny Fullmer
Date Created: 4/7/2025 \\ub.com\central\Clients\ID\ErstadArchitects\Projects\10-25-016_ValorClassicalAcademy\Design\CAD\Sheet\L-10x.dwg



dr - architectural site

1/32" = 1'-0"

NOT FOR CONSTRUCTION

erstad

This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2025

valor classical academy

valor community
kuna, id

revision:

no.	desc.	date

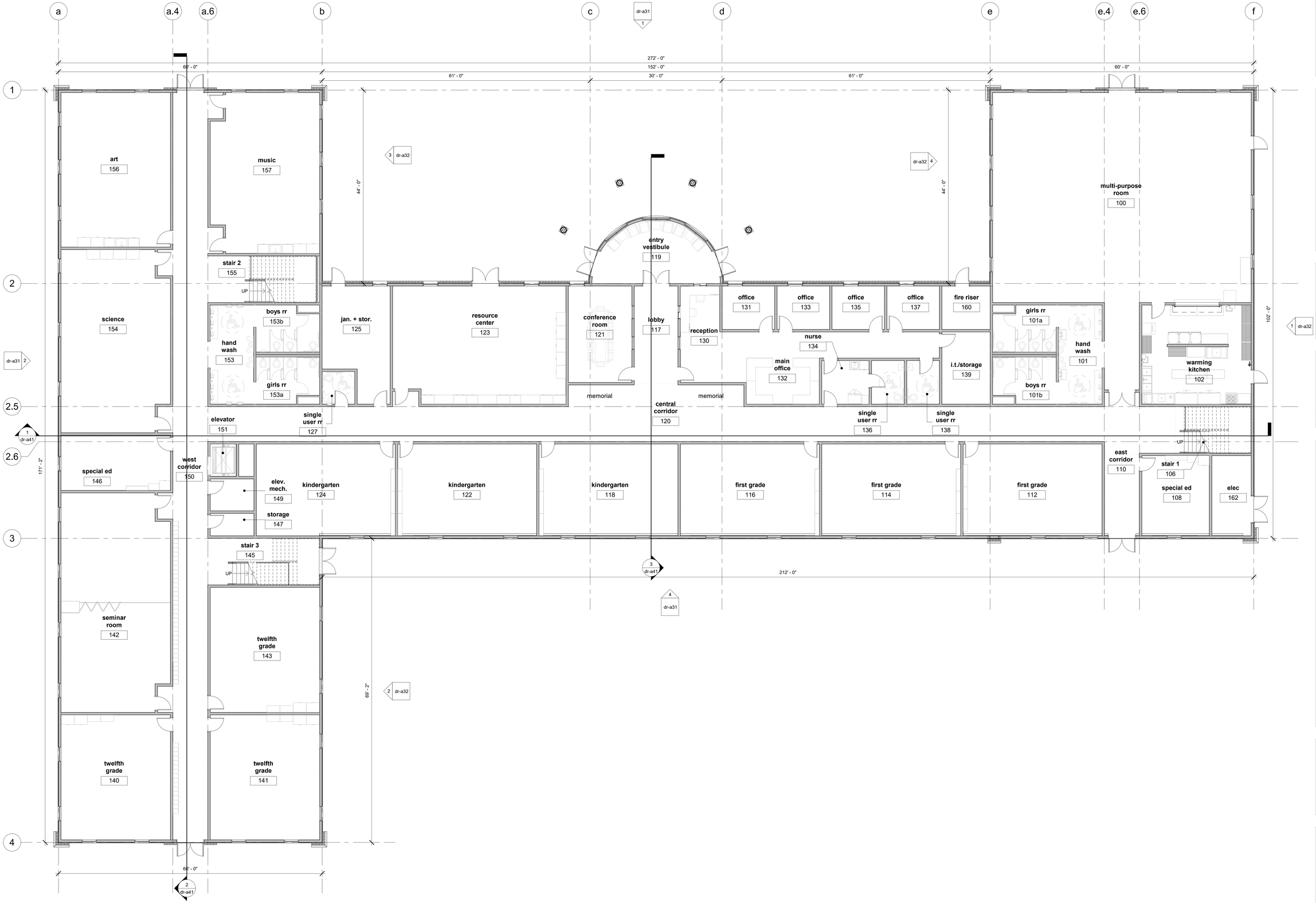
project: 241101
date: 04.10.2025
drawn: eA
checked: eA

DESIGN REVIEW

city of kuna

architectural site plan

dr-a11



first floor - DR

1/8" = 1'-0"

NOT FOR CONSTRUCTION

erstad

This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2025

valor classical academy

valor community
kuna, id

revision:

no.	desc.	date

project: 241101
date: 04.10.2025
drawn: eA
checked: eA

DESIGN REVIEW

city of kuna

first floor plan

dr-a21

second floor - DR

1/8" = 1'-0"

NOT FOR CONSTRUCTION

erstad

This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2025

valor classical academy

valor community
kuna, id

revision:

no.	desc.	date

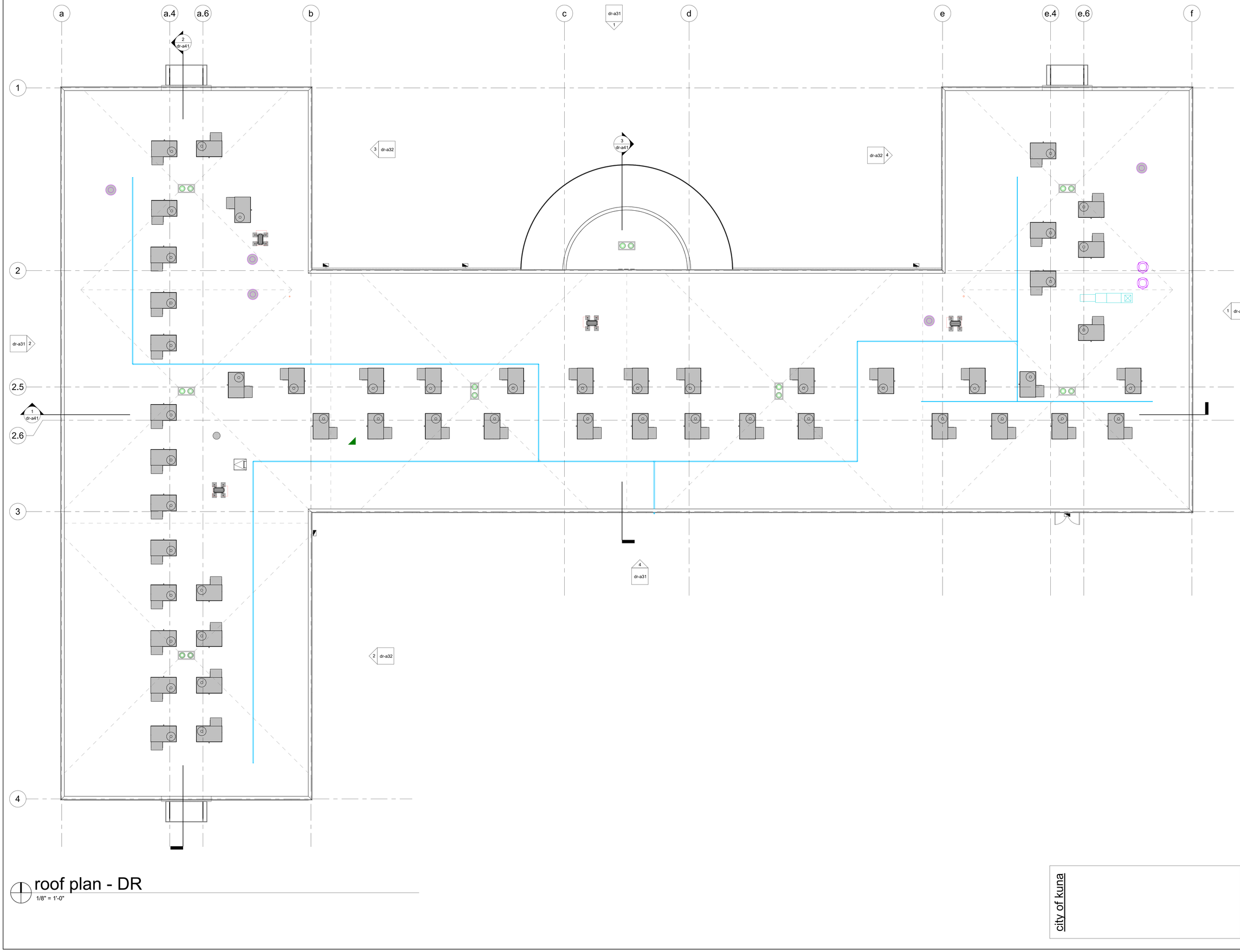
project: 241101
date: 04.10.2025
drawn: eA
checked: eA

