OFFICIALS
Dana Hennis, Chairman
Bryan Clark, Vice Chairman
Vacant, 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, October 28, 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 October 14, 2025

B. Decision and Reasoned Statement(s)
1. Case No. 25-08-S & 25-28-DR, Valor North Subdivision

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 No. 25-01-PUD, 25-04-S, 25-03-ZC & 25-06-DR, Napa Vineyards – Troy Behunin – Senior Planner – ***Continuation from October 14th, 2025.***

Applicant requests PUD, ZC, Preliminary Plat & Design Review approval for approx. 242 acres in Kuna City using the following zones P, R-6, R-20, C-1 & C-3. The Preliminary Plat proposes to subdivide the lands into 1,495 total residential, multiple common lots & common driveways, a School Site, Fire Station & a City Park in compliance with the approved Development Agreement. The site is in Sec. 12, Township 2 North, Range 1 West (APN numbers; S1312212400, R7135690180, S1312417410.

Potential Motions:

- *Motion to recommend approval/recommend denial of 25-01-PUD, 25-04-S, 25-03-ZC with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*
- *Motion to approve/deny 25-06-DR, with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

B. Case No. 25-03-S & 25-04-DR Lerida Subdivision – Marina Lundy – Planner

The applicant requests approval to Subdivide an approx. 21.69-acre parcel at 819 N Meridian Road (APN S1324142300) into 93 single family residential lots and 14 common lots.

Staff requests this Case to be tabled to a date uncertain.

Potential Motions:

- *Motion to table Case 25-03-S & 25-04-DR to a date uncertain.*

C. Case No. 25-02-OA, Pole Signs – Doug Hanson – Planning & Zoning Director

The City of Kuna Planning and Zoning Department requests a zoning text amendment application. The text changes include modifications to the Development Regulations Code for pole signs.

Potential Motions:

- *Motion to recommend approval/recommend denial of 25-02-OA with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

4. BUSINESS ITEMS:

5. UPDATES & REPORTS:

6. ADJOURNMENT:

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

CITY OF KUNA
City Hall Council Chambers
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Planning & Zoning Commission
REGULAR MEETING MINUTES
Tuesday, October 14, 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 00:00:15)

Chairman Dana Hennis Okay, looks like it's about time. We'll go ahead and call to order the regularly scheduled Planning & Zoning meeting for Tuesday, October 14th, 2025.And we'll start with roll call.

Planning & Zoning Director Doug Hanson Chairman Dana Hennis.

Chairman Dana Hennis Present.

Planning & Zoning Director Doug Hanson Commissioner Bryan Clark.

Vice Chairman Bryan Clark Present.

Planning & Zoning Director Doug Hanson Commissioner Jim Main.

Commissioner Jim Main Present.

Planning & Zoning Director Doug Hanson Commissioner Bobby Rosadillo.

Commissioner Bobby Rosadillo Present.

Chairman Dana Hennis Thank you.

COMMISSIONERS PRESENT
Chairman Dana Hennis - Present
Vice Chairman Bryan Clark - Present
Commissioner Jim Main - Present
Commissioner Bobby Rossadillo - Present
Vacant Commissioner Seat - Vacant

CITY STAFF PRESENT
Doug Hanson, Planning & Zoning Director
Troy Behunin, Senior Planner
Marina Lundy, Planner
Matt Johnson, 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 00:00:39)

A. Regular Commission Meeting Minutes Dated September 23, 2025

B. Decision and Reasoned Statement(s)
1. Case No. 25-04-SUP & 25-27-DR; Caliber Collision
2. Case No. 25-05-S & 25-25-DR; Newberry Place
3. Case No. 25-23-DR; Falcon Crest Golf Village Amenity

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

(Timestamp 00:00:39)

Chairman Dana Hennis And first up on our agenda tonight is the consent agenda.

Commissioner Bobby Rosadillo Mr. Chairman, I'll make a motion to approve the consent agenda.

Vice Chairman Bryan Clark Seconded.

Chairman Dana Hennis Thank you. All in favor?

All Commissioners Aye.

Chairman Dana Hennis Any opposed? Thank you.

(Timestamp 00:00:43)
Motion To: Approve The Consent Agenda
Motion By: Commissioner Bobby Rosadillo
Motion Seconded By: Commissioner Bryan Clark
Further Discussion: None
Voting Aye: Commissioners Rosadillo, Main, Clark, Hennis
Voting Nay: None
Absent: None
4-0-0

3. PUBLIC HEARINGS:

(Timestamp 00:00:53)

A. Case No. 25-08-S & 25-28-DR Valor North Subdivision - Marina Lundy - Planner

Applicant requests Subdivision and Design Review approval for 181 buildable lots, 19 common lots, 3 common driveway lots, 3 emergency driveway lots, and 2 private road lots on approx. 50.10 acres. The site is located at S Cloverdale Road (APNS: S1415336001, S1415341101, S1415438401, and S1415336300).

Potential Motions:

- *Motion to recommend approval/recommend denial of 25-08-S with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*
- *Motion to approve/deny 25-28-DR, with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

Chairman Dana Hennis We'll go ahead and move on, on the agenda to public hearings. First up is going to be case number 25, *excuse me,* #25-08-S and #25-28-DR for Valor North Subdivision, 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 preliminary plat approval for approximately 50.10 acres already zoned R-6. *medium density* or medium residential density, and to subdivide the site into 208 total lots, including 181 buildable lots, 19 common lots, 3 common lots, 3 emergency driveway lots, and two private road lots. The site is located at the northeast corner of East Kuna Road and South Cloverdale Road. The project will consist of approximately 7 acres of open space and an eight-foot walking path that connects the entire community to the existing and proposed amenities. This pre-plat request is part of the overall Falcon Crest master-planned community and staff has reviewed the proposed plat 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. I'll be here for any questions that you have about the application, and the applicant is present and has prepared a presentation tonight.

Chairman Dana Hennis Okay, thank you. Does Commission have any questions for staff, at this time? No? If the applicant would like to come up, go ahead and hit the bottom of the microphone to turn green, the light, and then go ahead and state your name and address if you would.

Travis Jeffers, M3 Companies Good evening, Commissioners. For the record, Travis Jeffers with M3 Companies. We're the developer of the Falcon Crest Master Plan. I'm sure it's not the first time you've heard this project. This is come before you a few times. But if you'll indulge me, I'll go through a little bit of background, and then I'd like to give a project update. We got some new photos to show just from the progress in the community, and then we'll get more into the Valor North specifics that we're going to talk about tonight -- *Is this for me? Awesome. Thank you. Oh, scroll. Sorry. Is there a way to zoom out? I got you. All right. Yeah, please. Love it. Perfect. Thank you. That's what I was looking for.* So here is a view of the overall master plan that was approved. And what I just wanted to highlight real quick is the different colored areas. These are all existing preliminary plats that have been approved so far. And it's kind of hard to tell I kind of ran out of different colors to use, but the clouded area on the north side, that is the Valor North preliminary plat area. It does include an area that was part of the original Valor, or the villages, pre-plat. And I'll get into some of the minor specifics on what changed there. But I just wanted to give an overall sense of the project before we got started.

The reason why we've done preliminary plats in the way that we have, and you probably got this before, is just because the size of the project, the flexibility to be able to adjust to market conditions as we go. The development agreement lines all this out very, very clearly, but every single one of these plats is being built in some way, shape, or form, and I'll go through the different neighborhoods, but there's a lot of activity going on out there and it's pretty cool to see. I just wanted to give a couple, just I got some new drone footage and I just thought I'd show you guys around a little bit if you haven't been out there in a while. This is the Reveille community. You may have heard of it as Robin Hood. The Valor North property is to the north. You can see it's sort of just bare dirt at this point. The Valor Club is just South, South of it and then the Medallion neighborhood, which we've completed five phases in, is to the east. *Oops.* Here's a look down the main collector road, Tercel Drive. This is the roundabout looking east. You can see this is the Trilogy Club right here and the River Six restaurant that's open to the public. They've got their full facility built now. This is the collector road that's continuing on Tercel Drive out to Five Mile and down to Kuna Road. We'll be finishing those collector roads this month actually paving both extensions of that. And you can see the Medallion neighborhood, and then part of the Valor North area is just up here. Here's another view. This one looking more south and east. This is the Trilogy 55 and older neighborhood. We've finished 7 phases in here, about to pave the eighth. They're going really well. These neighborhoods are pretty much all surrounded by golf course. So a ton, a ton of open space, you know, in addition to all the common areas that we're developing. If you're into golf, we just finished a new putting green and a new putting course that's opening next spring. This is at the Valor Club. We'll be breaking ground on the Valor Club, doing a ribbon cutting next month on veteran's day if anybody's interested. We'll be starting with a new cart barn, and pro shop and moving into fitness and social and a whole bunch of other stuff that'll be coming before you guys, I'm sure, if it hasn't already.

Moving on to the actual project location, I just wanted to give you a kind of an aerial view and a sense of where this is at. It's on the north end of the project. This was the Reveille community I was talking about. This is Medallion. Obviously, this doesn't show all the homes that are built, but this is the general location of the project. This part was already platted once before. We'll go into that on -- *sorry, switching on me. There we go.* Not to backtrack too far, but this was part of the original development agreement. This was the land use projections in the development agreement. So I think Marina touched on the different zones. We do have an R-12 zone, high density, around the club and around both clubs considered, and then R-6 and some commercial down here at the corner. The land use summary little snip here is from the preliminary plat that's before you this evening. We're well below the densities that we could be doing. We decided that the R-12, which allows 12 dwelling use per acre, really wasn't what we wanted to do around the club. And so, the overall density for this Valor North pre-plat is under 4 units per acre, even below the R-6 zoning.

Here's a look at the other preliminary plat. This is what you have in your packet. These are the two different zones of Valor North. I won't touch too much more on it other than the product over here. This is the club area right here. So, the single-family product over here, there's a little -- they're a little smaller lots, but that's intentional. They're kind of meant to be more of a lock and leave, or low maintenance lifestyle, that you're just living by the club. You want to use those amenities. You want a big backyard, but they are still detached units. And then you get over into the Medallion area, and this is kind of an extension of what you've probably heard as the villages, these are bigger, more custom lots. There's a lot of terrain in some of these areas along the slopes of the golf course. So, there's a ton of interesting terrain and view lots that we're going to do some really cool things with. So, it'll be very custom. There’s a phase summary breakdown. Overall, it's a reduction of three lots from the preliminary plat we had before on this east side. So, the lots got bigger and there's three less of them.

The other thing I wanted to note was this is the this is kind of a view -- *Sorry.* Original primary plat is over here. This is the new one for this side. There's now a full access that goes through here and out and out. So, there's two primary access points into the Medallion neighborhood. It was going to be a cul-de-sac with a fire access. It's now a full access. Here's an illustrated view of the plan for the Valor North community. This will really just be an extension of what's existing and being built in Medallion. This is really an extension of the club on the north side. It's

surrounded by golf. It's, you know, going to be surrounded by an amazing club. And in final, like I was mentioning earlier, we're going to do a groundbreaking event for the Valor Social Club on veteran's day, and all are invited. We've already built these two facilities, the putting green, and the putting course. This is the cart barn pro shop that's going to be built first, followed by the social club, fitness pool, and so on. So I've reviewed the staff reports, all the agency comments. We don't have any issues with those. I think Marina did a great job of summarizing it. Overall, it's already zoned, part of the development agreement, and just kind of a continuation of the overall master plan. And with that, I'll take any questions.

Chairman Dana Hennis Thank you. Does the Commission have any questions for the applicant?

Commissioners No.

Chairman Dana Hennis No? You got lucky.

Travis Jeffers, M3 Companies I like it.

Chairman Dana Hennis Thank you for the presentation. With that, I'll go ahead and open this up to the public testimony at 6:11. And on the list I have marked to testify outside of Mr. Jeffers is Tim Jensen. And just to remind everybody, you all have 3 minutes in order and please state your name and address at the beginning so that we have it on record. Thank you.

Tim Jensen, Kuna School District Thank you. Good to see you guys again, and Tim Jensen with Kuna School District, 711 East Porter Street here in Kuna. Just want to come up, represent the district, and we've sent letters of non-support of these. Just the impact, obviously the numbers of homes we know are fully aware, they've got Valor Academy going out there. But as we've explained in other projects as well that have, you know, charter schools in them there's still an impact they're not everybody's going to go to those to that school they're not forced to they've got the choice to either go there or any other school honestly in the state of Idaho and the developer has not agreed to partner with the district and so I just want to come forward and speak on behalf of the letter that was submitted on this a while back for the district so I'll stand for any questions.

Chairman Dana Hennis Thank you, any questions?

Commissioner Jim Main No.

Tim Jensen, Kuna School District Thanks, gentlemen.

Chairman Dana Hennis Thank you. With that, no one else is on the list to testify on this application. Is there anybody in the audience that did not get a chance to sign up that would like to testify on this application? Nope, and seeing none, I will go ahead and close the public testimony at 6:12 and that brings up our deliberation. I think we've seen this one kind of through from the beginning, and this is just a, not any new areas, it's just specifying the details of the areas in which actually have a reduction from the original anticipated zoning and the amount of residences and we've seen that this development has been progressing very nicely and is kept to very nice quality out there. So, I don't see anything wrong with this, in my opinion.

Vice Chairman Bryan Clark No, and actually this, one of my biggest concerns about the previous plat, and they directly address it, was the long cul-de-sac lines with fire access. No secondary fire access roads are nice, but this is better for circulation for both the public and for EMS.

Chairman Dana Hennis Any other comments?

Commissioner Jim Main No, I think it's a good-looking project. Yeah, I realize it's on a golf course, but the amount of green space really, really makes me happy.

Chairman Dana Hennis Yeah, I mean, there's a lot of provided green space that's not the golf course. So, it's nice.

Commissioner Bobby Rosadillo Yeah, I mean, I agree with you guys. It's consistent with everything else that they've done. You know, I do like the reduction in total lots, but, you know, all-in-all, it fits in well with that area and what it was approved to do.

Chairman Dana Hennis With that, if there's no other comments or concerns, I'd stand for a motion.

Commissioner Bobby Rosadillo Sure. I'll make a motion to recommend approval of #25-08-S with conditions as outlined in the staff report.

Vice Chairman Bryan Clark Seconded.

Chairman Dana Hennis All in favor?

All Commissioners Aye.

Chairman Dana Hennis Any opposed? No? Motion carries. Thank you.

(Timestamp 00:14:31)
Motion To: Recommend Approval Of Case #25-08-S With Conditions
Motion By: Commissioner Bobby Rosadillo
Motion Seconded By: Commissioner Bryan Clark
Further Discussion: None
Voting Aye: Commissioners Rosadillo, Main, Clark, Hennis
Voting Nay: None
Absent: None
4-0-0

Commissioner Bobby Rosadillo Then I'll make a motion to approve #25-28-DR with conditions as outlined in the staff report.

Vice Chairman Bryan Clark Seconded.

Chairman Dana Hennis All in favor?

All Commissioners Aye.

Chairman Dana Hennis Thank you. Any opposed? Nope. Motion carries. Thank you for your presentation.

(Timestamp 00:14:48)
Motion To: Approve Case #25-28-DR With Conditions
Motion By: Commissioner Bobby Rosadillo
Motion Seconded By: Commissioner Bryan Clark
Further Discussion: None
Voting Aye: Commissioners Rosadillo, Main, Clark, Hennis
Voting Nay: None
Absent: None
4-0-0

B. Case No. 25-01-PUD, 25-04-S, 25-03-ZC & 25-06-DR, Napa Vineyards - Troy Behunin – Senior Planner

Applicant requests PUD, ZC, Preliminary Plat & Design Review approval for approx. 242 acres in Kuna City using the following zones P, R-6, R-20, C-1 & C-3. The Preliminary Plat proposes to subdivide the lands into 1,495 total residential, multiple common lots & common driveways, a School Site, Fire Station & a City Park in compliance with the approved Development Agreement. The site is in Sec. 12, Township 2 North, Range 1 West (APN numbers; S1312212400, R7135690180, S1312417410.

Potential Motions:

- *Motion to recommend approval/recommend denial of 25-01-PUD, 25-04-S,* & 25-03-ZC *with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*
- *Motion to approve/deny & 25-06-DR, with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

(Timestamp 00:15:06)

Chairman Dana Hennis Next up on the agenda is going to be case number #25-01-PUD, #25-04-S, #25-03-ZC, and #25-06-DR for the Napa Vineyards, Troy.

Senior Planner Troy Behunin *Sorry, second*. Good evening, Commissioners. For the for the record, Troy Behunin, Kuna Development Services Department. So the applications before you this evening are requesting PUD, which is planned unit development, preliminary plat, a rezone for a small portion of the site, design review approval for approximately 242.30 acres that are already in the city of Kuna using the following zones: Public, R-6, R-20, C-1, and C-3. The preliminary plat proposes to subdivide the lands into 1,495 total residential uses or units, multiple common lots and driveways, a school lot, and also a fire station along -- with an accompanying city park next to the school that it would be in compliance with the approved development agreement. The site is adjacent to Meridian Road between Hubbard Road to Columbia Road. The city's comprehensive plan map or the FLUM identifies the subject property as mixed-use and medium density residential on the City's map and the application appears to comply completely with the future land use map.