DESIGN REVIEW

city of kuna

second floor plan

dr-a22



roof plan - DR

1/8" = 1'-0"

NOT FOR CONSTRUCTION

erstad

This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2025

valor classical academy

valor community
kuna, id

revision:

no.	desc.	date

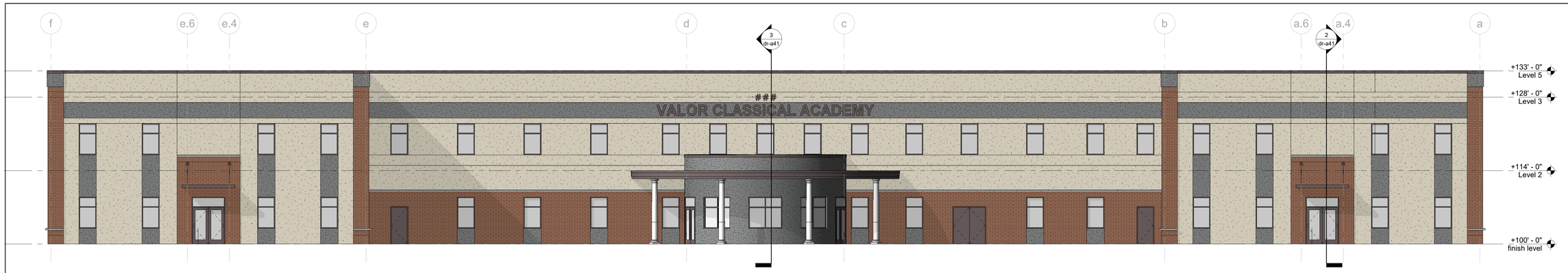
project: 241101
date: 04.10.2025
drawn: eA
checked: eA

DESIGN REVIEW

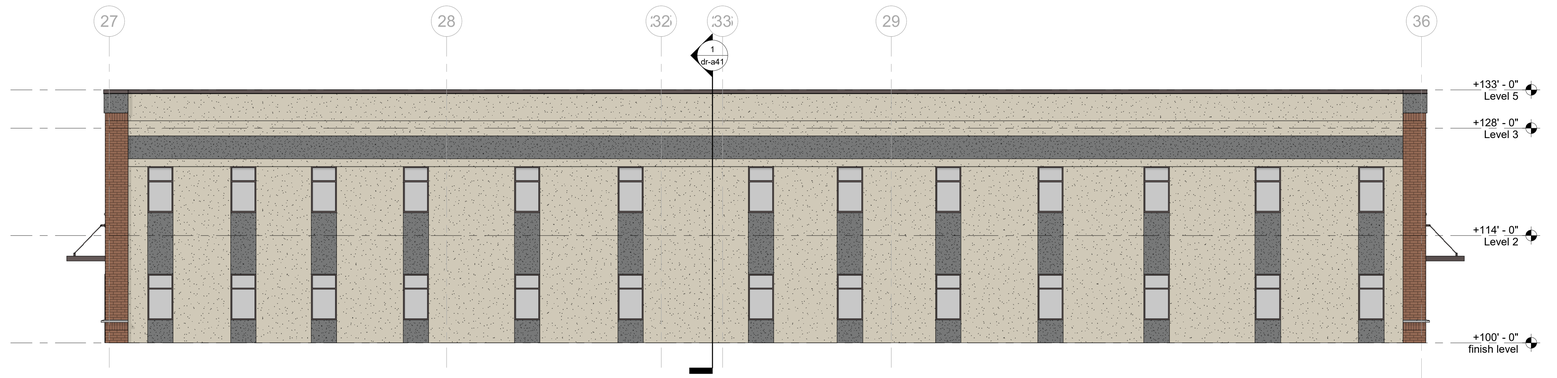
city of kuna

roof plan

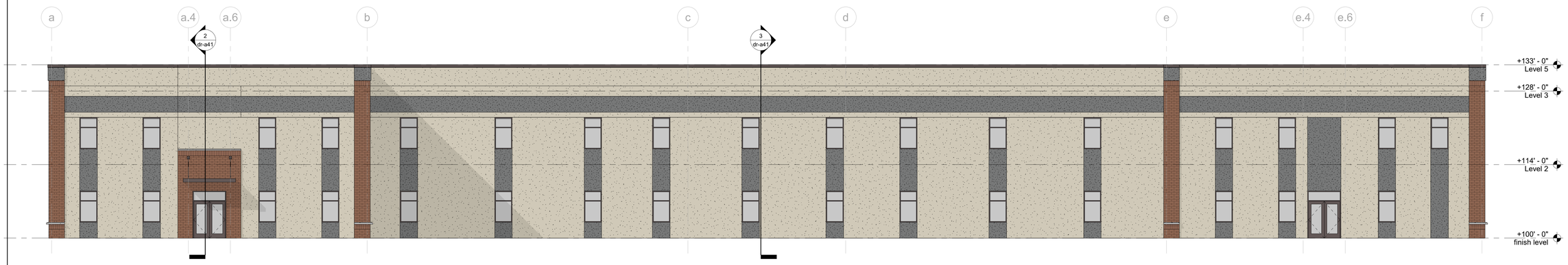
dr-a23



1 north elevation - DR
1/8" = 1'-0"



2 west elevation - DR
1/8" = 1'-0"



4 south elevation - DR
1/8" = 1'-0"



exterior material schedule:

FINISH	LEGEND	DESCRIPTION
BR-1		MANUFACTURER: INTERSTATE BRICK **(TBD)** PRODUCT: MODULAR BRICK - RUNNING BOND COLOR: BRONZESTONE **(TBD)**
BR-1		MANUFACTURER: INTERSTATE BRICK **(TBD)** PRODUCT: MODULAR BRICK - SOLDIER COURSE & CAP COLOR: BRONZESTONE **(TBD)**
STO-1		MANUFACTURER: STO CORP **(TBD)** PRODUCT: STUCCO/EIFS COLOR: WHITE LINEN **(TBD)**
STO-2		MANUFACTURER: STO CORP **(TBD)** PRODUCT: STUCCO/EIFS COLOR: GRAY FLANNEL **(TBD)**

NOT FOR CONSTRUCTION

erstad

This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2025

valor classical academy
valor community
kuna, id

revision:
no. desc. date

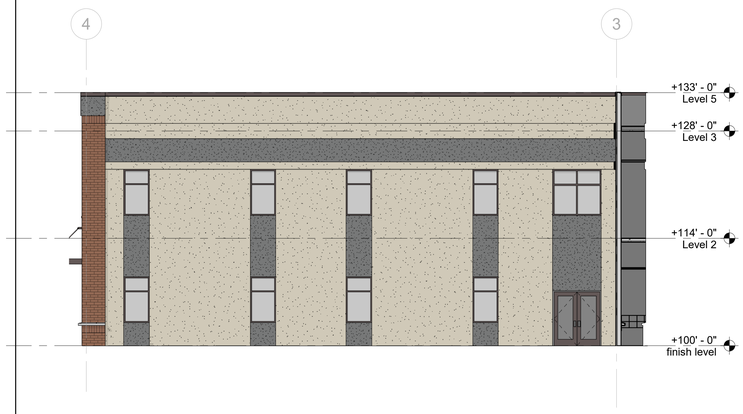
project: 241101
date: 04.10.2025
drawn: eA
checked: eA