If the Commission would indulge staff, I would like to take a moment to highlight the history with this property and with this project, Dana might recognize it from a few years ago. This project originally came before the Commission as a planned unit development with a rezone or pre-plat special use permit and a design review application in August of 2008 and that was under a different owner. It was continued until September 11th of 2008. The application was later approved by City Council in January of 2009. In 2008, the developer had proposed C-3, C-1, R-6, and R-12 zones to include a senior and assisted living facilities, a school lot, a fire station lot, and approximately 25 acres of commercial with 1,496 total residential lots . It was proposed to have a net density of approximately 6.2 dwelling units per acre project wide. A development agreement was also agreed to and was recorded with the county recorder's office in April of 2009. The project was annexed into the city in March of 2009. -- *Sorry.*

The project was acquired by the current owner approximately in 2019. And on October 20 -- in October of 2024, it went before the city council for a development agreement modification and they applied the public hearing process in order to modify it and the purpose of that modification was to move the fire station and the C-1 along Columbia Road to more appropriate locations that would function better for the public and also for Kuna Rural Fire District. They also requested to remove the housing, the senior housing, and the age restriction for the R-20 zone. The Council determined in at that time that the project does meet the city's mixed-use goals and in November of 2024,

the council approved a development agreement modification, which included a project infrastructure condition providing a corridor for the future Mason Creek sewer trunk line.

The applicant proposes a rezone of approximately 1.84 acres from public to C-1 and to rezone approximately 2.89 acres from C-1 to Public for purposes of a future fire station. The remainder of the site will keep its original boundaries. The developer proposes a preliminary plat to subdivide the property into approximately 17.49 acres of C-3 commercial and 653 single-family residential lots, 65 common lots, 14 common driveways, with a proposed density of about 3.79 dwelling units per acre. The proposal also includes a request for up to 842 units within the R-20 zone with a proposed density of approximately 17.8 units per acre. This proposal provides approximately a 5 acre -- 5.6 acre school lot and 5.67 acre city park lot. The applicant is proposing a rezone of the, in the northern part that I already talked about, the remainder -- *Sorry.*

This project was annexed into the city in 2009 with those zones and staff would just like to highlight that and also that the development agreement modification was approved in 2024. Staff has reviewed the proposed PUD, the rezone, the pre-plat, and the design review applications for compliance with Kuna City Code and Kuna Comprehensive Plan, and should the Commission recommend approval of these applications and approve the design review for this application, staff recommends that the applicant be subject to the proposed recommended conditions that are outlined in staff's report. Because there are no ACHD, ITD, or Public Works comments, Staff does request that this, and since it's been advertised and noticed, that the applicant be given a chance to present tonight and the public also given a chance to present their testimony. And then also staff requests to continue this to a date certain where the applicant and public would be able to testify after receiving those critical agency comments. If the Planning & Zoning Commission would like to see some material changes, there would be a chance to implement some of those changes between now and that date certain meeting. I will be here for any questions that you might have and the applicant is present and has a presentation to make.

Chairman Dana Hennis Thank you, Troy. Is there any questions from the Commission at this time? I have one question, Troy. A lot of the times when we look at future projects, traffic, and the studies and infrastructure studies and the school, we look at projects that have already been proposed. You know, like, okay, we know one's coming, so we account for that many dwelling units in the area. Was this one ever accounted for because it had been previously approved? You understand kind of what I'm asking I'm kind of vague.

Senior Planner Troy Behunin So, are you asking, sorry for the record Troy Behunin, are you asking in terms of traffic and like sewer and other utilities?

Chairman Dana Hennis That and schools and stuff.

Senior Planner Troy Behunin I would say at one time it was however um it's such an old project I couldn't even begin to guess if…

Chairman Dana Hennis If it's….

Senior Planner Troy Behunin If it's still relevant in the things that they would have to comment on it today.

Chairman Dana Hennis Okay, it had been, but it's probably fallen off the radar. Okay, thank you. If the applicant would like to come up.

Stephanie Hopkins, KM Engineering Good evening, Chairman, Members of the Commission. Stephanie Hopkins with KM Engineering. Our address is 5725 North Discovery Way in Boise. I'm here on behalf of the developer, our client, and we've been working on this project for a long time, so I am very excited…we're all very excited to talk with you this evening about it. I just remember you had, I think it's up on full screen, but now it's, so I'll scroll through. Troy has been wonderful to work with, as always, and did a really great job summarizing our request.

So, I'll try to kind of keep it brief into things that you haven't already heard. The applications we're requesting this evening, planned unit development, and design review. And then, as Troy mentioned, we are planning to rezone a portion to allow for a fire station lot that is planned. We do have the traffic engineer, Sonia, with Kittleson here this evening to kind of address some traffic discussion as well. And then other members of the development team will all be here for questions and can discuss further after I'm done presenting.

So, the site is adjacent to a number of residential developments. This was originally contemplated in 2009. At the time it was included in the LID. So, it was accounted for with the annexation that occurred back then when it was assigned the R-6, R-20, C-3, C-1 zones. And since then, there has been considerable development that has occurred. A lot of residential subdivisions that are currently being developed as well. The zoning that has occurred in the areas consistent with Napa Vineyards, and so it'll be compatible. I won't go through the site and approval history because Troy already covered that. The development agreement modification that was recently modified or the development agreement that was recently modified includes a provision in there that says that the site plan or the preliminary plat has to be consistent with what was approved and that is what we've modeled our preliminary plat on. So, it is consistent with that provision. The existing zoning districts, the C-1 district is switched from what it was originally in the development agreement. So those P areas where the fire station lot is contemplated, and this was switched with the development agreement modification that was approved last year. So, this is already approved, but this layout's reflective of that approval and then R-6 is in yellow here. That includes the school and park lot that's in the center of the development. And then R-20 is the multifamily designation that exists. We are not proposing any multi-family units this evening. It's all single-family residential as well as the commercial lots, the public lot, and the C-3 lots down at the southeast corner of the site. So, the R-20 district is about 47 acres. R-6 district is about 172. C-3 is about 18 acres, which will provide a nice commercial area right up against Meridian, which is the state highway, and Columbia that's, *or I'm sorry*, Hubbard that's on the south boundary. Columbia is on the north, and Kay Avenue is a new collector roadway that will be constructed as part of the project that bisects the site through the center.

This is the preliminary plat. In total, there are 747 lots proposed, one C-1 lot that's in the northwest corner, eight C-3 lots in the southeast corner, 655 buildable R-6 lots. Two of those are the school and park lot. So there are 653 single family residential buildable lots. 375 of those are considered single family standard. So, they're detached, kind of your traditional lot sizes. And then we have 254 park side lots. I'll show you a diagram or an exhibit later that shows them, but they're here, they're a little bit more compact than a traditional single-family home. And then we have 24 courtyard lots that are right north of the school and park lots that'll provide a nice variety of housing types.

The planned unit development that we're requesting this evening is to allow for this park side product. The sizes range from about 3,600 square feet to 5,400 square feet, and the average lot size is 4,000 square feet. So typically in the R-6 district, 4,000 square feet is the minimum lot size. We're asking for a planned unit development to allow a little bit of flexibility on that standard to allow for those lots that go a little bit below the 4,000 square feet. So the 3,600 square foot lot. Open space exceeds requirements for providing 45 acres, which is about 19% of the overall site. There is essentially located open space lot here that will include a clubhouse and pool for the single-family residential component. And then as mentioned, there's the school and park lot. And then there is a large city pathway that will be along the Mason Creek lateral on the north is going to the left. So this is the east side of the development, which will provide a nice buffer to existing homes as well as a great amenity for the community, current and future residents. And then there are pedestrian walkways throughout the development and a dog park that's adjacent with them. It's right over here. You can't really see it with the ancillary parking for the dog park as well as residential units. And then as mentioned the multifamily development will be coming in later that will include its own set of amenities it'll likely have a clubhouse with pool and some other amenities that will be proposed at that time. They'll be required to do a special use permit so you will see that application when it comes through and we'll and have an opportunity to review it at that time. Access and connectivity is going to be a huge benefit of this project as This is just west of Meridian, which is the state highway. We've been coordinating with ITD and ACHD, and we're in agreement with the conditions that they are going to impose. They've reviewed the traffic

impact study. They just haven't they haven't issued their comments yet. It's been a lot of coordination between Kittleson and the entities, and it just takes some time. So but the -- So the purple is Columbia Road. That's a principal arterial that exists that'll be expanded as part of this project, as will Hubbard, which is on the south boundary of the site. And then Kay Avenue is shown in yellow here. That's actually a new collector roadway that will be that will connect Columbia to Hubbard. It'll be a huge benefit. The Napa Bent Vineyard springs along. A full section will be connected in the northern portion and then a portion of the collector will be constructed in the south. And the green road is Mason Creek, which is another new collector roadway that will be constructed as part of this development. And Sonia's going to come up and kind of give you a little bit of information about the traffic impact study.

Sonia Daleiden, Kittleson & Associates Thank you, Chair, Commissioners. My name is Sonia Daleiden, and I'm with Kittleson and Associates. We are the transportation engineers who completed the transportation impact study for this development. Stephanie mentioned a detailed transportation impact study has been completed. That study has been reviewed and accepted by both ACHD and ITD. The study included multiple time frames under which traffic operations and safety were reviewed, existing conditions, future year 2030 background conditions, what future year -- in the future year what the transportation system would look like without the development. And then future year 2035 total traffic conditions with the development, with the residential commercial components that are being proposed today, as well as a 2035 full build out transportation scenario, assuming the multifamily that may be proposed in the future, even though it's not part of the consideration tonight. The traffic study reviewed 12 total study intersections. You can see those here on the screen.

There were six kind of -- Going off the page a little bit, but there were six total intersections along State Highway 69, Meridian Road, as well as several intersections along Columbia, Hubbard, and Deer Flat between Linder Road and State Highway 69, and then multiple intersections along those two new collector roadways that Stephanie highlighted, both Kay Avenue as well as Mason Creek Road. As I mentioned, the study has been reviewed and approved by both ACHD and ITD. Just unfortunately due to staff constraints and some time out of the office, we unfortunately just don't have their formal reports and memos for you tonight. But as city staff mentioned, that's why we'll be coming back at a point certain in the future to make sure you have a chance to see those detailed reports from the transportation agencies. The transportation study identified several mitigations and transportation improvements that need to be in place and go along with the development.

For the ACHD arterial street intersections and roadways, this development will be funding over $2.2 million in ACHD traffic impact fees that would pay for future capital improvement plan projects on the arterial system. They have also agreed with ITD to fund approximately $465,000 worth of basically a proportional share contribution towards future improvements on State Highway 69. And then there's very specific mitigations that are being proposed that I can go into in more detail if you need. So with that, I'll go back to Stephanie.

Stephanie Hopkins, KM Engineering I have a couple of additional slides on impact fees and developer or development benefits if anyone's interested, but we can kind of discuss that as we go along too if you have questions. So we really appreciate your consideration this evening and we're very excited for this project and look forward to continuing to work with the city on it. Thank you.

Chairman Dana Hennis Commission have any questions for the applicant?

Vice Chairman Bryan Clark Just a kind of general question for Sonia regarding the traffic impact study. Just so I understand, When we're going through and doing the traffic impact studies, these are all going to ACHD. I'm assuming they're providing you some level of anticipated traffic for the 2035 based on the other projects in the area that are already on the books?

Stephanie Hopkins, KM Engineering Yeah, Chair and Commissioner Clark, that is exactly right. When we complete the traffic impact study, there are multiple data points that get included into that. Part of it is from ACHD,

where they identify all of the approved, anticipated, but not yet built developments in the area that will have traffic in the future above and beyond what's counted. We also incorporate the Community Planning Association of Southwest Idaho, COMPASS, your MPO. They have a regional travel demand model, which also anticipates not only that development that is approved but not yet built, but also just area build out from Kuna, Meridian, Nampa, all of the agencies within here, all of their future land use visions, and that That is what goes into building those 2035 traffic forecasts.

Vice Chairman Bryan Clark Perfect. So, we're not working on a frictionless vacuum. Thank you. Appreciate it.

Commissioner Bobby Rosadillo While you're standing up, I have another question for you. So, looking at the overview of the transportation study, the six study roadway segments, I noticed that on that Hubbard isn't included in there. You have the two.

Stephanie Hopkins, KM Engineering Sorry, I'll go back here.

Commissioner Bobby Rosadillo You have the two intersections that would be at Kay and Meridian. But can you explain why the either from Kay to Meridian or Kay to Linder wasn't studied as well? Because that's a pretty busy section of road.

Stephanie Hopkins, KM Engineering Yes, Chair and Commissioner. Excellent question. It absolutely was studied Hubbard Road between Linder and State Highway 69. It was just unfortunately omitted from the slide, but it was included in the study and was part of that study.

Commissioner Bobby Rosadillo Thank you.

Chairman Dana Hennis I think it might be kind of important. You were on the developer-funded road improvement slide there a minute ago. I don't know if that's your slide or Stephanie's. That one.

Stephanie Hopkins, KM Engineering Yes.

Chairman Dana Hennis That maybe briefly kind of go over that if you could. I think it's important too for the citizens to understand kind of what your what your impact might bring.

Vice Chairman Bryan Clark And then this is just to be specific so this is beyond the development impact fees this is actual developer funded and installed or developer funded correct beyond the diff fees.

Stephanie Hopkins, KM Engineering Thank you Mr. Chair, Commissioner Clark, yes that's exactly correct and that's why we included this slide because I think a lot of times that detail kind of gets missed with you know just all the different details that go into these projects. So, the developer will be required to contribute. Every box on here shows an area where the developer will have to contribute funds to either improve intersections or improve roadways that were required based on the analysis and the traffic impact study. So just for example, the developer is going to be required to widen Columbia Road from Linder to Meridian Road to a five-lane section. There will need to be a traffic signal or roundabout at Kay and Hubbard. There's going to be widening of Hubbard to a five-lane section between Linder and Meridian Road, and there are just many other improvements that'll be required. So I can kind of…

Chairman Dana Hennis And this is outside of the final report that you've got from ACHD and ITD, correct? This is just kind of a preliminary?

Stephanie Hopkins, KM Engineering This is what was included in the traffic impact study as far as the medications and maybe Sonia can get a little bit more information.

Sonia Daleiden, Kittleson & Associates Yeah. So, as Stephanie said, this is what was studied and was the findings in the transportation study. This was also what has been discussed through ACHD and ITD's detailed review and coordination of the studies. And I think this is what you will likely see in their reports when we have them.

Chairman Dana Hennis Okay, thank you. Because I think this is an important slide to kind of illustrate that there is -- it's kind of hard to get traffic fixed until the traffic's there sometimes, and the funding for it, and the one thing I do agree on this this development is it's providing a lot of these traffic mitigations that I wanted to kind of bring out…

Stephanie Hopkins, KM Engineering Absolutely.

Chairman Dana Hennis Because you kind of ran out of time.

Vice Chairman Bryan Clark Yeah and the other aspect of this is it's nice seeing the specific requirements that are required as part of the project because unfortunately the fact of the matter is with diff fees they go to the County to improve the overall road system and they aren't guaranteed to deal with Columbia…

Stephanie Hopkins, KM Engineering Yep, absolutely.

Vice Chairman Bryan Clark So.

Stephanie Hopkins, KM Engineering Thank you for bringing that point up. That's really important. And I think one thing I was going to mention too, one of the benefits, so this is kind of considered like an infill project at this point because it was, you know, entitled so long ago. There's been so much development that's occurred around it that I think the benefit to the community is that it's going to be improving a lot more roadways and intersections that may have happened previously, right? So that is a huge benefit. And then one thing that I just would love to touch on, if you don't mind, is the impact fees that we kind of previously mentioned. So, Sonia showed that ACHD's impact fees are 2.2 million and then, you know, fire additionally will get one point about 2 million. Parks will get 1.7, police will get 180,000 or so. So the overall this project will be paying five you know five plus million dollars in impact fees and this is all based on the number of residences that would be proposed so that comes in with each final plat those impact fees are required for each building permit. So that goes directly to the agencies to help mitigate the impact that growth has on the community. So that's that'll be a huge impact you know and benefit to the city and all the different entities that manage service and facilities in the city.

Chairman Dana Hennis Right, no, I agree. That's one thing I saw in the packet that was presented to us and I wanted to make sure was kind of brought out was there's a lot of traffic mitigation and other things going on along with this project.

Stephanie Hopkins, KM Engineering I appreciate that, thank you.

Chairman Dana Hennis One quick question, back on the one slide where you were talking about open space, for the 45 acres that you were talking about, but that 45 acres includes the school sites and the fire site, even though those are not gonna be open space?

Stephanie Hopkins, KM Engineering Mr. Chair, they do include the park and the school lot, as well as the fire station lot.

Chairman Dana Hennis Okay.