DESIGN REVIEW

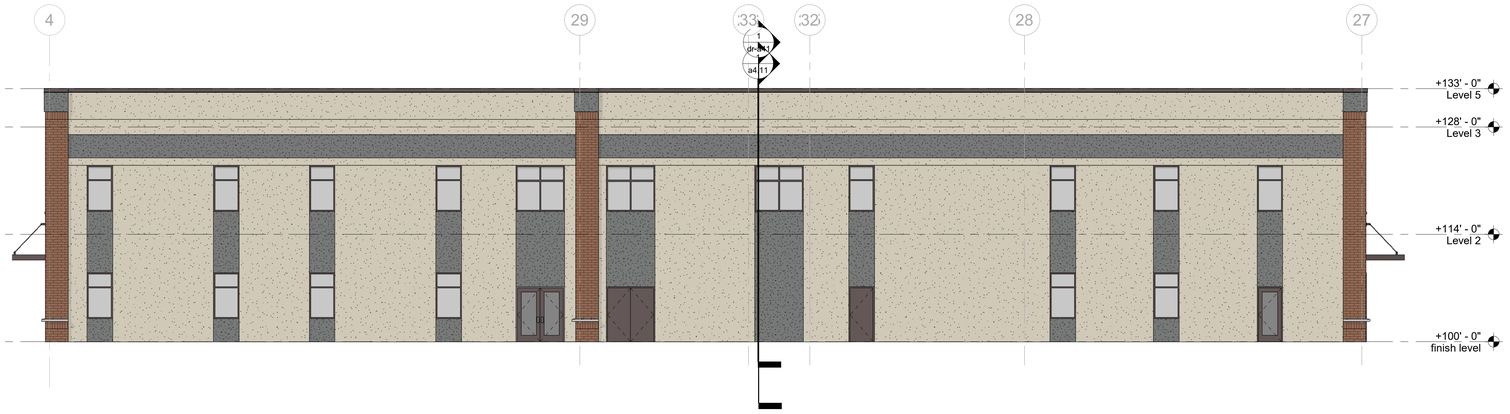
city of kuna

exterior elevations

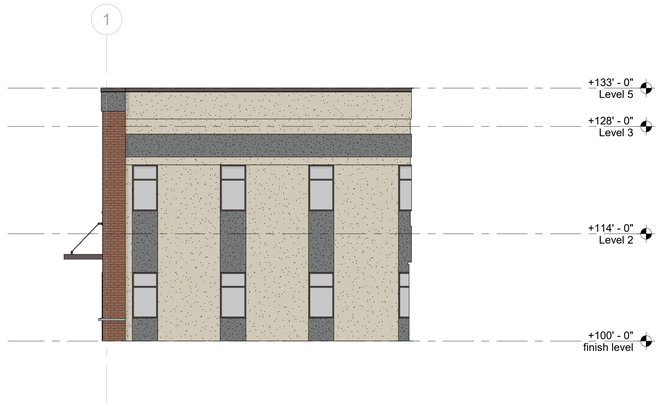
dr-a31



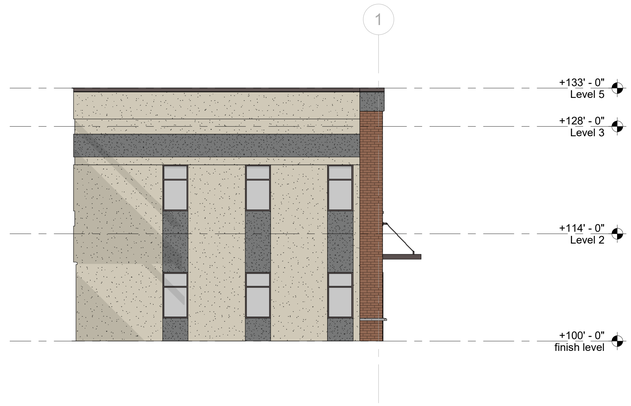
2 east elevation - rear courtyard - DR
1/8" = 1'-0"



1 east elevation - DR
1/8" = 1'-0"



4 entry courtyard west - DR
1/8" = 1'-0"



3 entry courtyard east - DR
1/8" = 1'-0"



exterior material schedule:

FINISH	LEGEND	DESCRIPTION
BR-1		MANUFACTURER: INTERSTATE BRICK **(TBD)** PRODUCT: MODULAR BRICK - RUNNING BOND COLOR: BRONZESTONE **(TBD)**
BR-1		MANUFACTURER: INTERSTATE BRICK **(TBD)** PRODUCT: MODULAR BRICK - SOLDIER COURSE & CAP COLOR: BRONZESTONE **(TBD)**
STO-1		MANUFACTURER: STO CORP **(TBD)** PRODUCT: STUCCO/EIFS COLOR: WHITE LINEN **(TBD)**
STO-2		MANUFACTURER: STO CORP **(TBD)** PRODUCT: STUCCO/EIFS COLOR: GRAY FLANNEL **(TBD)**

city of kuna

NOT FOR CONSTRUCTION

erstad

This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2025

valor classical academy
valor community
kuna, id

revision:
no. desc. date

project: 241101
date: 04.10.2025
drawn: eA
checked: eA

DESIGN REVIEW

exterior elevations

dr-a32



1 dr - perspective - front



3 dr - perspective - street side



5 dr - perspective - side, rear & play area



2 dr - perspective - front entry courtyard



4 dr - perspective - rear courtyard

NOT FOR CONSTRUCTION

erstad

This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2025

valor classical academy

valor community
kuna, id

revision:

no.	desc.	date

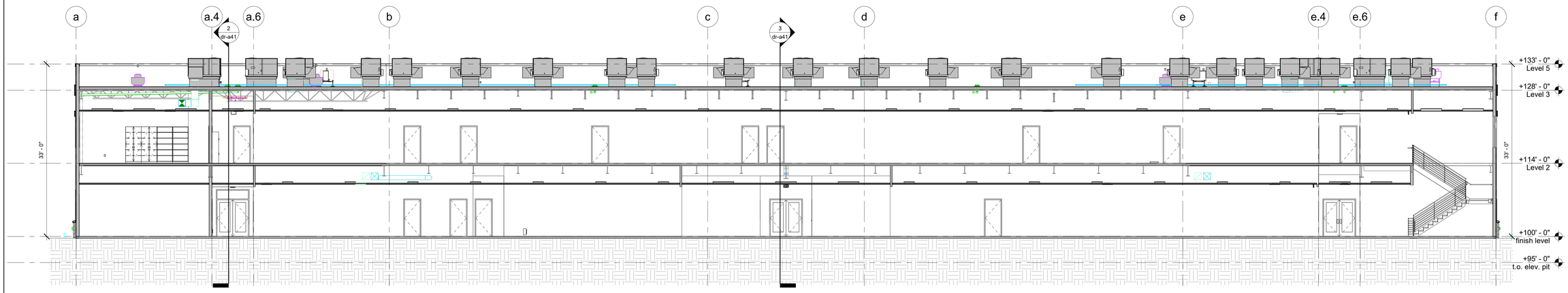
project: 241101
date: 04.10.2025
drawn: eA
checked: eA