Stephanie Hopkins, KM Engineering So, the school lot and park lot are about 11 acres in total. And I think you could say that the school or the park lot will be a city park. So that does benefit the community as a whole. I could look at what the calculations are. I think we would probably be close to that, at least that 10% required, if not a little bit more, even if you omitted the school and fire station lot, so…

Chairman Dana Hennis Okay, Yeah, you said they're about 11 acres, so that would be about 34 acres

Stephanie Hopkins, KM Engineering Be about 5 and a half acres for the park.

Chairman Dana Hennis Okay, thank you. Any other questions for the applicant?

Commissioner Jim Main Yeah, I do have a question on the roadways. Looking at the developer-funded road improvements all along State Highway 69, it includes widening the road to three lanes in each direction. Is that, how does that play into this development?

Sonia Daleiden, Kittleson & Associates Great. Chair, Commissioner, thank you for the question. So ITD currently is in the final stages of developing a corridor concept plan for improvements on State Highway 69 essentially from the I-84 freeway all the way down to into Kuna and their current plan that they have and that they have got received public comment on calls for essentially 3 through travel lanes in each direction for the entire length of the 69 corridor plus upgraded intersections. So, signal upgrades, additional turn lanes, additional widening on the cross streets at each of those intersections. Some of those improvements are going to be funded by development. You may be aware that the Apex development and other developments are currently, they currently have approved star agreements where they're going ahead and funding portions of those improvements and they're designing them. They are anticipated to be constructed in a couple years. Because this is a fully residential development, this development doesn't have that ability to construct the improvements and then receive sales tax reimbursement for the portion that's above and beyond their proportional share. But they have agreed to pay that full amount of their proportional share to ITD through an agreement where they will upfront that cost, which is about $465,000, to go towards additional, those improvements on State Highway 69, so ITD will be collecting that from this development assuming from other development and then looking for other ways that the state can fund the completion of those improvements beyond what they're currently getting so that's how this development would contribute to that future project.

Commissioner Jim Main Thank you. One other question, typically we see some kind of a trigger mecha... -- *I'm sorry* a trigger mechanism from ACHD that indicates once you get past a certain number of lots or residences, this developer, this improvement has to kick in and then, you know, another hundred lots and this has to kick in. Are we going to see that from ACHD in their report or is that something that we'll see from you later on?

Sonia Daleiden, Kittleson & Associates Yeah, Chair, Commissioner, I would expect that we would see that for the ACHD components of the ACHD roadway system. Obviously, 69 is an ITD facility. The -- I think the challenge with these ones is the majority of the ACHD improvements here are building the new collector system. So, for that one, there actually isn't a trigger. It's going to need to go in when the development starts so the development can be accessed. For some of the other improvements, for example, maybe the signal or roundabout at Columbia and Kay or Hubbard and Kay, there likely will be a trigger for that one because that intersection, once Kay Avenue is put in, likely will be able to operate for some time without a signal. So, there may be a trigger for that, but that's not to say that the development doesn't go ahead and put it in right of way just because they know it's a benefit to the overall development. So, I would expect you will see some triggers depending on how their report shakes out.

Commissioner Jim Main Thank you.

Chairman Dana Hennis Thank you. With that, I'll go ahead and open up the public testimony for this application at 6:47. First up on the list that I have right now is Tim Jensen.

Tim Jensen, Kuna School District Tim Jensen, Kuna School District, 711 East Porter Street here in Kuna. So, we just wanted to make sure when this, as you were told, there's a long history behind this. The Kuna School District has a letter of support on this one, and when the agreement was made in December, they confirmed that the school site that was on there, the Kuna School District had the first right of refusal to that lot, and we just want to make sure that that agreement is maintained in the report, and as we go forward to that, there was talk of there being a plan, a

change to that plan, and we just want to make sure that**,** you know, that initial agreement stayed in place with the school district as we go forward. So now I'll stand for any questions.

Chairman Dana Hennis Any questions?

Commissioner Jim Main No.

Planning & Zoning Director Doug Hanson Chairman, for the record, Doug Hanson, Development Services Department, just to answer that question. In the development agreement, it explicitly states the owner will dedicate Lot 27, Block 14, as shown on the preliminary plans and exhibit B for public purposes, the primary tent of the parties is that this lot will be dedicated to the Kuna Joint School District #3 to be used as a public school site and then it goes into in the event they don't accept it. So yes, the school ultimately has the first refusal for utilizing that site.

Chairman Dana Hennis Okay. Thank you for the clarification.

Tim Jensen, Kuna School District I appreciate that clarification. Like I said, I'm up here just because there was conversation about there being proposals to change that to a different beneficiary and we just want to make sure that we stayed in that position. So…

Chairman Dana Hennis One question. So, I guess, ultimately one of the big factors that people will look at with this is the amount of residential component. And do you feel, the school district feel, that they can adequately house all those students in the facilities they've got?

Tim Jensen, Kuna School District No, and so to do the easy math of it, you know, to kind of figure out how many it is, right now the ratio is about 0.5 students per household that's put in. And so, which we've all noticed over the years that it actually used to be 1.2 students per household, but with different young families, retirees moving in, that ratio has changed. And so, the updated ratio to that is 0.5 per household. And so, when you look at the long-term projection of the whole project and the number of kids that would feed into the system, yeah no, it would, like Silver Trail Elementary right now would just be bursting at the seams. They're already at capacity and they're close to capacity. And so, with them and the high school already be in over capacity, yeah, now a project of this magnitude along with, and it's not just this. We recognize there's other projects going in leading to capacity issues. And so, yeah.

Chairman Dana Hennis So that school site will more or less be very helpful.

Tim Jensen, Kuna School District Yes, absolutely.

Commissioner Bobby Rosadillo So, if this project goes through like this with the school site on that, how long would you anticipate that it would take to get a school put onto that?

Tim Jensen, Kuna School District That's hard to say. As you all know, we're in a different boat than charter schools. We have to pass bonds and this, you know, we're one of the things we're trying to work with developers on is helping us on the legislative side of things and getting, you know, bonds to a simple majority passage instead of the super-majority that is currently out there because it's not just a Kuna thing across the state of Idaho. It's a challenge for school districts to pass bonds. And you know, if we were at that simple majority state, like our last bond would have passed and we'd be further down the road capacity-wise. I know in the building I'm principal in, that last bond would have put six or eight new classrooms, a competition gym, KMS would have expanded, you know, Swan Falls would have… and an elementary would have been put in. So, there's just a lot of those things so I apologize for not being able to give you an exact answer just you know we're relying on the passage of those bonds.

Commissioner Bobby Rosadillo No and that's kind of that's kind of my point is you know these plots of land or plats of land are nice and all, but you still need the funding to do it.

Tim Jensen, Kuna School District Absolutely

Commissioner Bobby Rosadillo So that's something that you know just for the public to understand as well.

Tim Jensen, Kuna School District Absolutely

Chairman Dana Hennis thank you.

Tim Jensen, Kuna School District All right, thank you.

Chairman Dana Hennis Next on the list, I have marked as ‘not to testify; That was Elizabeth, still want to not testify? Thank you. Next up on the list is Melissa Dean.

Melissa Dean Melissa Dean, 2574 North Hose Gulch, Kuna, Idaho. I wanted to testify today and just tell you guys the lack of roadway improvements and not knowing the timeline is kind of a struggle. We'll all be struggling with it *'cause* Columbia is a major roadway. Hubbard is a major roadway. And having a roundabout or a signal at Kay is not really, it's only a block from Meridian Road. So that doesn't make sense either. Having a stoplight at Kay and another stoplight at Meridian Road, it's gonna make traffic backed up three times as worse as now. *'Cause* I already see the traffic every morning and traveling to work and such, and Columbia as well. Columbia is a nightmare, traveling to and from, going from work, home, and everything like that. But yeah, the lack of timeline, when those were to be improved upon. I know that they've always done like, oh, and phase five, we'll improve on those, and that never happens, or it does happen on phase five or six, but this one, it was the perfect study, needs to be more concrete, so I'd ask you guys to look into that more often And then also, I agree with Mr. Jensen that the schools will ultimately be impacted. They're at capacity. And if we can't get more funding for the schools, then we can't build that school. So that land will just sit there empty and the kids will be suffering. So, thank you.

Chairman Dana Hennis Yeah, thank you. And that's kind of what we're hoping to get a little more from the ACHD report and the ITD information as well as maybe some more concrete details. Is there anybody else in the audience that did not get a chance to sign up that would like to testify tonight on this application? If you would, come on up and sign in. Anybody else? Okay.

Seamus Hodges Seamus Hodges, 8105 South Chugiak Place. And just with the lady just stood up here. My wife's a -- she's taught in the Kuna School District for 16 years now or whatnot. And I mean, it's an absolute struggle for her to want to keep her job to stay. She loves the kids, loves the people but they've had a lot of you know turnover because of the overcrowded the classrooms and it's just a and she does teach at Silver Trail and it is a -- it's a hard -- it's very stressful for them as teachers and you know just bringing that from them you know and I know this is not just this you know this one developments issue but it's just across the board that way with the development is going on there that's that I bring for her and myself here, present that. And of course, with the traffic, my concern was to kind of, our property is right on Columbia Road there too. So it's impacted by that. And to see right now, the traffic is pretty darn busy with all that's going on and that way as well. So that's, I'll leave that with you. Thank you.

Chairman Dana Hennis Thank you. With that, I don't see anybody else on the list. And one final time, anybody else would like to say anything or testify tonight? Thank you, and seeing none.

Vice Chairman Bryan Clark So I guess the question is, do we do the continuation as part of the public hearing to continue the public hearing?

Planning & Zoning Director Doug Hanson Yep, for the record, Doug Hanson. Planning and Zoning Director, I think staff would prefer that we just continue the public hearing to a date certain of, a date decided upon by the commission so that more testimony can be accepted based upon the newly submitted evidence from ITD, ACHD, and Public Works. People have the opportunity to comment, and then at the conclusion of that, we can close the public hearing and proceed to your deliberation. And the applicant would also have the opportunity to rebut.

Vice Chairman Bryan Clark Perfect. Do we have an idea of when we expect those reports from ACHD?

Senior Planner Troy Behunin Currently, when I spoke with ACHD and ITD, they both seemed confident that by the end of October, they would be completed.

Vice Chairman Bryan Clark Okay, so next commission hearing after, I mean, for a buffer there, what are we talking? Are we talking the 11th? Because the 28th, I believe, is the next hearing.

Chairman Dana Hennis For October, yeah. Yeah, it would have to be on…

Vice Chairman Bryan Clark November 11th.

Planning & Zoning Director Doug Hanson Chairman, It would be November 12th because of Veteran's Day. So that meeting would be held on Wednesday, November 12th.

Vice Chairman Bryan Clark Don't you love Wednesdays?

Chairman Dana Hennis Is that what you were going to ask?

Commissioner Bobby Rosadillo No, I was just going to ask if we were going to allow the applicant to respond to the people that testified tonight at all, or we just wait until…

Chairman Dana Hennis Think it would probably wait until the end of full rebuttal.

Senior Planner Troy Behunin Pardon me, Commission, the applicant's actually requesting that if it goes into November, that it be the second, if possible, the second commission meeting.

Vice Chairman Bryan Clark So that's on November 25th.

Senior Planner Troy Behunin Just recognizing that that is the week of Thanksgiving. It is a regularly scheduled meeting.

Commissioner Bobby Rosadillo I mean, if we're going to be continuing this to ensure that the public can attend and comment on stuff, I mean, make sure that we have as much ability for people to be here as possible.

Chairman Dana Hennis I know, but which one would that make?

Vice Chairman Bryan Clark So, I mean, is there an opportunity for October 28th?

Chairman Dana Hennis I don't think that's...

Vice Chairman Bryan Clark Is that doable for ACHD?

Senior Planner Troy Behunin For the record, Troy Behunin. They -- When I spoke with Mindy at ACHD and Kendra, they seemed confident that they would have it ready for the 28th of this month.

Chairman Dana Hennis Okay, but is the applicant, would they be able to turn around the information gathered in the report in that time frame? Would that be a preference over the 12th?

[Inaudible From Audience]

Senior Planner Troy Behunin You '*gotta* come up.

Tim Eck *Sorry for that*. Tim Eck, I'm the applicant, 6357 Buena Vista Lane, Star, Idaho. Yeah, the information that come in the reports, the staff reports, the ITD reports, probably going to be exactly what we expect anyway. They've already given us all their preliminary information. And generally, once we get those reports, like I said, we get to read them, choke them, and then just accept them. Don't have a lot of... They don't take pushback.

Chairman Dana Hennis So, would the 28th work better than the 12th then for you?

Tim Eck Of October?

Chairman Dana Hennis Yes.

Tim Eck See, unfortunately, I hadn't planned on being here after this hearing because we didn't know where we were going to get postponed because of ITD and ACHD until last week.

Chairman Dana Hennis Or you can just let Stephanie handle all of it and Sonia.

Tim Eck Yeah. I have two trips that have got me out on the 28th and the 11th. So that's why I was proposing the 25th.

Vice Chairman Bryan Clark Yeah, we're just hesitant about the 25th being Thanksgiving week. A lot of people are out of town. Wouldn't give the public opportunity to testify is the concern. Plus, I don't know which commissioners will be on site.

Commissioner Bobby Rosadillo I'll be here.

Chairman Dana Hennis Yeah, I'll be here. I don't go anywhere.

Commissioner Jim Main I'll be here.

Commissioner Bobby Rosadillo I'll be here too, but again, it's the public. We're continuing the public hearing portion of this.

Chairman Dana Hennis Well, I know the applicant doesn't want to hear this, but if it turns out that we get in a public comment that they can't make that meeting, we can continue it to the next, if we feel. But I'm not sure which one works.

Vice Chairman Bryan Clark I love scheduling big things like this, it’s herding cats.

Tim Eck Which would push us to the 9th of December and I'm gone then, and then the 23rd of December, which wouldn't be any better.

Vice Chairman Bryan Clark No.

Commissioner Bobby Rosadillo It sounds like the 28th or the 12th is our best bet. You know, I understand, Tim, that you're out of town and all, but would your representatives be able to?

Tim Eck I'll shoot for the 28th of October.

Chairman Dana Hennis Okay. Perfect. Thank you. That works.

Chairman Bryan Clark So, with that. All right. Yeah, Mr. Chairman, I move that we continue the public hearing to a date certain of October 28th, 2025 for case numbers. Where are we? Sorry. I started over. I move that we continue case numbers 25-01-PUD, 25-04-S, 25-03-ZC, and 25-06-DR to a date certain of October 28th, 2025.

Commissioner Bobby Rosadillo I'll second.

Chairman Dana Hennis All in favor?

All Commissioners Aye.

Chairman Dana Hennis Any opposed? Nope. Thank you.

Vice Chairman Bryan Clark Okay.

(Timestamp 01:03:03)
Motion To: Continue Case #25-01-PUD, #25-04-S, 25-03-ZC, and 25-06-DR To A Date Certain Of October 28th, 2025
Motion By: Commissioner Bryan Clark
Motion Seconded By: Commissioner Bobby Rosadillo
Further Discussion: None
Voting Aye: Commissioners Rosadillo, Main, Clark, Hennis
Voting Nay: None
Absent: None
4-0-0

4. BUSINESS ITEMS:

5. UPDATES & REPORTS:

6. ADJOURNMENT:

(Timestamp 01:04:12)

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

Commissioner Bobby Rosadillo Second.

Chairman Dana Hennis Thank you. All in favor? Any opposed? Thank you. Thank you all for coming.

(Timestamp 01:04:12)
Motion To: Adjourn
Motion By: Commissioner Bryan Clark
Motion Seconded By: Commissioner Bobby Rosadillo
Further Discussion: None
Voting Aye: Commissioners Rosadillo, Main, Clark, Hennis
Voting Nay: None
Absent: None
4-0-0

_____
Dana Hennis, Chairman

ATTEST:

_____
Doug Hanson, Director

Minutes prepared by Garrett Michaelson, Deputy City Clerk.

CITY OF KUNA

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Planning & Zoning Commission Public Hearing Sign-In Sheet

October 14, 2025

Case No.: 25-08-S & 25-28-DR

Case Name: Valor North Subdivision

☒ Testify ☐ NOT Testify	☐ Testify ☐ NOT Testify
Name TRAVIS JEFFERS - M3 COMPANIES	Name
Address 1673 W SHORELINE DR.	Address
City, State, ZIP BOISE, ID 83702	City, State, ZIP
☒ Testify ☐ NOT Testify	☐ Testify ☐ NOT Testify
Name TIM JENSEN	Name
Address 711 E PORTER ST	Address
City, State, ZIP KUNA, ID 83634	City, State, ZIP
☐ Testify ☐ NOT Testify	☐ Testify ☐ NOT Testify
Name	Name
Address	Address
City, State, ZIP	City, State, ZIP
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City, State, Zip	City, State, Zip

CITY OF KUNA

751 W 4th Street • Kuna, ID 83634

(208) 922-5546 • www.KunaCity.ID.Gov

P&Z Commission Public Hearing Sign-In Sheet

October 14, 2025

Case Nos.: 25-01-PUD, 25-04-S, 25-03-ZC and 25-06-DR.

Case Name: *Napa Vineyards PUD* Subdivision

☒ Testify ☐ NOT Testify	☐ Testify ☐ NOT Testify
Name Tim Jensen	Name
Address 711 E. Porter St	Address
City, State, ZIP Kuna, ID 83634	City, State, ZIP
☐ Testify ☒ NOT Testify	☐ Testify ☐ NOT Testify
Name Lori Bannock	Name
Address Boise ID 83702	Address
City, State, ZIP	City, State, ZIP
☒ Testify ☐ NOT Testify	☐ Testify ☐ NOT Testify
Name Melissa Dean	Name
Address 2574 N. Hose Gulch	Address
City, State, ZIP Kuna ID 83634	City, State, ZIP
☒ Testify ☐ NOT Testify	☐ Testify ☐ NOT Testify
Name Seumas Hodges	Name
Address 8105 S Chugidt PL	Address
City, State, ZIP Meridian, ID 83642	City, State, ZIP

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BEFORE THE PLANNING & ZONING COMMISSION
CITY OF KUNA, ADA COUNTY, IDAHO

IN THE MATTER OF THE APPLICATIONS OF **VALOR NORTH SUBDIVISION** *Related to the development of real property located at the NE corner of E Kuna Rd and S Cloverdale Rd. (Parcel No. S1415336001, 1415341101, S1415438401, S1415336300).*	)	**Case Nos.:** 25-08-S (Preliminary Plat) And 25-28-DR (Design Review) **DECISION AND REASONED STATEMENT FOR VALOR NORTH SUBDIVISION.**

SECTION 1
INTRODUCTION AND PROCEDURAL BACKGROUND

THESE MATTERS came before the Planning & Zoning Commission of the City of Kuna (the "Commission") for Public Hearing on October 14, 2025, the Commission entered recommendations and decisions on the two (2) applications. Thereafter, this Decision and Reasoned Statement was prepared and presented to the Commission on October 28, 2025, for formal adoption of the Commission recommendation and decisions.

SECTION 2
DECISION

The Kuna Commission, having considered the record and listened to the arguments and presentations at the hearing, DOES HEREBY ORDER AND DECIDE:

The Preliminary Plat Application (Case No. 25-08-S) is hereby *Recommended Approval*.

The Design Review Application (25-28-DR) is hereby *Approved*.

SECTION 3
RECORD OF EXHIBITS AND WITNESSES

I. List of Exhibits.

- AFFIDAVIT - FALCON CREST CLUB PARTNERS
- AFFIDAVIT - FALCON CREST LLC
- AFFIDAVIT - M3 ID VGV 1
- APPLICATION COVERSHEET
- CC&RS - MAINTENANCE COVENANTS
- CC&RS TRACT DECLARATION
- CC&RS - CLUB DECLARATION
- COMMITMENT TO PROPERTY POSTING

- DESIGN REVIEW APPLICATION
- GEOTECHNICAL REPORT
- LANDSCAPE PLAN
- LEGAL DESCRIPTION
- NARRATIVE
- NEIGHBORHOOD MEETING CERTIFICATION
- OPEN SPACE EXHIBIT
- PHASING PLAN
- PREPLAT
- PRELIMINARY PLAT APPLICATION
- SUBDIVISION NAME RESERVATION
- TIS EMAILED EXPLINATION
- VICINITY MAP
- DEED 1999 - CLOVERDALE RANCH
- DEED 2021-FCGH PROPERTY
- DEED2023-GOLF VILLAGES FUTURE
- DEED 2023-GOLF A
- DEED 2023-GOLF MAIN
- PROOF OF LEGAL MAILER PZ 10.14.2025
- AGENCY TRANSMITTAL
- ACHD
- BKIR
- CDH
- CDHD
- IDEQ
- ITD
- PW

II. Public Hearing Witnesses.

Witness Testimony: Those who testified at the Commission October 14, 2024, hearing are as follows, to-wit:

a. City Staff:
Marina Lundy, Planner

b. Appearing for the Applicant:
Travis Jeffers, 1673 Ww Shoreline Dr., Boise, ID 83702

c. Appearing to testify:
Tim Jensen, 711 E Porter St., Kuna, ID 83634

SECTION 4
REASONED STATEMENT

I. Relevant Criteria and Standards Considered

a. Relevant City Ordinance Provisions.

1. Kuna City Code 1-14-3

2. Title 5 Kuna City Code, Development Regulations

b. Relevant Statutory Provisions.

1. Chapter 13 of Title 50, Idaho Code.

2. Chapter 65 of Title 67, Idaho Code

c. Pertinent Constitutional Provisions

II. Factual Findings

a. General Factual Findings.

Parcel Number(s):	S1415336001, 1415341101, S1415438401, S1415336300
Future Land Use Map Designation:	Medium and high density residential
Existing Land Use:	Golf Course/ Open Land
Current Zoning:	R-6 and R-12
Proposed Zoning:	R-6
Development Area:	50.10 acres
Adjacent Zoning Districts:	**North:** R-6 **East:** RR **South:** R-6 **West:** RR
Adjacent Street(s) Existing & Proposed:	**North:** None **East:** None **South:** W Tiercel Dr. **West:** S Cloverdale Rd
Internal Street(s) Existing & Proposed:	S. Cobble Creek Ln., W. Jasper Park Ln., W. Valhalla Ln., S. Waterwille Ln., W. Woodhall Ln., W. Birkdale Ln.,
Adjacent Bike/Pedestrian Facilities:	None
Adjacent Parks:	None
Land Dedication Requirements:	N/A

1. Procedural Findings:

Neighborhood Meeting	Held on May 22, 2025.
Pre-Application Meeting	Held on April 17, 2025.

Agency Comments Request	August 15, 2025.
300 FT Legal Mailer Notice	Sent on September 29, 2025.
Idaho Press Newspaper Published Hearing Notice	Posted on September 26, 2025.
Site Posting	Posted on September 29, 2025.
Planning and Zoning Public Hearing	Held on October 14, 2025.
Planning and Zoning Commission Written Recommendation and Decision Entered	Held on October 28, 2025.

b. Relevant Contested Facts.

1. Time Jensen from the School District presented opposition to the project due to the impact to the school from the number of homes and that the developer has not agreed to partner with the school district. Tim acknowledged the addition of a Charter school within the development but does not believe that this addition is enough to mitigate the impact on the school district.

c. Commissions Factual Findings on Relevant Contested Fact.

1. Commission noted that there has been a reduction in homes on this pre-plat compared to the original anticipated zoning of this master planned community.

III. Rationale for the Decision Based Upon Facts and Relevant Criteria and Standards Considered.

It is the rationale of the Commission that the preliminary plat and design review are in compliance with Idaho Code, Kuna City Code, the Comprehensive plan, and the approved Development Agreement.

IV. 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. 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. 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 work with the City Engineer for proper easement widths for the project as a whole.
20. Developer/Owner/Applicant and all successors shall comply with all Local, State and Federal Laws.

SECTION 5
REQUIRED NOTICES TO APPLICANT AND AFFECTED PARTIES

I.C. 6735(2)(b) Any applicant or affected person seeking judicial review of compliance with the provisions of this section must first seek reconsideration of the final decision within fourteen (14) days. Such written request must identify specific deficiencies in the decision for which reconsideration is sought. Upon reconsideration, the decision may be affirmed, reversed or modified after compliance with applicable procedural standards. A written decision shall be provided to the applicant or affected person within sixty (60) days of receipt of the request for reconsideration or the request is deemed denied. A decision shall not be deemed final for purposes of judicial review unless the process required in this subsection has been followed. The twenty-eight (28) day time frame for seeking judicial review is tolled until the date of the written decision regarding reconsideration or the expiration of the sixty (60) day reconsideration period, whichever occurs first.

Design Review
Pursuant to KCC 5-8-912, an applicant or affected party may appeal this decision to the Kuna City Council. The applicant or affected party must file a written notice of appeal with the City Clerk stating specifically the decision(s) to be reviewed by the Council and the grounds for the appeal with the Director before 5:00 p.m. of the tenth calendar day, or the next business day following the tenth calendar day should the tenth day fall on a weekend or holiday, after decision is issued and provided in writing to the applicant.

BY ACTION OF THE PLANNING & ZONING COMMISSION of the City of Kuna at its regular meeting held on the 28th day of October 2025.

_____
Dana Hennis, Chairman

NAPA VINEYARDS SUBDIVISION

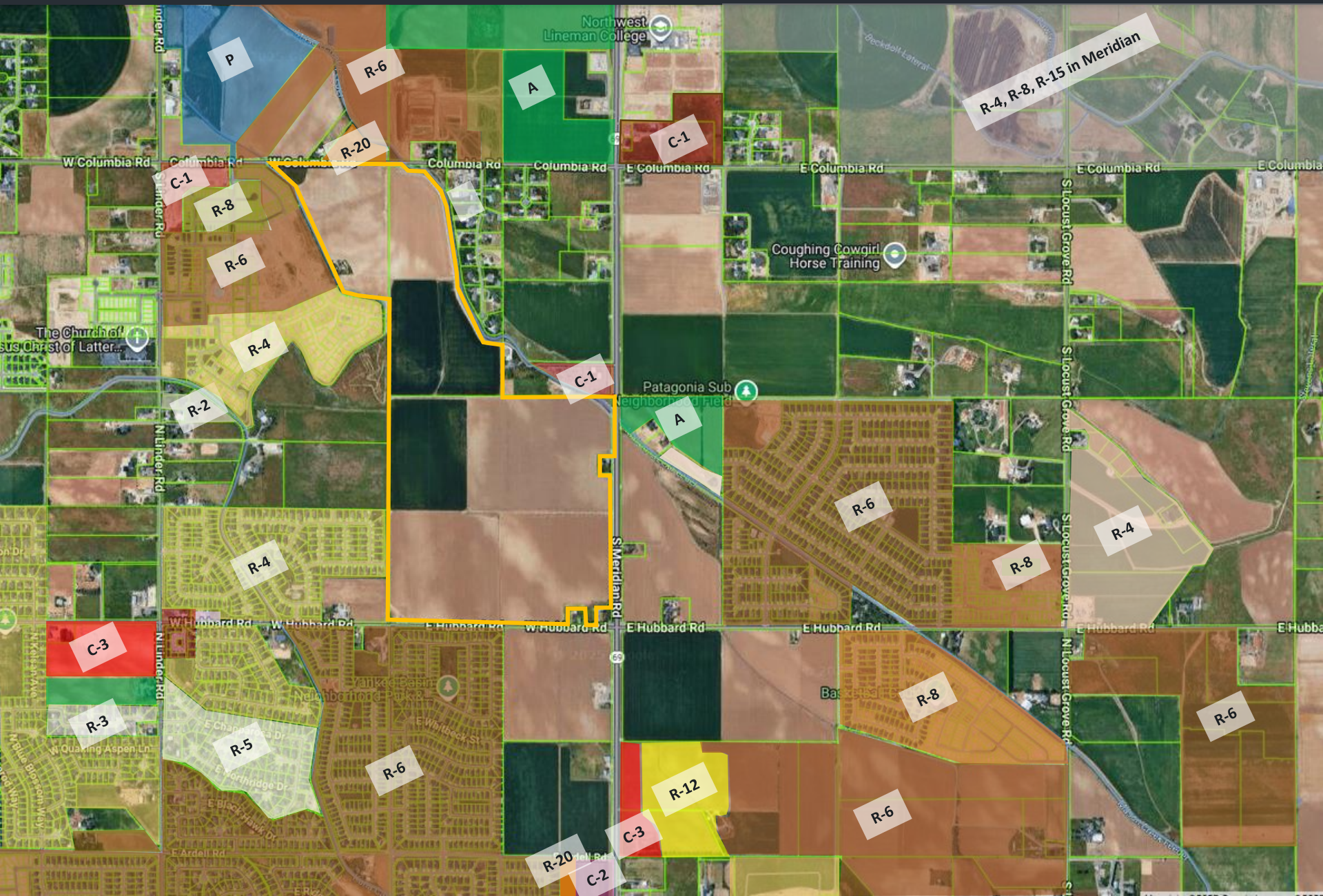
CONCEPTUAL, SUBJECT TO CHANGE



SITE LEGEND

- OPEN SPACE
- C-1 NEIGHBORHOOD BUSINESS DISTRICT
- C-3 SERVICE BUSINESS DISTRICT
- R-6 MEDIUM DENSITY RESIDENTIAL FUTURE SCHOOL
- R-6 MEDIUM DENSITY RESIDENTIAL SINGLE FAMILY LOTS
- R-6 MEDIUM DENSITY RESIDENTIAL COURTYARD LOTS
- R-6 MEDIUM DENSITY RESIDENTIAL PARKSIDE ALLEY-LOAD LOTS
- R-20 HIGH DENSITY MULTI-FAMILY RESIDENTIAL FUTURE

Adjacent Zoning and Vicinity



Adjacent Developments

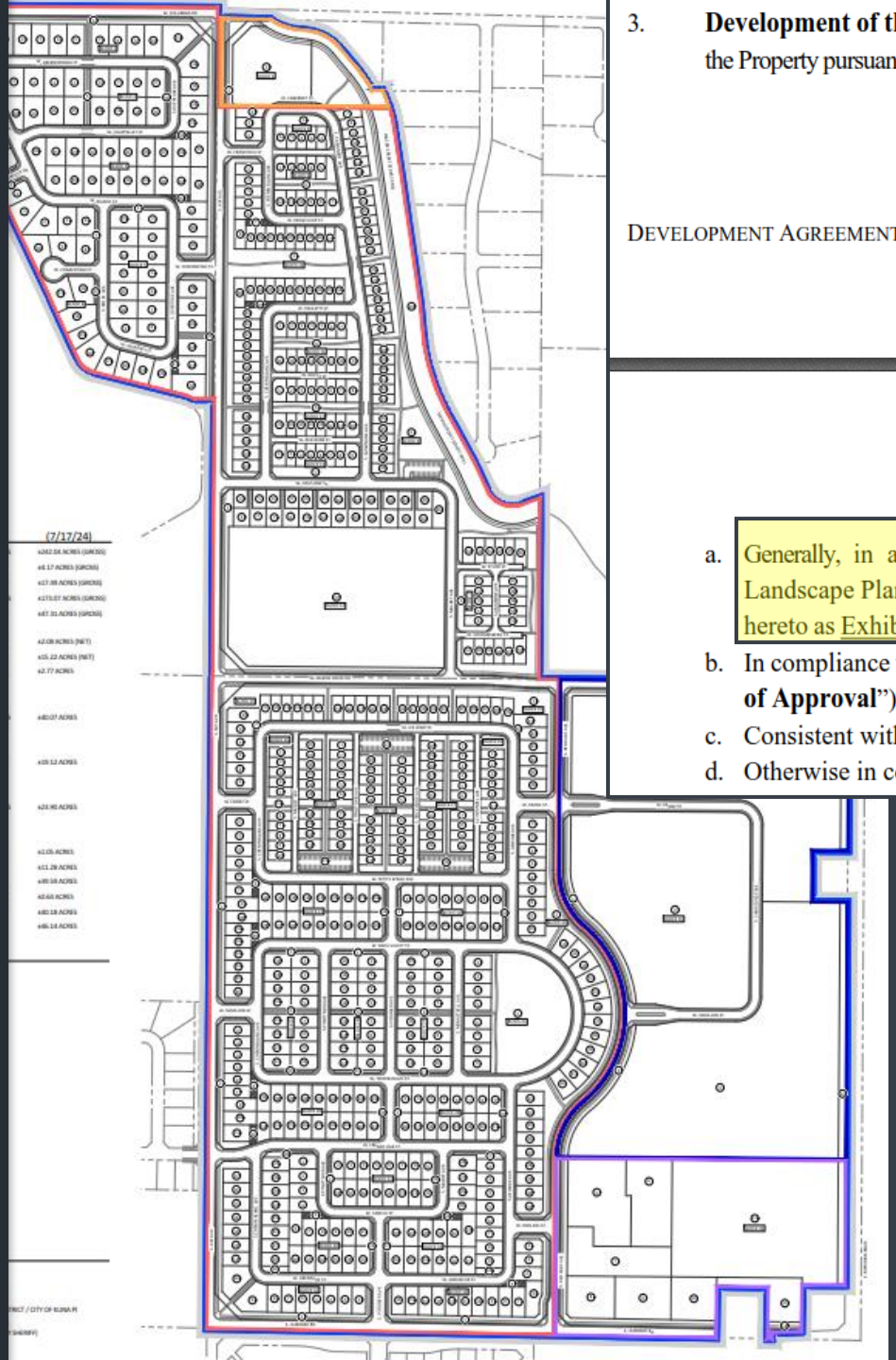


Site and Approval History

- **April 2009**: Annexation, zoning and planned unit development approved. R-20, R-6, C-3, C-1 districts assigned.
- **April 27, 2009:** Development Agreement recorded as instrument no. 109047091
- **October 15, 2024**: Development Agreement Modification approved by City Council. Modification of site layout to coincide with present layout.
- **November 19, 2024:** Decision and reasoned statement signed for Development Agreement Modification.