DESIGN REVIEW

city of kuna

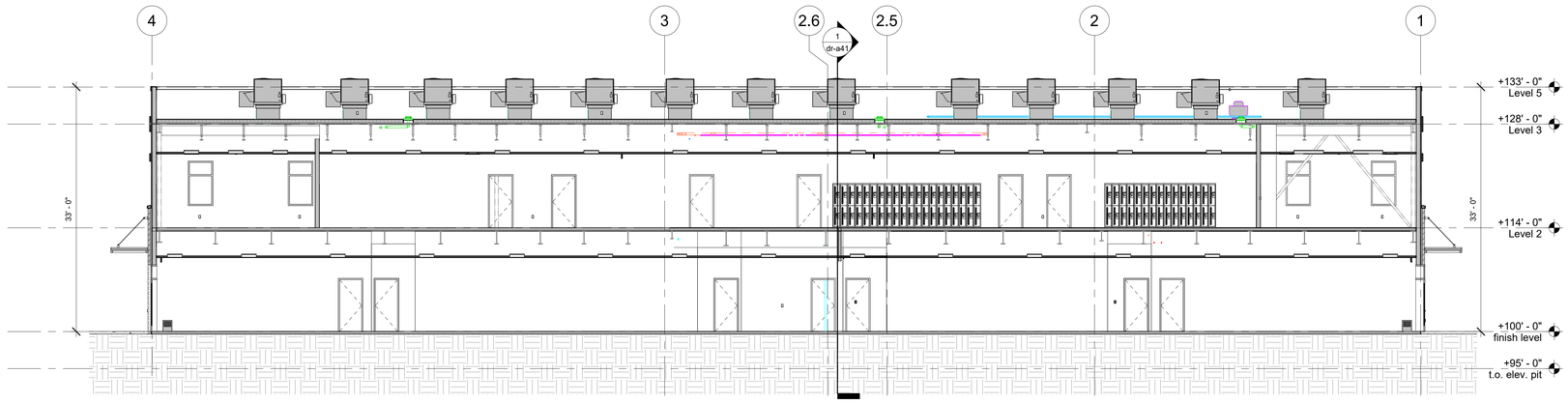
exterior perspectives

dr-a36



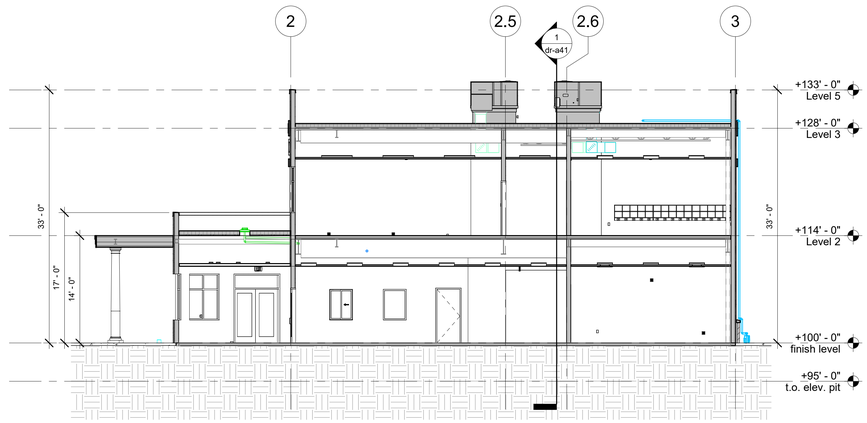
1 e/w section - DR

1/8" = 1'-0"



2 n/s section 1 - DR

1/8" = 1'-0"



3 n/s section 2 - DR

1/8" = 1'-0"

NOT FOR CONSTRUCTION

erstad

This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2025

valor classical academy

valor community
kuna, id

revision:

no.	desc.	date

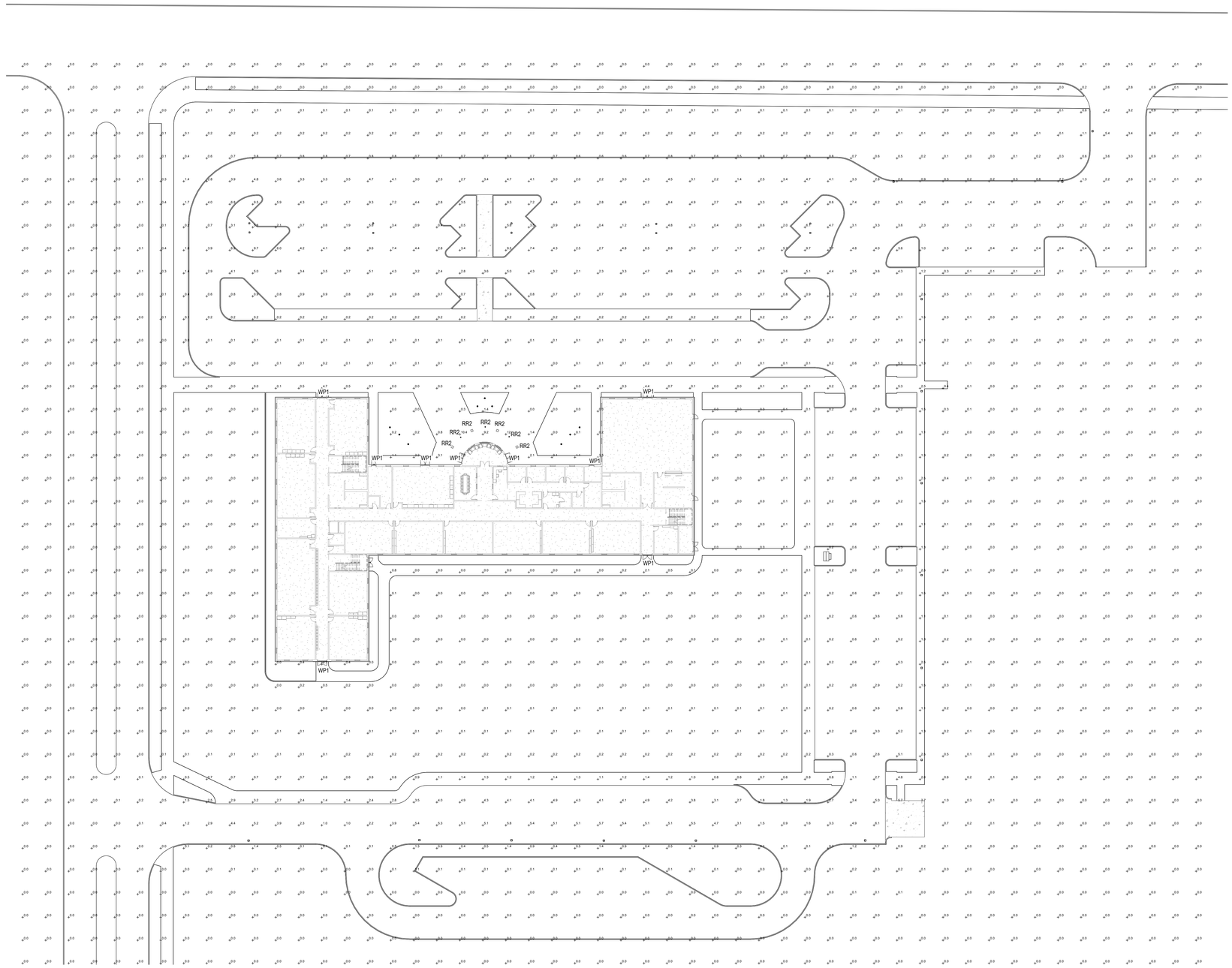
project: 241101
date: 04.10.2025
drawn: eA
checked: eA

DESIGN REVIEW

city of kuna

building sections

dr-a41



electrical site photometric plan

1" = 30'-0"

NOT FOR CONSTRUCTION

erstad

PROJECT NO. 25-020

This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2025

valor classical academy

valor community
kuna, id

revision:

no.	desc.	date

project: 241101
date: 04.18.2025
drawn: jrr
checked: tm

DESIGN REVIEW

city of kuna

electrical site photometric plan

e1.12



RSX2 LED
Area Luminaire

Catalog Number

Notes

Type

Hit the Tab key or mouse over the page to see all interchangeable characteristics.

Introduction

The new RSX LED Area family delivers maximum value by providing significant energy savings, long life and outstanding photometric performance at an affordable price. The RSX2 delivers 11,000 to 31,000 lumens allowing it to replace 250W to 1000W HID luminaires.

The RSX features an integral universal mounting mechanism that allows the luminaire to be mounted on most existing drill hole patterns. This "no-drill" solution provides significant labor savings. An easy-access door on the bottom of mounting arm allows for wiring without opening the electrical compartment. A mast arm adaptor, adjustable integral slipfitter and other mounting configurations are available.

Specifications

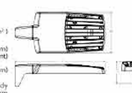
EPA (ft²/m²): 0.69 ft² (0.06 m²)

Length: 29.3" (74.4 cm) (SPA mount)

Width: 13.4" (34.0 cm)

Height: 3.0" (7.6 cm) Main Body; 7.2" (18.3 cm) Arm

Weight (SPA mount): 30.0 lbs (13.6 kg)



design select

Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect. *See ordering tree for details.

Design Select options indicated by this color background.