- **October 14, 2025:** P&Z Commission meeting for requested preliminary plat and planned unit development

Development Agreement



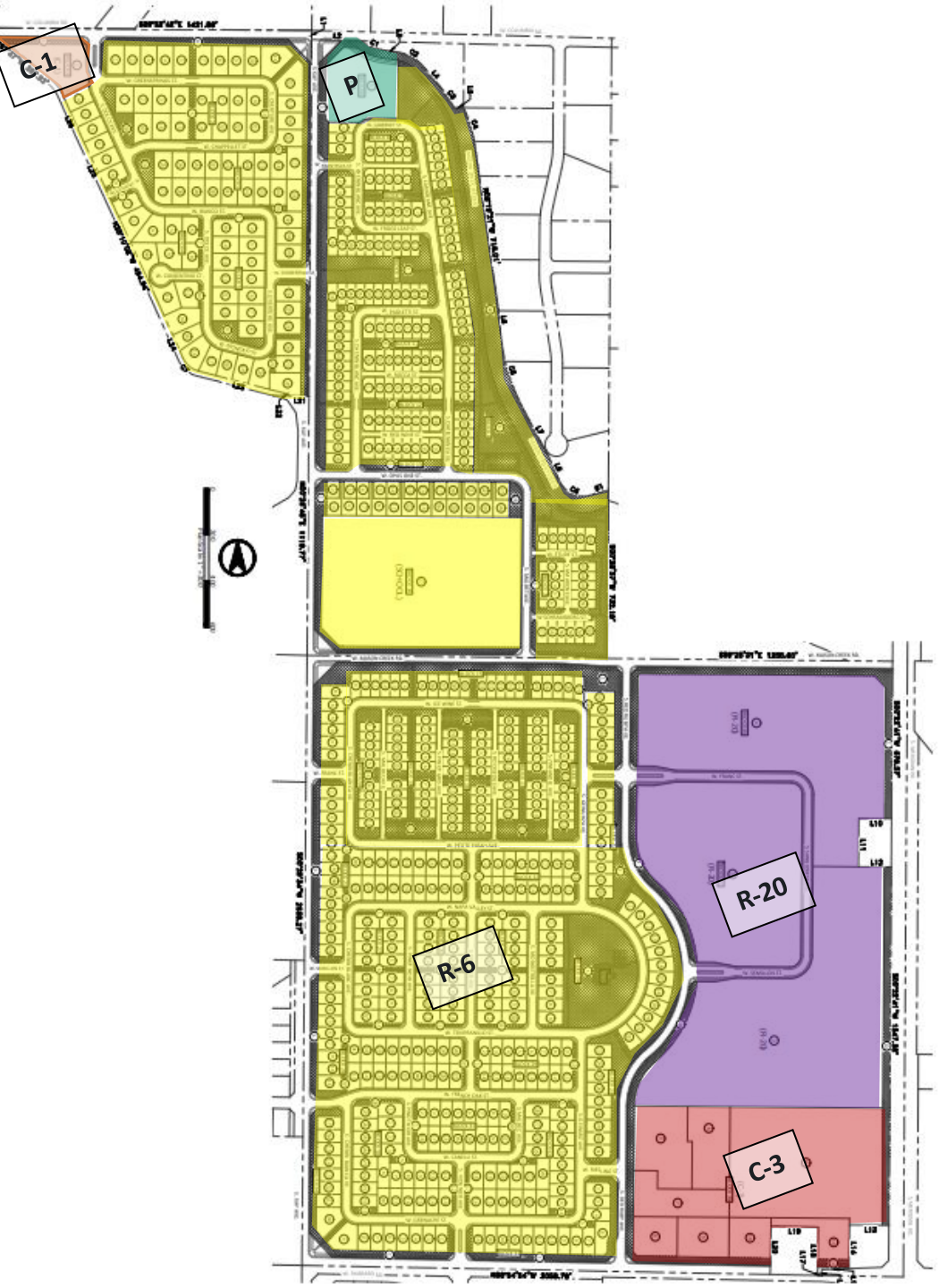
3. **Development of the Project.** Any new improvements and site work to be constructed on the Property pursuant to this Agreement (the "**Project**") will be:

a. Generally, in accordance with the Conceptual Site Plan (dated July 17, 2024), Landscape Plan (dated June 27, 2024) and Open Space Exhibit (dated June, 2024) attached hereto as Exhibit B and made a part hereof (the "**Preliminary Plans**");

b. In compliance with the conditions of approval set forth in Exhibit C (the "**Conditions of Approval**");

c. Consistent with the development standards set forth in Section 4 below; and

d. Otherwise in compliance with applicable law.



Existing Zoning Districts

Total Development : 242.03 acres

C-1 (Neighborhood Commercial):

+/- 1.84 acres

P (Public): +/- 2.89 acres

C-3 (Service Commercial):

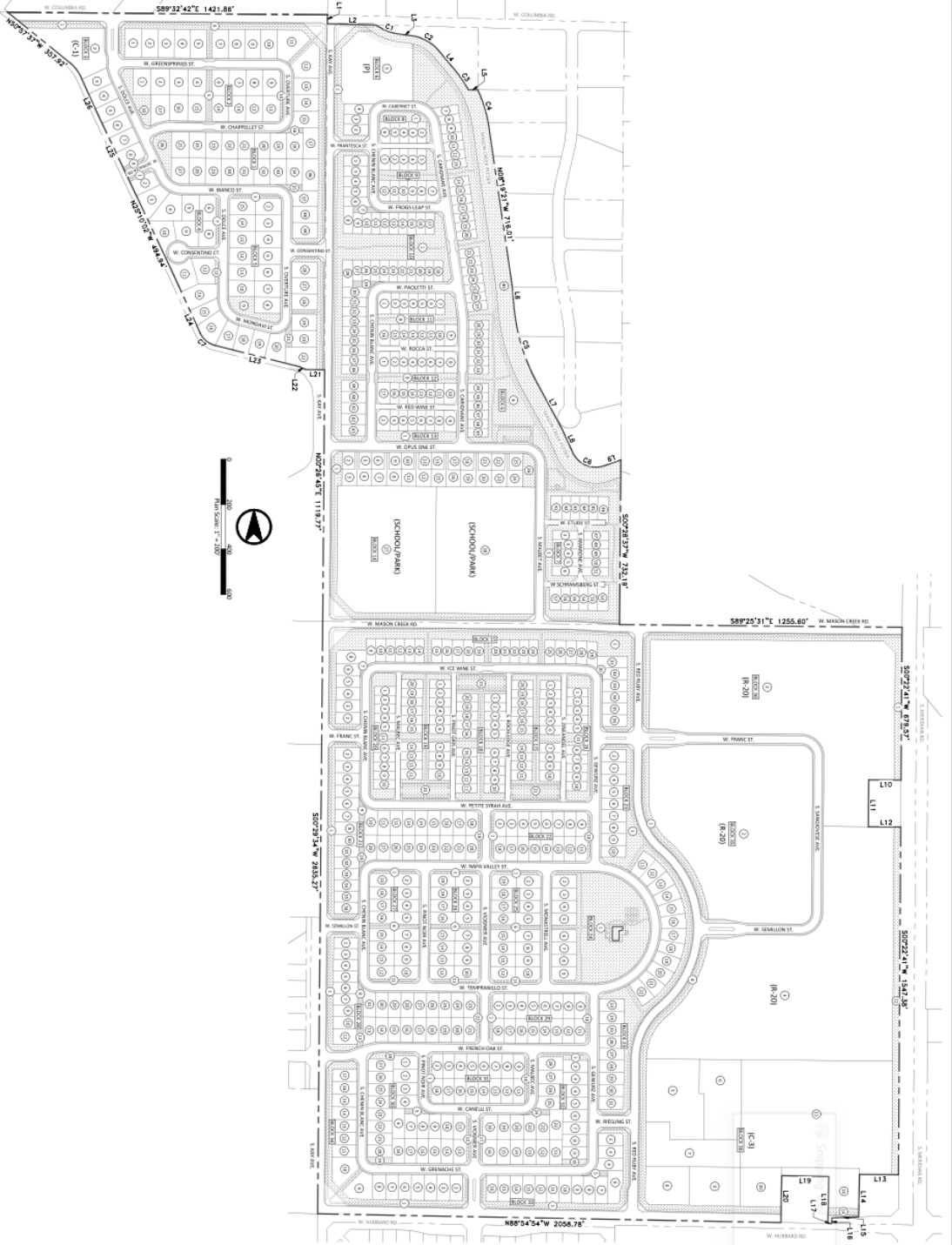
+/- 17.49 acres

R-6 (Medium Density Residential):

+/- 172.5 acres

R-20 (High Density Multi-family Residential):

+/- 47.3 acres



Preliminary Plat

Total Lots: 747

C-1 Lots: 1

C-3 Lots: 8

R-6 Lots:

Buildable Lots: 655

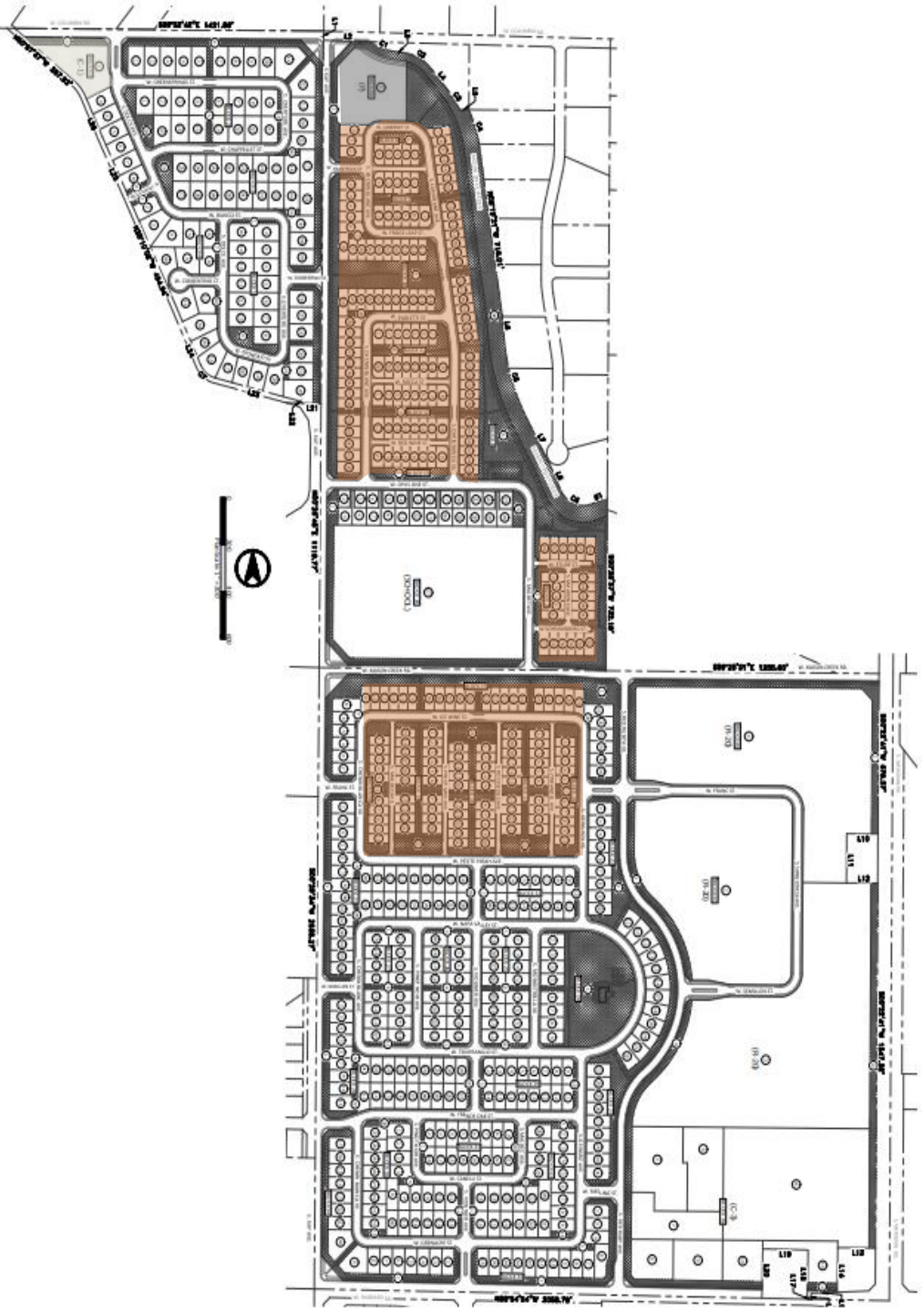
- 375 standard
- 24 courtyard
- 254 parkside
- 1 School Lot
- 1 Park Lot