Ordering Information

EXAMPLE: RSX2 LED P6 40K R3 MVOLT SPA DDBXD

RSX2 LED

Series	Performance Package	Color Temperature	Distribution	Voltage	Mounting
RSX2 LED	P1 Performance Package P2 Performance Package P3 Performance Package P4 Performance Package P5 Performance Package P6 Performance Package	30K 3000K 40K 4000K 50K 5000K	R2 Type II Wide R3 Type III Wide R4 Type IV Wide R4S Type IV Wide * R5 Type V Wide R5S Type V Wide * R5W Type V Wide * AFR Automotive Front Row AFR180 Automotive Front Row 180 Rotated AFR270 Automotive Front Row 270 Rotated	MVOLT (120V-277V) * HVOLT (347V-480V) * XVOLT (277V-480V) * Lens-specific voltage for options as noted: 120 120 * 208 208 * 240 240 *	SPA Square pole mounting (3.0" min. DI specific to 4.39", 3.5" min. DI specific to 3.5", 4.5" min. DI specific to 4.5" dia. tenon) RPA Round pole mounting (3.2" min. DI, 4.0" min for 4.5 dia., 4.5" min for 5.0" dia., 5.0" min for 5.5" dia. tenon) WBA Wall bracket SPUMBA Square pole universal mounting adaptor RPUMBA Round pole universal mounting adaptor KMA Mast arm adaptor (use when ordering pole) BSP Bird spikes FG Fusing (120, 277, 347) FGH Fusing (208, 240, 480) DF Double fusing (208, 240, 480) SPD Surge protection device DMG 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately) DS Dual switching PE Photocell, Button Type PER Photocell, Button Type for use with 480V PIR Motion sensor, 8' mounting height, ambient sensor enabled at 5fc PIR1FC3V Motion sensor, 8' mounting height, ambient sensor enabled at 1fc, 3V PIRH Motion sensor, 15' mounting height, ambient sensor enabled at 5fc PIRH1FC3V Motion sensor, 15' mounting height, ambient sensor enabled at 1fc, 3V SF Single fuse (120, 277, 347) DF Double fuse (208, 240, 480) SPDSURGE 20kV Surge pack (10kA Standard) PIR Field adjustable sensor DMG 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately) DS Dual switching BSP Bird spikes

Options	Finish
Shipped installed HS House-side shield PE Photocell, Button type NLTAIR2 PIR for use mounted at 15' to 30' AFG, ambient sensor enabled at 5fc PER Photocell, Button type for use with 480V SF Single fuse (120, 277, 347) DF Double fuse (208, 240, 480) SPDSURGE 20kV Surge pack (10kA Standard) PIR Field adjustable sensor DMG 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately) DS Dual switching BSP Bird spikes Shipped separately KMA Mast arm adaptor (use when ordering pole) BSP Bird spikes	DDBXD Dark Bronze DBLXD Black DNAXD Natural Aluminum DWHXD White DDBTXD Textured Dark Bronze DBLBXD Textured Black DNATXD Textured Natural Aluminum DWHGXD Textured White

*Shipped installed
**Standalone and Networked Sensors/Controls (factory default settings, see table page 9)
***Not available with NLTAIR2 PIRH



RSX2 LED
Area Luminaire

Catalog Number

Notes

Type

Hit the Tab key or mouse over the page to see all interchangeable characteristics.

Introduction

The new RSX LED Area family delivers maximum value by providing significant energy savings, long life and outstanding photometric performance at an affordable price. The RSX2 delivers 11,000 to 31,000 lumens allowing it to replace 250W to 1000W HID luminaires.

The RSX features an integral universal mounting mechanism that allows the luminaire to be mounted on most existing drill hole patterns. This "no-drill" solution provides significant labor savings. An easy-access door on the bottom of mounting arm allows for wiring without opening the electrical compartment. A mast arm adaptor, adjustable integral slipfitter and other mounting configurations are available.

Specifications

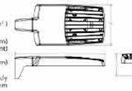
EPA (ft²/m²): 0.69 ft² (0.06 m²)

Length: 29.3" (74.4 cm) (SPA mount)

Width: 13.4" (34.0 cm)

Height: 3.0" (7.6 cm) Main Body; 7.2" (18.3 cm) Arm

Weight (SPA mount): 30.0 lbs (13.6 kg)



design select

Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect. *See ordering tree for details.

Design Select options indicated by this color background.

Ordering Information

EXAMPLE: RSX2 LED P6 40K R3 MVOLT SPA DDBXD

RSX2 LED

Series	Performance Package	Color Temperature	Distribution	Voltage	Mounting
RSX2 LED	P1 Performance Package P2 Performance Package P3 Performance Package P4 Performance Package P5 Performance Package P6 Performance Package	30K 3000K 40K 4000K 50K 5000K	R2 Type II Wide R3 Type III Wide R4 Type IV Wide R4S Type IV Wide * R5 Type V Wide R5S Type V Wide * R5W Type V Wide * AFR Automotive Front Row AFR180 Automotive Front Row 180 Rotated AFR270 Automotive Front Row 270 Rotated	MVOLT (120V-277V) * HVOLT (347V-480V) * XVOLT (277V-480V) * Lens-specific voltage for options as noted: 120 120 * 208 208 * 240 240 *	SPA Square pole mounting (3.0" min. DI specific to 4.39", 3.5" min. DI specific to 3.5", 4.5" min. DI specific to 4.5" dia. tenon) RPA Round pole mounting (3.2" min. DI, 4.0" min for 4.5 dia., 4.5" min for 5.0" dia., 5.0" min for 5.5" dia. tenon) WBA Wall bracket SPUMBA Square pole universal mounting adaptor RPUMBA Round pole universal mounting adaptor KMA Mast arm adaptor (use when ordering pole) BSP Bird spikes FG Fusing (120, 277, 347) FGH Fusing (208, 240, 480) DF Double fusing (208, 240, 480) SPD Surge protection device DMG 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately) DS Dual switching PE Photocell, Button Type PER Photocell, Button Type for use with 480V PIR Motion sensor, 8' mounting height, ambient sensor enabled at 5fc PIR1FC3V Motion sensor, 8' mounting height, ambient sensor enabled at 1fc, 3V PIRH Motion sensor, 15' mounting height, ambient sensor enabled at 5fc PIRH1FC3V Motion sensor, 15' mounting height, ambient sensor enabled at 1fc, 3V SF Single fuse (120, 277, 347) DF Double fuse (208, 240, 480) SPDSURGE 20kV Surge pack (10kA Standard) PIR Field adjustable sensor DMG 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately) DS Dual switching BSP Bird spikes

Options	Finish
Shipped installed HS House-side shield PE Photocell, Button type NLTAIR2 PIR for use mounted at 15' to 30' AFG, ambient sensor enabled at 5fc PER Photocell, Button type for use with 480V SF Single fuse (120, 277, 347) DF Double fuse (208, 240, 480) SPDSURGE 20kV Surge pack (10kA Standard) PIR Field adjustable sensor DMG 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately) DS Dual switching BSP Bird spikes Shipped separately KMA Mast arm adaptor (use when ordering pole) BSP Bird spikes	DDBXD Dark Bronze DBLXD Black DNAXD Natural Aluminum DWHXD White DDBTXD Textured Dark Bronze DBLBXD Textured Black DNATXD Textured Natural Aluminum DWHGXD Textured White

*Shipped installed
**Standalone and Networked Sensors/Controls (factory default settings, see table page 9)
***Not available with NLTAIR2 PIRH

LITHONIA LIGHTING

Catalog Number

Notes

Type

LDN6 STATIC WHITE

6" Open and Wallwash LED
Non-IC
New Construction Downlight



Open Trim



Wallwash Trim

FEATURES & SPECIFICATIONS

INTENDED USE — Typical applications include corridors, lobbies, conference rooms and private offices.

CONSTRUCTION — Galvanized cold-rolled mounting plate frame; galvanized steel junction box with bottom hinged access cover and swing latches. Reflectors are retained by torsion springs.

Vertically adjustable mounting brackets with removable metal bar hangers provide 3-3/4" total adjustment.

Trim combination 14"-ATM" and two 15" knockouts for straight-through conduit runs. Capacity: 8 (#14), 6 (#12), 4 (#10) conductors, rated for 90°C.

Recommended 12"-48" joist spacing.

Finished ceiling thermal measurements for 25°C standard; high ambient: 40°C option available. Light engine and drivers are accessible from above cutout in the ceiling.

Max ceiling thickness 1-1/2".

OPTICS — LEDs are binned to a 3-step MacAdam Ellipse, 80 CRI minimum, 90 CRI optional

LED light source concealed with diffusing optical lens.

General illumination lighting with 1.8% Wallwash 50° cutoff to source and source image.

Self-flanged anodized reflectors in specular, semi-specular, or matte diffuse finishes. Also available in white and black painted reflectors.

A+ CAPABLE LUMINAIRE — This item is A+ capable luminaire, which has been designed and tested to provide consistent color appearance and reliable performance when used with the A+ Certified Acuity nLight wireless network or Acuity Nsight control system. All configurations of this luminaire are calibrated and tested to meet the Acuity Brands specifications for chromaticity consistency – including color rendering, color fidelity and color temperature tolerance around standard CIE chromaticity coordinates. To learn more about A+ standards, specifications, and testing visit www.acuitybrands.com/aplus.

UGR — UGR parameter for luminaire installed with a set of reflectors for a theoretical grid (CIE 117-1995) in a comfort Glare in Interior Lighting.

ELECTRICAL — Multi-volt (120-277V, 50/60Hz) 0-10V dimming; drivers mounted in junction box. 10% or 1% minimum dimming level available.

0-10V dimming fixtures require two (2) additional low-voltage wires to be pulled.

LUMEN MAINTENANCE — 70% lumen maintenance at 60,000 hours. L70/60,000 hours.

LISTINGS — Certified to cULus Canadian safety standards. Wet location standard (covered ceiling). IP20 rated. Shown as RoHS compliant.

GOVERNMENT PROCUREMENT — BAA – Product will fit the BAA options qualifier as it is eligible to be considered under the Buy American Act as implemented in the FAR and DEAR. Product will fit the BABA options qualifier as manufactured in the United States under OMB Buy America regulations.

BABA – Build America Buy America: Product will fit the BABA options qualifier as produced in the United States under the definitions of the Build America, Buy America Act.

Please refer to www.acuitybrands.com/buyamerica for additional information.

WARRANTY — 5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at www.acuitybrands.com/support/customer-terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application.

All values are design or typical values, measured under laboratory conditions at 25 °C.

Specifications subject to change without notice.

PERFORMANCE DATA

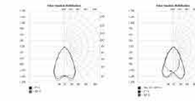
LDN6 3500LM (35) 80CRI

Nominal Lumens	Lumens	Wattage	Lm/W
500	537.9	5.8	93.1
750	750.1	8.5	88.1
1000	992.1	10.4	95.8
1500	1516	13.1	116.4
2000	2050	22.5	89.1
2500	2504	28.3	88.6
3000	3021	34.8	86.9
4000	4008	44.3	90.6
5000	4975	52.7	86.1

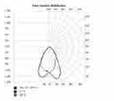
Notes

- Tested in accordance with IESNA LM-79-08.
- Tested to approve IES and ENERGY STAR standards under stabilized laboratory conditions.
- CRI: Ra/special

DISTRIBUTIONS



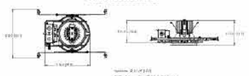
Open



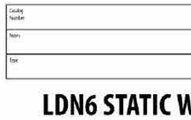
Wallwash

DIMENSIONS

LDN6 600-3000 Lumens



See page 4 for action fixture dimensions.



WDGE1 LED
Architectural Wall Sconce

Catalog Number

Notes

Type

Hit the Tab key or mouse over the page to see all interchangeable characteristics.

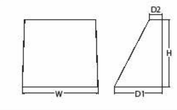
Introduction

The WDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing true site-wide solution.

WDGE1 delivers up to 2,000 lumens with a soft, non-pixelated light source, creating a visually comfortable environment. The compact size of WDGE1, with its integrated emergency battery backup option, makes it an ideal over-the-door wall-mounted lighting solution.

Specifications

Depth (D1): 5.5"
Depth (D2): 1.5"
Height: 8"
Width: 9"
Weight (without options): 9 lbs



design select

Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect. *See ordering tree for details.

WDGE LED Family Overview

Luminaire	Optics	Standard EM, 0°C	Cold EM, -20°C	Sensor	Approximate Lumens (4000K, 80CRI) P1	P2	P3	P4	P5	P6
WDGE1 LED	Visual Comfort	4W		--	750	1,200	2,000	--	--	--
WDGE2 LED	Visual Comfort	10W	10W	Standalone / nLight	--	1,200	2,000	3,000	4,500	6,000
WDGE2 LED	Precision Refraction	10W	10W	Standalone / nLight	700	1,200	2,000	3,200	4,200	--
WDGE3 LED	Precision Refraction	15W	10W	Standalone / nLight	4,000	7,500	8,500	10,000	12,000	--
WDGE4 LED	Precision Refraction			Standalone / nLight	--	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information

EXAMPLE: WDGE1 LED P2 40K 80CRI VF MVOLT SRM PE DDBXD

Series	Package	Color Temperature	CRI	Distribution	Voltage	Mounting
WDGE1 LED	P1 Performance Package P2 Performance Package	27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K 5000K	80CRI 90CRI	VF Visual comfort forward throw VW Visual comfort wide	MVOLT 347*	Shipped included SRM Surface mounting bracket ICW Indirect Canopy Ceiling Washer bracket (dry/damp locations only)* Shipped separately AWS 3/8inch Architectural Wall spacer * FBBW Surface-mounted back box (top, left, right conduit entry) (for when there is no junction box available) *

Options	Finish
EMRH Emergency battery backup, Certified to CA Title 20 MAEDBS (0°C min)*	DDBXD Dark bronze
PE Photocell, Button Type*	DBLXD Black
DS Dual switching (two circuits, each controlled by a wall switch; includes 2 sensors)	DNAXD Natural aluminum
DMG 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)	DWHXD White
BCE Bottom conduit entry for back box (FBBW). Total of 4 entry points.	DSSTD Sandstone
DSSE Dual Switching (1 Driver, 2 Light Engines)	
CCO Conical Cutoff	

	Finish
	DDBTXD Textured dark bronze
	DBLBXD Textured black
	DNATXD Textured natural aluminum
	DWHGXD Textured white
	DSSTD Textured sandstone

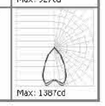
*Not available with SRM

© 2019-2025 Acuity Brands Lighting, Inc. All rights reserved.

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #3	+	0.7 fc	12.3 fc	0.0 fc	N/A	N/A

Schedule

Symbol	Label	Image	QTY	Manufacturer	Catalog	Description	Number Lamps	Lamp Output	LLF	Input Power	Polar Plot
	PL1		10	Lithonia Lighting	RSX2 LED P4 40K R4 HS	RSX LED Area Luminaire Size 2 P4 Lumen Package 4000K CCT Type R4 Distribution with HS shield	1	16647	0.9	189.54	 Max: 14346cd
	PL2		15	Lithonia Lighting	RSX2 LED P2 40K R3 HS	RSX LED Area Luminaire Size 2 P2 Lumen Package 4000K CCT Type R3 Distribution with HS shield	1	12074	0.9	114.07	 Max: 12832cd
	WP1		10	Lithonia Lighting	WDGE1 LED P1 40K 80CRI VW	WDGE1 LED WITH P1 - PERFORMANCE PACKAGE, 4000K, 80CRI, VISUAL COMFORT WIDE OPTIC	1	1229	0.9	10.0002	 Max: 927cd
	A		7	Lithonia Lighting	LDN6 35/15 L06AR LD	6IN LDN, 3500K, 1500LM, CLEAR, MATTE DIFFUSE REFLECTOR, CRI80	1	1337	1	17.52	 Max: 1387cd