Common Lots: 65

Common Driveway Lots: 14

P District Lot: 1 Fire Station Lot

R-20 Lots: 3



Planned Unit Development

"Parkside" Product

Range in size from 3,600 – 5,400 SF
Average lot size: 4,099 SF

Request PUD to allow for decreased lot size

- 3,600 minimum lot size requested
- 4,000 minimum lot size typically required

Open Space and Amenities

Open Space : 45.23 acres (18.69%) provided

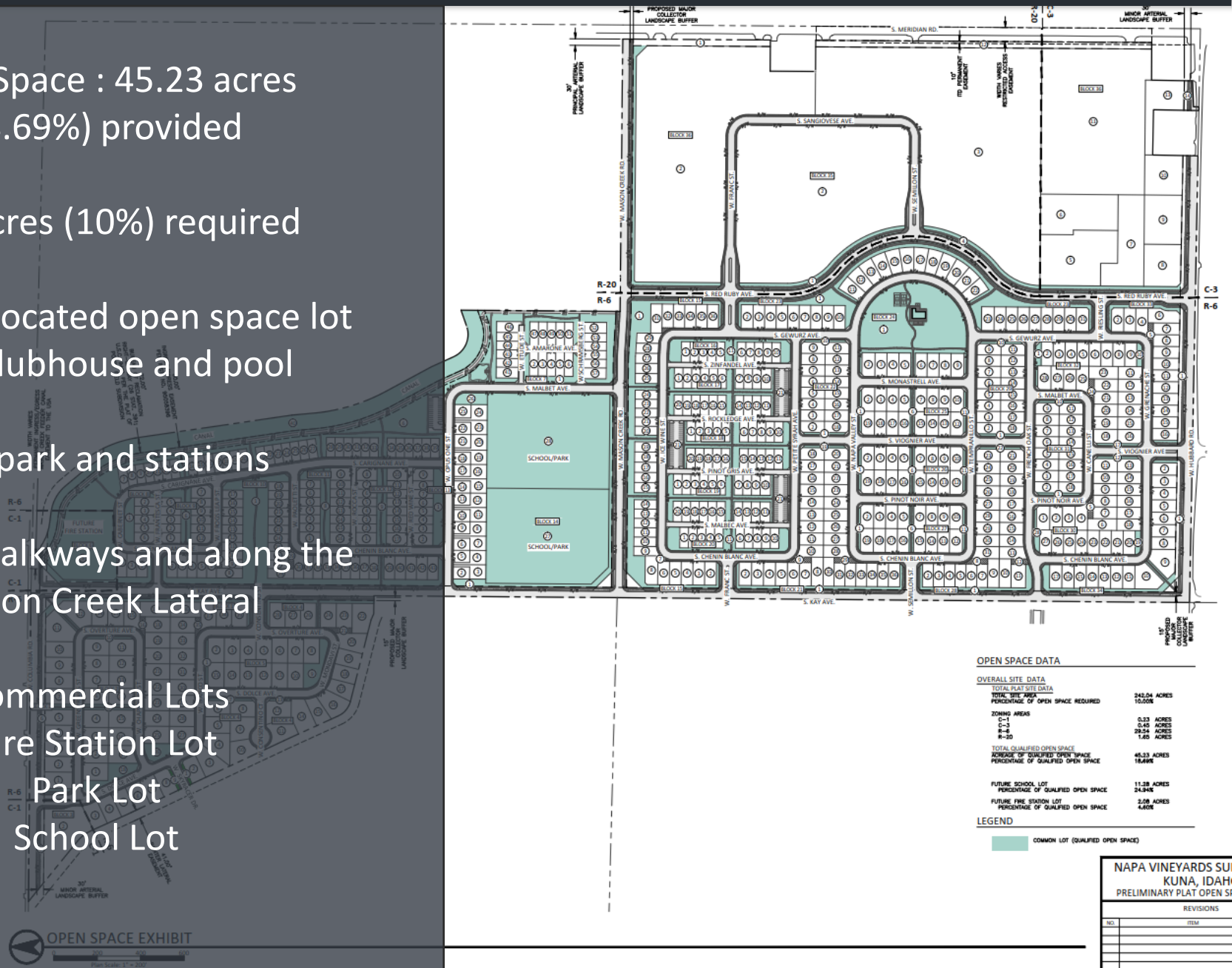
24.2 acres (10%) required

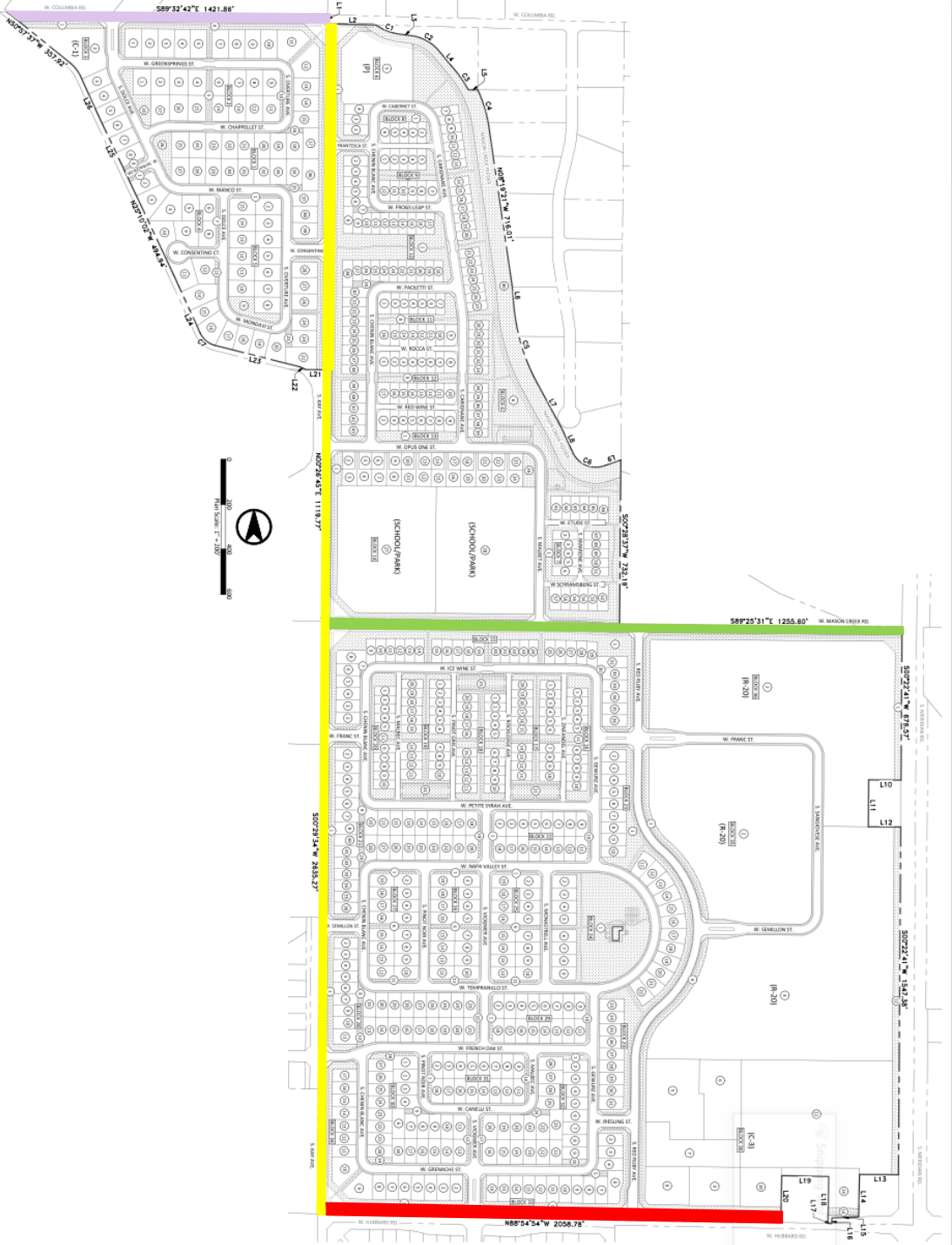
Centrally located open space lot with clubhouse and pool

Dog park and stations

Internal walkways and along the Mason Creek Lateral

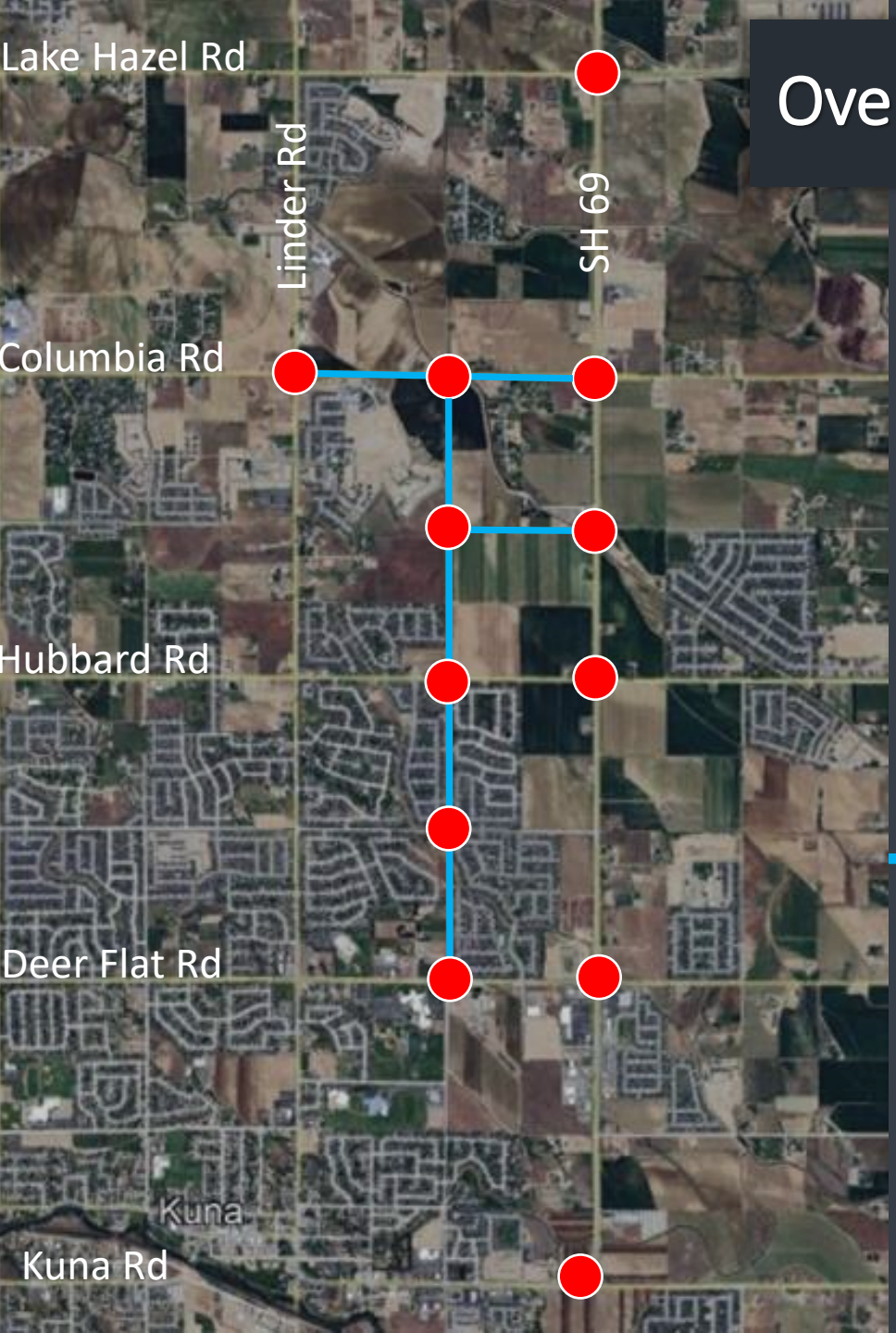
Commercial Lots
Fire Station Lot
Park Lot
School Lot





Access and Connectivity

- Mason Creek Road
  - New Collector Roadway connecting Meridian Road to Kay Ave
- Kay Avenue
  - New Collector Roadway connecting Hubbard and Columbia
  - Full and half width
- Hubbard Road – Principle Arterial
  - ½ of 110’ wide street section
  - 8’ detached sidewalk
- Columbia Road – Principle Arterial
  - ½ of 110’ wide street section
  - 8’ detached sidewalk



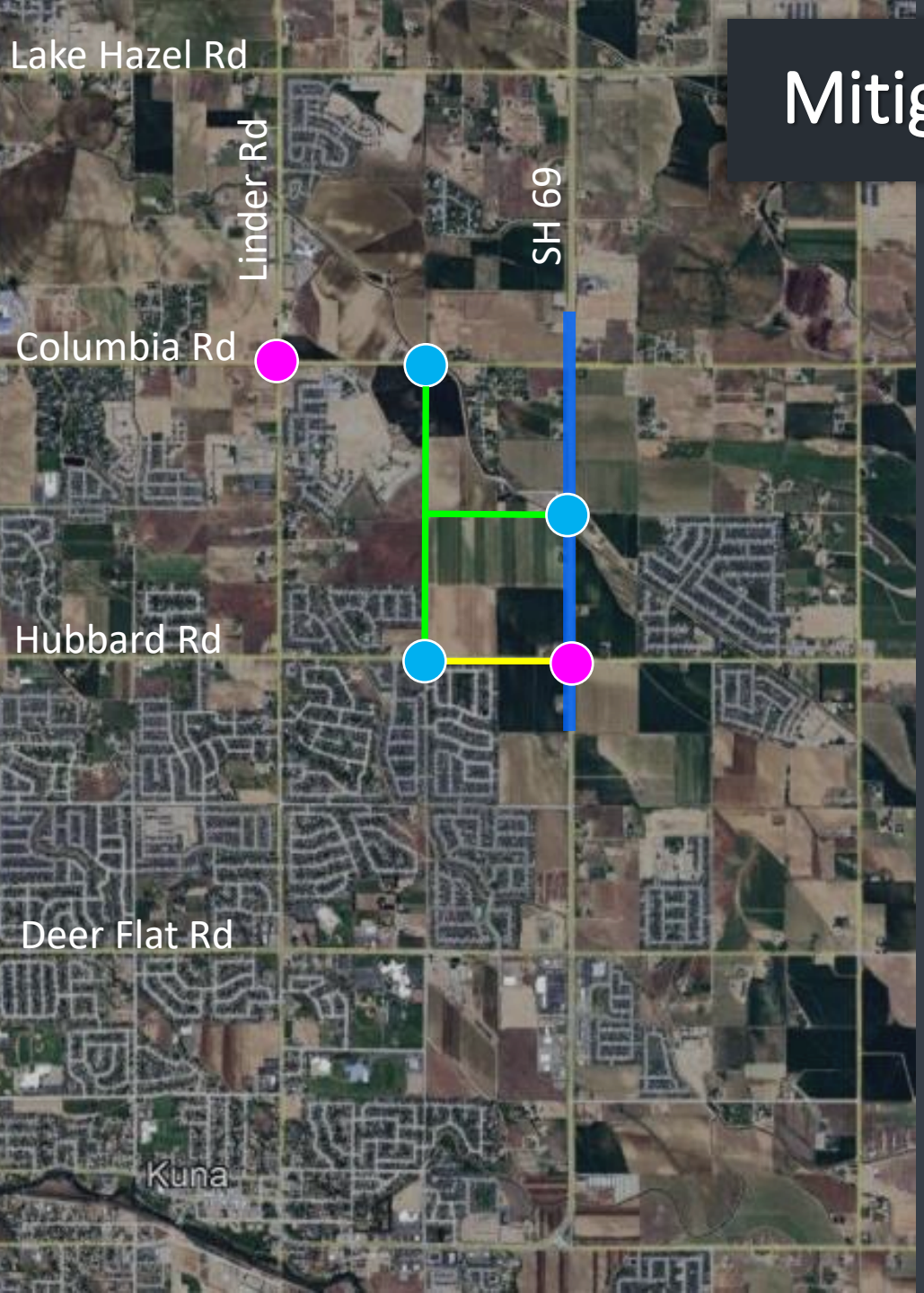
Overview of Transportation Study

- Study Timeframes
  - Existing Conditions
  - 2035 Background Conditions (without development)
  - 2035 Total Traffic Conditions Residential Buildout
  - 2035 Total Traffic Conditions Full Buildout (Residential + Commercial)

12 Study Intersections + Site Accesses

6 Study Roadway Segments

- Detailed Coordination & Review with ACHD & ITD



Mitigations & Improvements

- ACHD Impact Fees (>$2.2M)
  - Funding for future ACHD CIP Projects
- ITD Proportionate Share Contribution ($465,000)

Funding for improvements on SH 69

- Specific Mitigations

Add traffic signal

- Build new Collector road
- Add turn lanes/intersection mitigation
- Frontage improvements

ACHD Capital Improvements

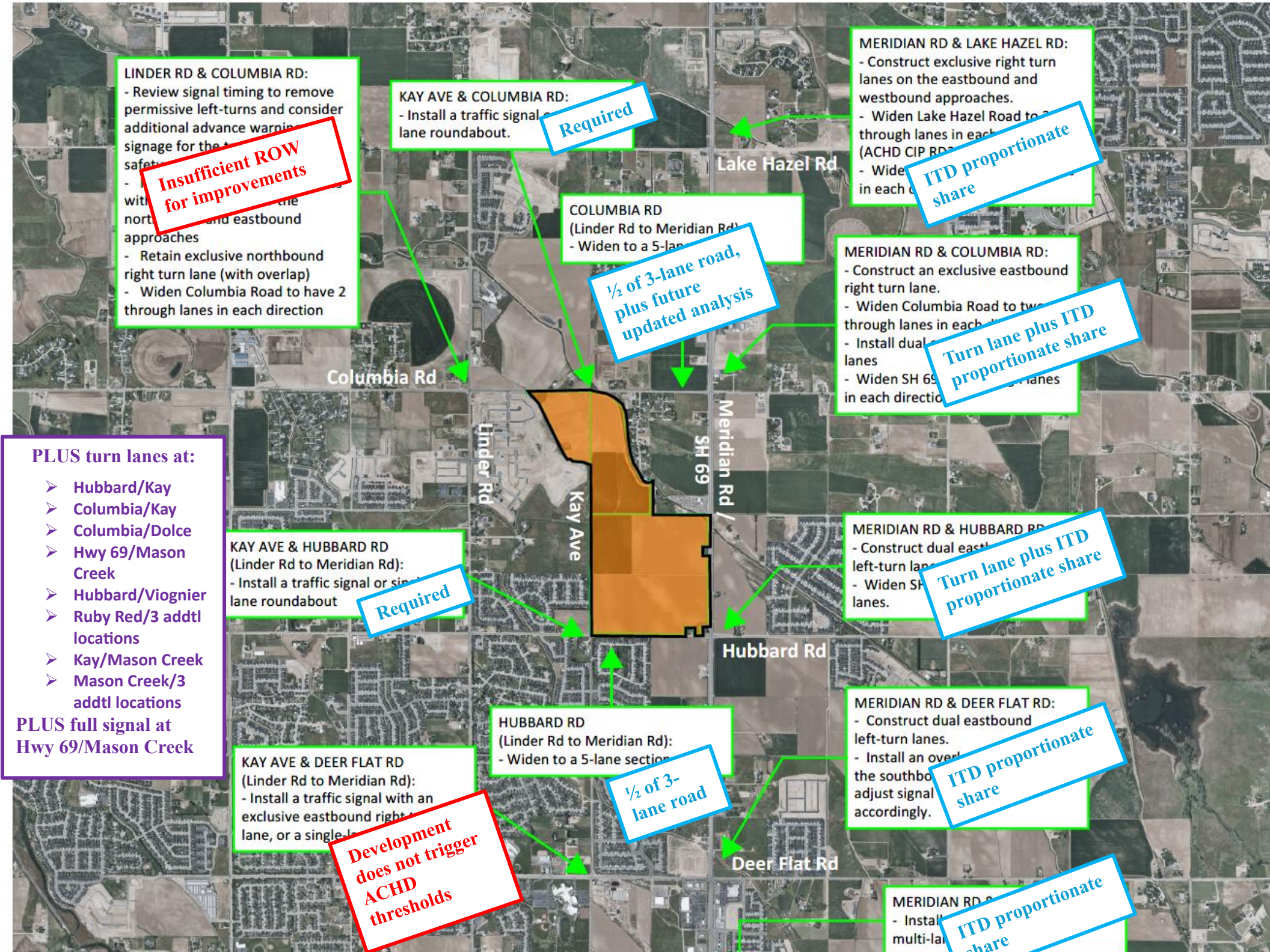
Intersections

0680 Lake Hazel/Ten Mile
0620 Lake Hazel/Linder
0655 Lake Hazel/Meridian
0680 Lake Hazel/Ten Mile
0630 Lake Hazel/Locust Grove
0290 Columbia/Locust Grove
0520 Hubbard/Locust Grove
0330 Deer Flat/Locust Grove
0340 Deer Flat/Meridian
0350 Deer Flat/School
0530 Hubbard/Ten Mile
0300 Columbia/Ten Mile



Roads

1260 Ten Mile (Deer Flat-Columbia)
1270 Ten Mile (Columbia-Hubbard)
1280 Ten Mile (Columbia-Lake Hazel)
1290 Ten Mile (Lake Hazel-Amity)
0300 Deer Flat (Linder-Meridian)
0310 Deer Flat (Meridian- Locust Grove)
0630 Hubbard (Meridian- Locust Grove)
0680 Lake Hazel (Meridian- Locust Grove)
0670 Lake Hazel (Linder-Meridian)


LINDER RD & COLUMBIA RD:
- Review signal timing to remove permissive left-turns and consider additional advance warning signage for the t
safety
-
with
north
approaches
- Retain exclusive northbound right turn lane (with overlap)
- Widen Columbia Road to have 2 through lanes in each direction
Insufficient ROW for improvements
KAY AVE & COLUMBIA RD:
- Install a traffic signal
lane roundabout.
Required
COLUMBIA RD
(Linder Rd to Meridian Rd)
- Widen to a 5-lan
½ of 3-lane road, plus future updated analysis
MERIDIAN RD & LAKE HAZEL RD:
- Construct exclusive right turn lanes on the eastbound and westbound approaches.
- Widen Lake Hazel Road to
through lanes in each
(ACHD CIP RD
- Wide
in each
ITD proportionate share
Lake Hazel Rd
MERIDIAN RD & COLUMBIA RD:
- Construct an exclusive eastbound right turn lane.
- Widen Columbia Road to tw
through lanes in each
- Install dual
lanes
- Widen SH 69
in each directio
lanes
Turn lane plus ITD proportionate share
Columbia Rd
Linder Rd
Kay Ave
SH 69
Meridian Rd
KAY AVE & HUBBARD RD
(Linder Rd to Meridian Rd):
- Install a traffic signal or si
lane roundabout
Required
MERIDIAN RD & HUBBARD RD
- Construct dual east
left-turn lan
- Widen SH
lanes.
Turn lane plus ITD proportionate share
Hubbard Rd
HUBBARD RD
(Linder Rd to Meridian Rd):
- Widen to a 5-lane section
½ of 3-lane road
MERIDIAN RD & DEER FLAT RD:
- Construct dual eastbound left-turn lanes.
- Install an overl
the southbo
adjust signal
accordingly.
ITD proportionate share
KAY AVE & DEER FLAT RD
(Linder Rd to Meridian Rd):
- Install a traffic signal with an exclusive eastbound right
lane, or a single-l
Development does not trigger ACHD thresholds
Deer Flat Rd
MERIDIAN RD
- Install
multi-la
ITD proportionate share
PLUS turn lanes at:
Hubbard/Kay
Columbia/Kay
Columbia/Dolce
Hwy 69/Mason Creek
Hubbard/Viognier
Ruby Red/3 addtl locations
Kay/Mason Creek
Mason Creek/3 addtl locations
PLUS full signal at Hwy 69/Mason Creek

Impact Fees

Total dollar amount for impact fees on Napa Vineyards

ACHD: $3,493 x 653* = $2,280,929

Parks: $2,604 x 653* = $1,700,412

Police: $271 x 653* = $176,963

Fire: $1,792 x 653* = $1,170,176

TOTAL: $5,328,480

**** Total Number of Residences***

Development Benefits



Mason Creek Trunkline
Fire Dept. Lot
Park Lot
School Lot
Commercial lots
Pathway along Mason Creek

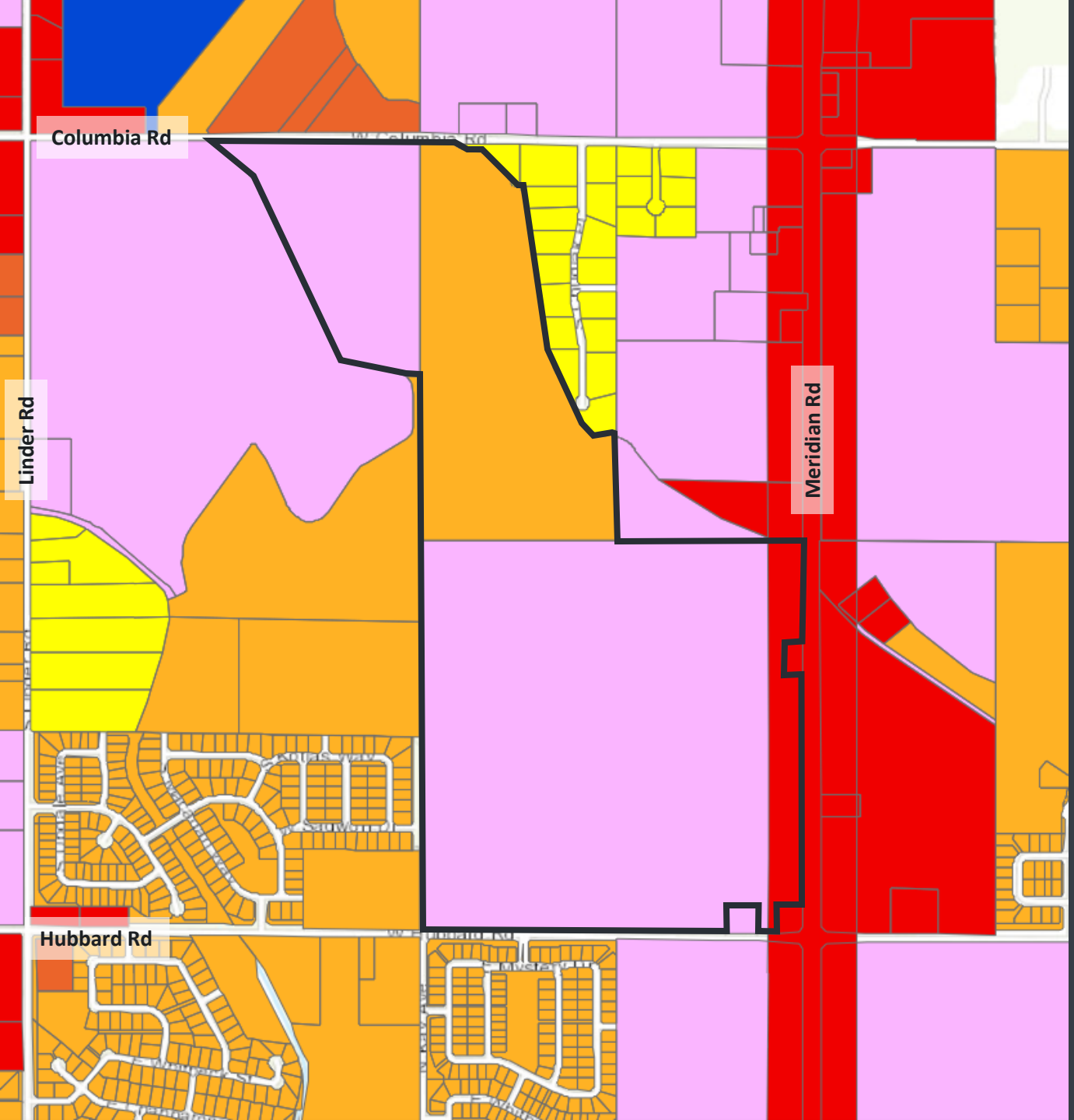


THANK YOU

Napa Vineyards 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.

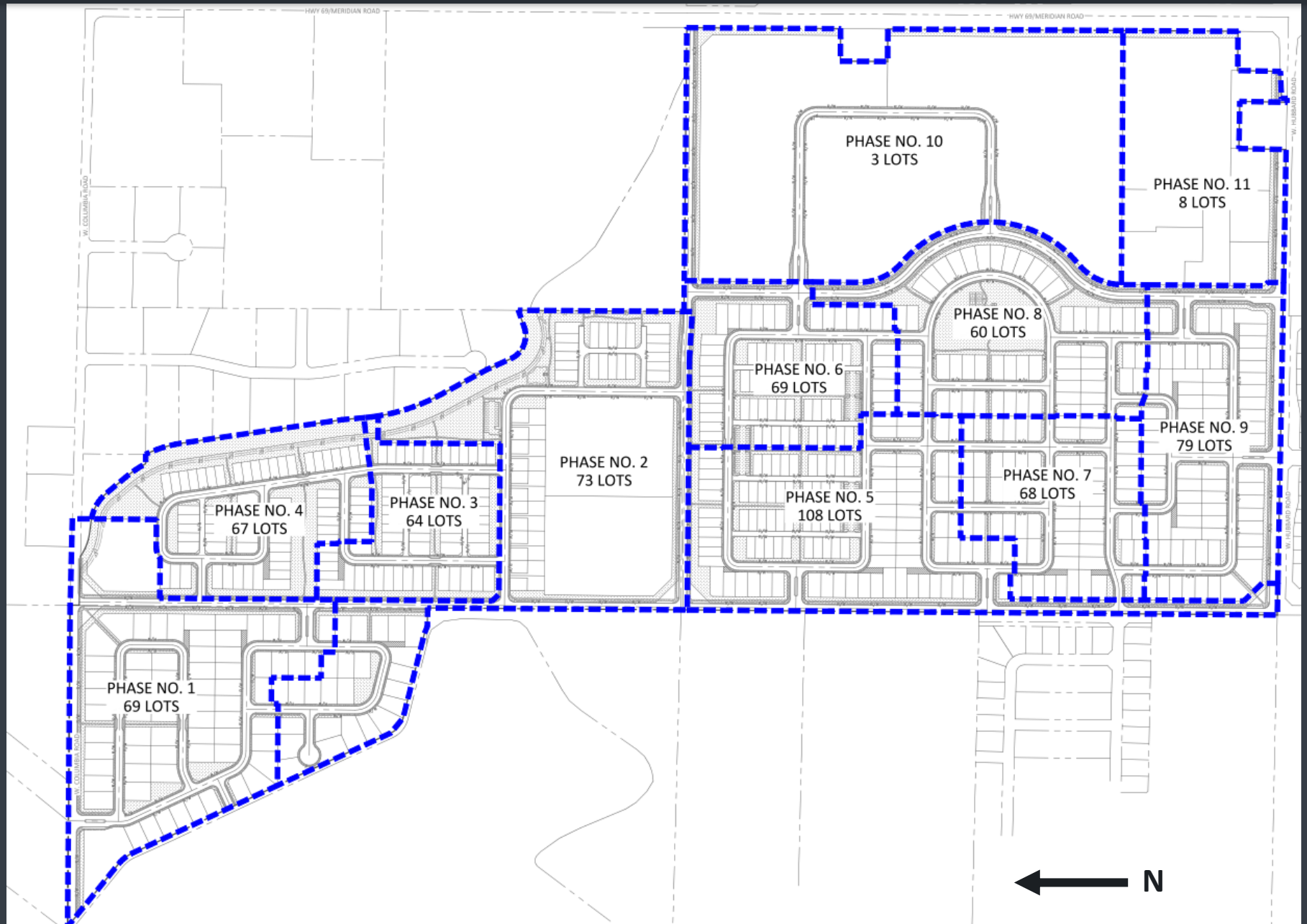
Future Land Use



FUTURE LAND USE

- AGRICULTURE
- COMMERCIAL
- HIGH
- INDUSTRIAL
- LOW
- MEDIUM
- MIXED-USE
- PUBLIC

Conceptual Phasing




FUTURE COMMERCIAL
FUTURE FIRE STATION
~60'
~120'
~100'
SCHOOL/PARK
SCHOOL/PARK
FUTURE MULTI-FAMILY
FUTURE MULTI-FAMILY
FUTURE MULTI-FAMILY
~120'
FUTURE COMMERCIAL

CASE NOS.
25-01-PUD, 25-04-S, 25-03-ZC & 25-06-DR

NAPA VINEYARDS P.U.D.

Planner: Troy Behunin
TBehunin@KunaID.gov
Phone: 208.387.7729

ALL APPLICATION MATERIALS:
Case Nos. 25-01-PUD, 25-04-S, 25-03-ZC, 25-06-DR:
for the NAPA VINEYARDS P.U.D.

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.

DEVELOPMENT SERVICES
KUNA
IDAHO

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:	Napa Vineyards Sub.	**Application Number:**	25-01-PUD, 25-04-S, 25-03-ZC, & 25-06-DR
Date:	10.28.2025 (Cont.)	**Staff Contact:**	Troy Behunin
Owner/Applicant:	NE Kuna Farm LLC, Open Door Rentals LLC - Owners	**Applicant Contact:**	1977 E Overland Rd. Meridian, ID 83642
Representative:	KM Engineering, LLP Stephanie Hopkins	**Representative Contact:**	SHopkins@kmengllp.com

Staff Recommendation

Approval.

Purpose

Applicant requests PUD, Preliminary Plat, & Design Review approval for approx. 242.03 acres in Kuna City using the following zones P, R-6, R-20, C-1 & C-3. The Preliminary Plat proposes to subdivide the lands into 1,495 total residential, multiple common lots & common driveways, a School Site, Fire Station & a City Park in compliance with the approved Development Agreement. The site is in Sec. 12, T2N, R1W (APN's; S1312212400, R7135690180, S1312417410.

Statement of Fact

Parcel Number(s):	S1312212400, R7135690180, S1312417410.
Future Land Use Map Designation:	Mixed-Use and Medium Residential Density
Existing Land Use:	Residential, Farm Fields
Current Zoning:	P, R-6, R-20, C-1 & C-3 (Kuna City)
Proposed Zoning:	P, R-6, R-20, C-1 & C-3
Development Area:	242.03 acres
Adjacent Zoning Districts:	**North:** R-20, R-6 & RR; **East:** C-1, A, (City) RR (County); **South:** R-6 & RR; **West:** R-4 & RR.
Adjacent Street(s) Existing:	**North:** W Columbia Rd.; **East:** Meridian Rd.; **South:** Hubbard Rd.; **West:** Kay Ave..
Internal Street(s) Existing & Proposed:	**Proposed**. W Columbia Road, W Greensprings, W Chappellet, W Skyracer, W Cabernet, W Frantesca, W Bianco, W Consention, W Mondavi, W Frogs Leap, W Paloetti, W Rocca, W Red Wine, W Opus, W Etude, W Schramsberg, W Mason Creek Road, W Ice Wine, W Franc, W Petite Syrah, W Napa Valley, W Semillion, W Temprenillo, W French Oak, W Canelli, W Riesling, W Grenache, W Hubbard Road, S Carignane, S Chenin Blanc, A Kay Avenue, S

	Overture, S Dolce, S Amarone, S Gewurz, S Malbec, S Zinfandel, S Red Ruby, S Rockledge, S Pinot Gris, S Malbec, S Monastrell, S Viogier.
Adjacent Bike/Pedestrian Facilities:	None
Adjacent Parks:	Providing a School Lot, City Park, internal open spaces and paths, and paths along canal.
Land Dedication Requirements:	N/A

Comprehensive Plan and Future Land Use Map Analysis

The Comprehensive Plan identifies the subject property as Mixed-Use and Medium Density Residential on the City's Future Land Use Map (FLUM). This parcel is currently zoned P, R-6, R-20, C-1 & C-3. The applicant is not proposing changes to the current zones, as the subject site complies with the FLUM.

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

The Comprehensive Plan promotes developers Working with the KSD and Charter School(s) to address future program and facility needs, (Objective 5.A.1.b).

The Comprehensive Plan identifies the goal to provide support to Kuna's schools and pre-K education opportunities to meet population demands (Goal 5.A). The applicant's proposal to dedicate an 11.28-acre school site and K-12 public charter school aims to meet the requirements of this goal.

The proposed development will include several open space amenities including park space, pickleball courts, a pool, and pedestrian pathways (Goal 2.).

The applicant has proposed to dedicate a lot to be utilized for a future Kuna Rural Fire District (KRFD) Station, providing land for the future expansion of public safety and emergency services (Goal 2.F.).

Approximately one mile of the future Mason Creek trunkline will go through the subject site, the applicant's dedication of an easement for the trunkline will aid in ensuring sewer can serve the future population of the city (Goal 4.F.).

The Comprehensive Plan identifies the goal to ensure that land uses within Kuna will support economic development (Goal 1.A). The applicant's proposal of approx. 17 acres of commercial land meets requirements of this goal. The proposed C-3 (Service Commercial) zone is proposed along the SH 69/Merdian Road corridor which is identified within the comp plan as an entryway corridor. The proposed commercial land inventory within the corridor in addition to the Ridley's Family Sub, Ensign Commercial Sub Ashton Estates Commercial Sub, and the approved Paul Bunyan Commercial Sub currently under construction adds to a well-planned regional commercial center that provides employment and services (Goal 3.C.1).

Staff Analysis

This project originally came before the Commission as a Planned Unit Development (PUD), Rezone, Pre Plat, Special Use Permit (SUP) and Design Review application on August 28, 2008, and continued until September 11, 2008. The application was approved by City Council January 20, 2009. In 2008 the developer proposed the C-3, C-1, R-6, & R-12 zones, to include senior and assisted living facilities, a School Lot, a Fire Station lot, and approx. 25.50 acres of Commercial, and 1,496 total residential lots/units with an overall Net Density of approx. 6.20 Dwelling Units an Acre (DUA). A Development Agreement (D.A.) was also crafted and agreed to and would be recorded with the County Recorders office on April 27, 2009. The project was annexed into the City limits in March of 2009, which awarded the zones as proposed in January 2009.

The project was obtained by the current owner in approx. 2019. On October 15, 2024, the Development Agreement went to City Council applying the public hearing process in order to modify the project to move the Fire Station and the C-1 commercial to more appropriate locations that function better for the public and the KRFD and by removing the senior housing and the 'age-restriction' for the R-20 zone.