NOT FOR CONSTRUCTION

erstad

PROJECT NO. 25-020

This document is the property of erstad ARCHITECTS and is protected by U.S. and International laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2025

valor classical academy
valor community
kuna, id

revision:
no. desc. date

project: 241101
date: 04.18.2025
drawn: jrr
checked: tm

DESIGN REVIEW

city of kuna

electrical site photometric schedules
e1.13

LIGHTING FIXTURE SCHEDULE

TYPE MARK	DESCRIPTION	MOUNTING	WATTAGE	LAMP	MANUFACTURER	MODEL	OR EQUAL BY	NOTES
BL1	4' LED STRIP	SURFACE	34.8W	34.8W LED, 5189 LUMENS, 3500K	LITHONIA	CLX-	LIGHTOLIER/METALUX/H.E. WILLIAMS	<varies>
DI1	12' DIRECT, WHITE PAINT FINISH. PROVIDE WITH OPTION 'S(BATTERY PACK)'WHERE EMERGENCY IS INDICATED ON PLANS	CABLE HUNG	51.6	LED, 6000 LUMESN, 3500K	AXIS LIGHTING	BBDLED-500-80-35-SO-12-W-UNV-DP-1-CTS(36)-B1-D	FINELITE, 3G Lighting	1
EX1	THERMOPLASTIC EXIT SIGN WITH GREEN LETTERING, AND NICKEL CADMIUM BATTERY	AS INDICATED ON PLANS	NA	NA	LIGHTOILER/METALUX/H.E. WILLIAMS	LQM-S-W-3-G-120/277-EL N	SURE-LITE	1
GL1	GRID 2X4, PROVIDE WITH OPTION 'EL14L' WHERE EMERGENCY IS INDICATED ON PLANS	CEILING GRID	31.7	LED, 4000 LUMENS, 3500K	LITHONIA	BLT4-40L-ADP-EZ1-LP835	LIGHTOLIER/LITHONIA/H.E. WILLIAMS, Columbia Lighting	1
IG1	IN-GRADE FIXTURE FOR FLAG LIGHTING	IN GRADE	12	12W LED	HYDREL	PDX7-BSS-12LED-WHT41K-MVOLT-NSP-FLCSR-34S-IHL-LDIM		1
PL1	EXTERIOR POLE FIXTURE, WITH T4 TYPE DISTRIBUTION, NATURAL ALUMINUM COLOR, 20FT POLE	POLE MOUNTED +20'-0" AFF	111	LED, 17,200 LUMENS, 4000K	LITHONIA	RSX2 LED-P2-40K-T4-MVOLT-SPA-DNAXD POLE:SSS-20-4G-DM19AS-DNAXD	Spaulding/Lumark/US Architectural, Current Lighting	1
PL2	EXTERIOR POLE FIXTURE, WITH T3 TYPE DISTRIBUTION, NATURAL ALUMINUM COLOR, 20FT POLE	POLE MOUNTED +20'-0" AFF	111	LED, 17,200 LUMENS, 4000K	LITHONIA	RSX2 LED-P2-40K-T3-MVOLT-SPA-DNAXD POLE:SSS-20-4G-DM19AS-DNAXD	Spaulding/Lumark/US Architectural, Current Lighting	1
RR1	ROUND RECESSED, 6" APERTURE, LED	CEILING RECESSED	27.1	27.1 W LED, 2530 LUMENS	LITHONIA	LDN6	LIGHTOLIER/PORTFOLIO/PRESCOLITE	1
RR2	ROUND RECESSED, 6" APERTURE, LED, PROVIDE WITH 'EL' OPTION WHERE EMERGENCY IS INDICATED ON PLANS	CEILING RECESSED	17.5	LED, 1500 LUMENS	LITHONIA	LDN6-35/15-L06AR-LD-120	LIGHTOLIER/PORTFOLIO/PR ESCOLITE	1
WL1	8' WALL BRACKET	WALL MOUNTED ABOVE MIRROR	61	LED, 4900 LUMENS, 4000K	VISA LIGHTING	CV1710-L35K-H-MVOLT-TW9016	Lightolier/Metalux/Columbia Ltg, ALW	
WL2	2' WALL BRACKET	WALL MOUNTED ABOVE MIRROR	17.5	LED, 1796 LUMENS, 3500K	LITHONIA	WL2-18L-EZ1-LP835	Lightolier/Metalux/Columbia Ltg	<varies>
WP1	EXTERIOR LED WALL PACK	WALL MOUNTED; HEIGHT INDICATED ON PLANS	10	LED, 1100 LUMENS, 3000K	LITHONIA	WDGE1-LED		1

LIGHTING FIXTURE SCHEDULE NOTES

1	SUBSTITUTIONS WILL BE ALLOWED IF SUBMITTED PRIOR TO BID DATE BY THE GREATER OF 7 BUSINESS DAYS OR THE TIME PERIOD SPECIFIED BY DIVISION 1 SPECIFICATIONS, AND IF DEEMED EQUAL BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING SUBSTITUTED FIXTURES MEET OR EXCEED THE SPECIFICATIONS OF THE FIXTURES SPECIFIED.

LIGHTING CONTROL PANEL SCHEDULE

ZONE	LOAD NAME	PANEL	CIRCUIT NUMBER

LIGHTING CONTROL PANEL SCHEDULE NOTES

1	PROVIDE UNSWITCHED LEG TO EGRESS FIXTURES.
2	PROVIDE TIMECLOCK PROGRAMMING AS REQUIRED. COORDINATE TIME SCHEDULE WITH OWNER.

NOT FOR CONSTRUCTION

erstad

PROJECT NO. 25-020

This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2025

valor classical academy
valor community
kuna, id

revision:
no. desc. date

project: 241101
date: 04.18.2025
drawn: jrr
checked: tm

DESIGN REVIEW

city of kuna

electrical schedules

e5.13

CENTRAL DISTRICT HEALTH

Ada County Transmittal

Division of Community and Environmental Health

Return to:

- ☐ ACZ
- ☐ Boise
- ☐ Eagle
- ☐ Garden City
- ☐ Meridian
- ☒ Kuna
- ☐ Star

Rezone/OTD # _____

Conditional/Accessory Use # _____

Preliminary / Final / Short Plat 25-11-DR Valor Classic Academy

Development Name/Section City of Kuna CDH File # _____

☐ 1. We have No Objections to this Proposal.

☐ 2. We recommend Denial of this Proposal.

☐ 3. Specific knowledge as to the exact type of use must be provided before we can comment on this Proposal.

☐ 4. Before we can comment concerning individual sewage disposal, we will require more data concerning the depth of:
- ☐ high seasonal ground water
- ☐ bedrock from original grade
- ☐ waste flow characteristics
- ☐ other _____

☐ 5. This office may require a study to assess the impact of nutrients and pathogens to receiving ground waters and surface waters.

☐ 6. After written approvals from appropriate entities are submitted, we can approve this proposal for:
- ☐ central sewage
- ☐ interim sewage
- ☐ individual sewage
- ☐ community sewage system
- ☐ central water
- ☐ individual water
- ☐ community water well

☐ 7. The following plan(s) must be submitted to and approved by the Idaho Department of Environmental Quality:
- ☐ central sewage
- ☐ sewage dry lines
- ☐ community sewage system
- ☐ central water
- ☐ community water

☐ 8. Infiltration beds for storm water disposal are considered shallow injection wells. If they are not in the City of Boise or ACHD right-of-way, an application and fee per well, vicinity map and construction plans must be submitted to CDH.

☐ 9. If restroom or plumbing facilities are to be installed, then a sewage system MUST be installed to meet Idaho State Sewage Regulations.

☐ 10. An accessory use application, fee, detailed site plan and floor plans must be submitted to CDH for review.

☐ 11. Land development application, fee per lot, test holes and full engineering report is required.

☐ 12. CDH makes no guarantee a septic permit will be issued on the split off lot. A speculative site evaluation is recommended.

☒ 13. We will require plans be submitted for a plan review for any:
- ☒ food establishment
- ☐ beverage establishment
- ☐ swimming pools or spas
- ☐ grocery store
- ☐ child care center

☐ 14. _____

Reviewed By: [signature] Date: 5/8/25

3/22 lb

Review Sheet

Outlook

RE: City of Kuna Request for Comment Case No. 25-11-DR Valor Classic Academy

From Kendra Conder <Kendra.Conder@itd.idaho.gov>
Date Mon 5/5/2025 9:05 AM
To Marina Lundy <MLundy@kunaid.gov>

Hi Marina,

ITD has reviewed the application transmittal for 25-11-DR and does not have any comments.

Thanks!

Kendra Conder
District 3 | Development Services Coordinator
Idaho Transportation Department
Office: 208-334-8377
Cell: 208-972-3190

YOUR *Safety* • • • ▶ YOUR *Mobility* • • • ▶ YOUR *Economic Opportunity*

From: Marina Lundy <MLundy@kunaid.gov>
Sent: Friday, May 2, 2025 10:59 AM
To: Ada County Highway District <planningreview@achdidaho.org>; Central District Health Department <lbadigian@cdhd.idaho.gov>; D3 Development Services <D3Development.Services@itd.idaho.gov>; Kendra Conder <Kendra.Conder@itd.idaho.gov>; J&M Sanitation <chad.gordon@jmsanitation.com>; Jessica Reid <jhall@kunaid.gov>; Morgan Treasure <mtreasure@kunaid.gov>; Kuna Police Department <mfratusco@adacounty.id.gov>; TLawrence Kuna Fire <tlawrence@kunafire.com>; Kuna Rural Fire District Plan Review <scott@fccnw.com>; PWoffice <PWoffice@kunaid.gov>
Subject: City of Kuna Request for Comment Case No. 25-11-DR Valor Classic Academy

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Good morning,

Notice is hereby given by the City of Kuna the following actions are under consideration:

CASE NUMBER:	

	25-11-DR VALOR CLASSICAL ACADEMY
PROJECT DESCRIPTION	Applicant requests Design Review approval for design of a new Valor Classical Academy K through 12th grade school. The site is approx. 5.39 acres and is located near the intersection of S Cloverdale Road and Kuna Road and is identified as parcel No. S1423325425 (SEC 23, T2N, R1E).
APPLICANT	Katrina Kulm kkulm@erstadarchitects.com
REPRESENTATIVE	Johnathon Caradonna johnathon@paradigm-ors.biz
SCHEDULED HEARING DATE	Tuesday, **June 10, 2025,** at 6:00 P.M.
STAFF CONTACT	Marina Lundy 986.269.8341 mlundy@kunaid.gov

- We have enclosed information to assist you with your consideration and response; we would appreciate any information as to how this action would affect the service(s) your agency provides. *If your agency requires additional information, or if contact information for your agency needs updated, please notify our office.*
- *No response within **15 business days** will indicate you have no objection or comments regarding this project*.
- The hearing is scheduled to begin at 6:00 p.m. or as soon as it may be heard. Kuna City Hall is located at 751 W. 4th Street, Kuna, ID 83634. Please contact staff with questions.

DEVELOPMENT SERVICES KUNA IDAHO

Marina Lundy

Planner

City of Kuna | Development Services

751 W. 4th Street

P.O. Box 13

Kuna, ID 83634

Phone: 986.269.8341

Email: mlundy@kunaid.gov

www.kunacity.id.gov

Outlook

Re: City of Kuna Request for Comment Case No. 25-11-DR Valor Classic Academy

From Chad Gordon <chad.gordon@jmsanitation.com>
Date Tue 6/3/2025 4:53 PM
To Marina Lundy <MLundy@kunaid.gov>

Hi Marina,

I did get a chance to look at this and we will need to have 2 double container enclosures to accommodate the volume they will need for that number of students. The one enclosure they have meets our requirements as far as size and materials. They just need to add a 2nd enclosure.

Thanks,

On Thu, May 29, 2025 at 7:59 AM Marina Lundy <MLundy@kunaid.gov> wrote:

> Hi Chad,
> Just following up on this application. Have you had an opportunity to review this trash enclosure plan, and if so, do you have any comments for the applicant?
>
> Thank you,
>
> DEVELOPMENT SERVICES KUNA IDAHO
>
> **Marina Lundy**
>
> **Planner**
>
> City of Kuna | Development Services
>
> 751 W. 4th Street
> P.O. Box 13
> Kuna, ID 83634
>
> Phone: 986.269.8341
> Email: mlundy@kunaid.gov
> www.kunacity.id.gov
>
> ---
>
> **From:** Marina Lundy <MLundy@kunaid.gov>
> **Sent:** Friday, May 16, 2025 8:16 AM
> **To:** Chad Gordon <chad.gordon@jmsanitation.com>
> **Subject:** Re: City of Kuna Request for Comment Case No. 25-11-DR Valor Classic Academy
>
> Hi Chad,

Here is the plan for the trash enclosure and at full capacity there will be 702 students. Let me know if there is any other information you need!

Thank you,

DEVELOPMENT SERVICES KUNA IDAHO

Marina Lundy

Planner

City of Kuna | Development Services

751 W. 4th Street

P.O. Box 13

Kuna, ID 83634

Phone: 986.269.8341

Email: mlundy@kunaid.gov

www.kunacity.id.gov

From: Chad Gordon <chad.gordon@jmsanitation.com>
Sent: Monday, May 12, 2025 1:32 PM
To: Marina Lundy <MLundy@kunaid.gov>
Subject: Re: City of Kuna Request for Comment Case No. 25-11-DR Valor Classic Academy

Sounds good, thank you.

On Mon, May 12, 2025 at 7:45 AM Marina Lundy <MLundy@kunaid.gov> wrote:

> Hi Chad,
> I've requested this information from the applicant. I will hopefully have it to you soon!
>
>
> DEVELOPMENT SERVICES KUNA IDAHO
>
> **Marina Lundy**
>
> **Planner**
>
> City of Kuna | Development Services
>
> 751 W. 4th Street
>
> P.O. Box 13
>
> Kuna, ID 83634
>
> Phone: 986.269.8341
>
> Email: mlundy@kunaid.gov
>
> www.kunacity.id.gov
>

From: Chad Gordon <chad.gordon@jmsanitation.com>
Sent: Friday, May 9, 2025 10:37 AM
To: Marina Lundy <MLundy@kunaid.gov>
Subject: Re: City of Kuna Request for Comment Case No. 25-11-DR Valor Classic Academy

Hi Marina,

Can I get a detailed drawing of the dumpster enclosure? Also do we know how many students this building will accommodate at full capacity?

Thanks,

On Mon, May 5, 2025 at 4:40 PM Chad Gordon <chad.gordon@jmsanitation.com> wrote:

> Marina,
>
> Can I get a detailed drawing of the dumpster enclosure? Also do we know how many students this building will accommodate at full capacity?
>
> Thanks,
>
> On Fri, May 2, 2025 at 10:59 AM Marina Lundy <MLundy@kunaid.gov> wrote:
>
> > Good morning,
> >
> > Notice is hereby given by the City of Kuna the following actions are under consideration**:**
> >
> > | | |
> > |---|---|
> > | **CASE NUMBER:** | **25-11-DR VALOR CLASSICAL ACADEMY** |
> > | **PROJECT DESCRIPTION** | Applicant requests Design Review approval for design of a new Valor Classical Academy K through 12th grade school. The site is approx. 5.39 acres and is located near the intersection of S Cloverdale Road and Kuna Road and is identified as parcel No. S1423325425 (SEC 23, T2N, R1E). |
> > | **APPLICANT** | Katrina Kulm
kkulm@erstadarchitects.com |
> > | **REPRESENTATIVE** | Johnathon Caradonna
johnathon@paradigm-ors.biz |
> > | **SCHEDULED HEARING DATE** | Tuesday, **June 10, 2025,** at 6:00 P.M. |
> > | **STAFF CONTACT** | Marina Lundy
986.269.8341
mlundy@kunaid.gov |
> > | · We have enclosed information to assist you with your consideration and response; we would appreciate any information as to how this action would affect the service(s) your agency provides. *If your agency requires additional information, or if contact information for your agency needs updated, please notify our office.*
· *No response within **15 business days** will indicate you have no objection or comments regarding this project*. | |

- The hearing is scheduled to begin at 6:00 p.m. or as soon as it may be heard. Kuna City Hall is located at 751 W. 4th Street, Kuna, ID 83634. Please contact staff with questions.

DEVELOPMENT SERVICES KUNA IDAHO

751 W. 4th Street
P.O. Box 13
Kuna, ID 83634

Marina Lundy
Planner
City of Kuna | Development Services

Phone: 986.269.8341
Email: mlundy@kunaid.gov
www.kunacity.id.gov

--

J&M Sanitation

Chad J. Gordon
J&M Sanitation Inc.
Office # (208) 922-3313
Fax # (208) 922-4033
Cell # (208) 941-6371
E-mail : chad.gordon@jmsanitation.com

--

J&M Sanitation

Chad J. Gordon
J&M Sanitation Inc.
Office # (208) 922-3313
Fax # (208) 922-4033
Cell # (208) 941-6371
E-mail : chad.gordon@jmsanitation.com

--

J&M Sanitation

Chad J. Gordon
J&M Sanitation Inc.
Office # (208) 922-3313
Fax # (208) 922-4033
Cell # (208) 941-6371
E-mail : chad.gordon@jmsanitation.com

--



Chad J. Gordon
J&M Sanitation Inc.
Office # (208) 922-3313
Fax # (208) 922-4033
Cell # (208) 941-6371
E-mail : chad.gordon@jmsanitation.com