The Council determined the project still met the City's Mixed- Use goals, by providing land for a public service facility, two locations of commercial uses, a school site, multiple housing types, and a possible City Park; all within the established commercial and Mixed-Uses corridor of Meridian Road.

On November 19, 2024, the City Council signed the Decision and Reasoned Statement thus approving the request for Development Agreement modification by the current developer; and included a project infrastructure condition providing a corridor for the future Mason Creek sewer trunk line.

The applicant proposes a Rezone of approx. 1.84 acres from Public to C-1 Commercial, to rezone approx. 2.89 acres from C-1 to Public for purposes of a future Fire Station for the KRFD. The remainder of the site will keep the original zone boundaries and the developer proposes a Preliminary Plat in order to subdivide the previously approved zones into nine (9) C-3 Commercial lots across 17.49 approx. acres, as well as 653 Residential Lots, 65 Common Lots and 14 Common Driveways, with a proposed density of +/- 3.79 Dwelling Units an Acre (DUA). The proposal includes a request for 842 units within the R-20 zone, with a proposed density of +/- 17.80 Units Per Acre (UPA). This proposal includes a ready-to-go 5.60 (approx.) acre school lot and 5.67 ac. (approx.) lot for a City Park.

Staff notes KCC calls for eight foot (8') sidewalks on classified roads to be within the Rights-of-Way (ROW) and staff recommends the applicant be conditioned to provide a Preliminary Plat demonstrating code compliant sidewalks on classified roads with the sidewalks inside the Rights-of-Way.

The Applicant submits a Design Review Application for the open space, common lots and buffers along the perimeter frontages. The Applicant proposes approx. 18.27 % or 40.18 acres of useable open space. The Kuna Pathways Master Plan indicates a bike path for this site on Meridian Road and Future Mason Creek Street. The Master Pathways Map also indicates a path along the Mason Creek Canal. The Pathway shall be paved and a minimum of 9 feet wide.

The tree planting detail shall reflect the wire basket and the burlap shall be removed at least 1/2 way down the root ball.

Staff will not submit the Decision to the Commission until the landscape plan is updated and submitted.

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 susrrounding 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.

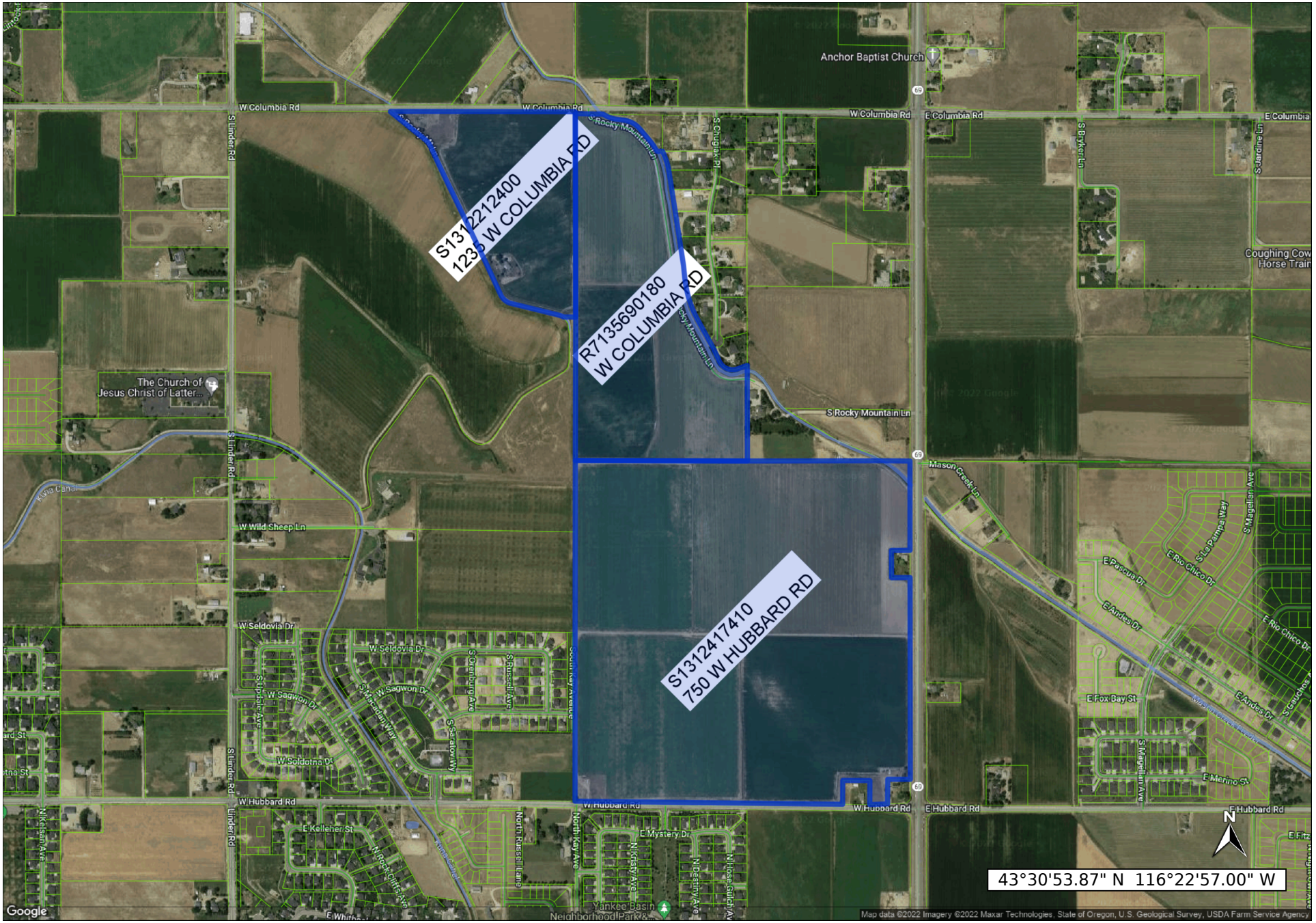
14. Developer/Owner/Applicant is hereby notified that this project is subject to Design Review inspection fees. Required inspections (post construction), are to verify building and landscaping compliance prior to requesting signature on the final plat.
15. Installation of service facilities shall comply 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 provide sidewalks entirely within the Rights-of-Way, compliant with Kuna City Code.
29. Applicant is conditioned to work with the City Engineer for proper easement widths for the project as a whole.
30. Applicant is conditioned to submit a Landscape plan with aa plant detail reflecting the required changes for staffs approval and be compliant with Kuna City Code.
31. Developer/Owner/Applicant and all successors shall comply with all Local, State and Federal Laws.

Vicinity Map



Mar 04, 2022 - landproDATA.com
Scale: 1 inch approx 1000 feet

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

April 4, 2025
Project No.: 22-020

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

RE: Napa Vineyards – Kuna, Idaho
Preliminary Plat, Planned Unit Development and Design Review Application

Dear Mr. Hanson:

On behalf of NE Kuna Farm LLC and Open Door Rentals LLC, and/or their assigns, we are pleased to present a preliminary plat, planned unit development (**"PUD"**) and design review application for Napa Vineyards. This is a mixed-use residential and commercial community spanning from West Columbia Road south to West Hubbard Road between Meridian Road and a collector roadway that will be partially constructed with the development, Kay Avenue.

With this preliminary plat and PUD application, we seek to align with the approved development agreement (**"DA"**) to accommodate a mix of commercial and residential uses. The DA was modified via a City Council hearing on October 15, 2024. The modification request was consistent with the previously approved PUD and Development Agreement (the "**Original Approvals**") while providing key updates and modernizations consistent with Kuna City Code and the Kuna Comprehensive Plan.



Figure 1

Site Information

The property is approximately +/- 242 acres identified as parcel numbers S1312212400, R7135690180, and S1312417410 and spans from Columbia Road to Hubbard Road, west of Meridian Road and adjacent to the future Kay Avenue (the "**Property**"). The site is currently zoned R-6, R-20, C-1 and C-3 and previously included a PUD (planned unit development) overlay within the City of Kuna ("**City**").

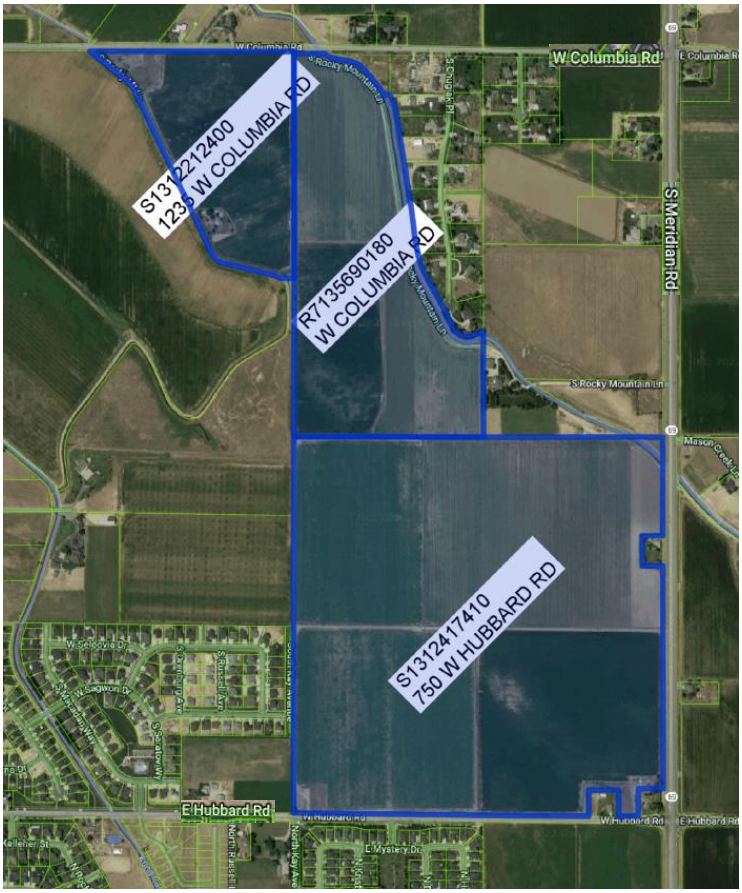


Figure 2

Background

The Property was annexed into the City in 2009. At that time, a mixed-use residential-commercial PUD was approved on the Property and the then-current owner entered into a development agreement approving R-6, R-20, C-1 and C-3 zoning. The DA was recorded as instrument number 109047091 in 2009.

Since that time, several of the City and ACHD's standards and best practices have changed, which resulted in the need for an updated development agreement. City Council agreed to the update and thus, the preliminary plat and planned unit development application closely follows requirements included in the modified DA.

Planned Unit Development Application

Napa Vineyards is presented as a PUD to support the proposed design and in conformance with its prior approval and the recently modified DA. The proposed PUD will create an efficient layout to integrate the uses proposed, while meeting a demand for housing and commercial options in this part of Kuna. In alignment with Goal 3.D and Objective 3.D.2 of the Comprehensive Plan, Napa Vineyards proposes to provide housing options and a strong neighborhood by utilizing a PUD to create a neighborhood-serving mixed-use and commercial activity center.

In alignment with City Code § 5-8-1106, the Napa Vineyards PUD proposes a mix of residential, commercial, office uses, and recreational space. The community boasts a variety of building types and densities, ample open space, and clustered higher density housing.

A PUD is requested to accommodate the "parkside" product planned within northern and southern portions of the R-6 district in the development, as allowed by City Code § 5-8-1104. The parkside lots range in size from 3,600 square feet to 5,400 square feet, with an average lot size of 4,099 square feet. A

portion of the overall 254 parkside lots sit below the minimum 4,000 square feet required in the R-6 district at 3,600 square feet.

Preliminary Plat

Consistent with the mixed-use, commercial, and medium-density residential FLUM designations and Meridian Road's designation as an Entryway Corridor in Kuna's Comprehensive Plan, Napa Vineyards proposes commercial and multi-family uses along both its Meridian Road and Hubbard Road frontages.

Napa Vineyards includes a diverse mix of housing in accordance with the Original Approvals and recently modified DA. The multi-family area is zoned R-20, and is located just north of the commercial area, between Meridian Road and the interior single-family homes.

The northern and central areas of the development contain single-family residences, a school donation site and a park donation site located within the R-6 district, in accordance with the medium-density residential and mixed use FLUM designation over these portions of the Property. A fire station donation site, zoned P, is located south of Columbia Road, east of the future Kay Avenue.

Overall, 653 lots are proposed within the 85.85-acre R-6 district area.[1] Lots will vary in size with four distinguished lot types proposed in the R-6 zone, allowing for varying housing types. These include "Courtyard", "Parkside", and "Traditional" detached Single Family Residential (50' x 110' and 70' x 115'). The following table provides a breakdown of proposed lot statistics within the R-6 district. Figure 3 depicts lot type location indicated with correlating colors.

R-6 ZONING DISTRICT			
Lot Type:	***Parkside (Alley-Load)***	***Courtyard***	***SFR (Traditional)***
Acreage:	+/- 23.90 acres	+/- 2.77 acres	+/- 59.18 acres
# of Lots:	254	24	375
Min. Lot Size:	3,600 sq. ft.	4,200 sq. ft.	5,400 sq. ft.
Max. Lot Size:	5,400 sq. ft.	6,150 sq. ft.	14,187 sq. ft.
Average Lot Size:	4,099 sq. ft.	5,025 sq. ft.	7,611 sq. ft.

Each lot type has been strategically placed throughout the development and are consistent with the concept plan included in the recently modified DA. Traditional detached single-family lots are located in the northwest portion of the development, just east of the Paloma Ridge Subdivision and within a portion of the south part of the development, indicated in yellow in Figure 3. Parkside single-family lots are located within the northern part of the development adjacent to the future fire station lot and abutting the future school and park lots, indicated in orange in Figure 3. Courtyard lots are depicted with purple directly next to the future school lot to provide a unique unit type.

Approximately 19.33 acres of Napa Vineyards has been set aside for commercial development, of which 1.84 acres is zoned C-1 (pink in Figure 3) and 17.49 acres is zoned C-3 (red in Figure 3). The C-3 district is ideally situated to provide a buffer between the single-family homes to the west and additional commercial opportunities along the busy Meridian Road/Highway 69 corridor. The C-3 area includes 8 buildable lots. The C-1 district includes one buildable lot in the northwest corner of the development.

[1] The Original Approvals allowed for 654 residential lots.

Proposed commercial lots will provide opportunities for neighborhood serving uses within a walkable distance to proposed residences within Napa Vineyards and adjacent residential development.

Napa Vineyards features a 2.08-acre lot that will be donated to the Kuna Rural Fire District (depicted in blue in Figure 3) and an 11.28-acre area that will be donated as two separate lots for a public school and park (depicted in light orange in Figure 3). The Original Approvals included the Fire donation property on the far western edge of the development. Since that time, and in concert with Kuna Rural Fire District, the lot has been moved to the southeast corner of Columbia Road and Kay Road. After discussions with the Kuna School District, the school site has been moved from an interior location on local roads to the intersection of Kay Avenue and Mason Creek Road, two new collector road extensions abutting and through the project.

Three lots comprise the multi-family area, making up a total of approximately 39.59 acres as depicted in gray in Figure 3. Within these multi-family lots, no more than 842 multi-family units are allowed per the Original Approvals and the updated DA. The multi-family component of the development is proposed to develop within a later phase of the overall development.



Figure 3

Density

The overall net density of the R-6 residential portion of the project is 4.05 dwelling units per acre excluding the 11.28-acres comprising the school and park sites. Including both lots, the net density for the R-6 residential portion of the project is 3.79 dwelling units per acre. Although a specific number of units is not currently proposed for the R-20 area, if 842 units are proposed as permitted with the original DA, the net density would be approximately 21.27 dwelling units per acre.

Public Infrastructure

The Mason Creek trunkline, which provides critical sewer infrastructure and connectivity in this area of Kuna, bisects the Project. All public infrastructure services and requirements are located within or adjacent to the project site.

Services
The property is less than 2 miles from downtown Kuna, which puts it in proximity to the area's schools, the Kuna Library, and various parks among other services and amenities. Kuna High School is located less than 1.5 away. Silver Trail Elementary and Fremont Middle School are both approximately 2 miles away. As mentioned, the developer proposes to donate an 11.28-acre area for a future school and park which will provide an easily accessible option for future residents within the community.

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

Sewer and water infrastructure exists, and extension is planned to the Property, and development of Napa Vineyards will allow the critical extension of the Mason Creek sewer trunkline.

Access and Connectivity
The development will be accessed via two entrances on Columbia, including Kay Avenue (a collector road) and Dolce Avenue (a local street); three entrances on Hubbard, including Kay Avenue, Viognier Avenue and Red Ruby Avenue (both local streets); and Mason Creek Road (a new collector bisecting the property from east to west), will connect Meridian Road to Kay Avenue. The internal road network is designed to provide efficient movement, incorporating frontage and backage roads to alleviate traffic experienced on SH-69 and adjacent collector roadways.

A traffic impact study (TIS) has been accepted by ACHD and is currently under ITD review. Traffic improvements are significant and include the following:

- SH 69/Lake Hazel
    - Widen Lake Hazel to 2 through lanes in each direction
    - Widen SH 69 to 3 through lanes in each direction
    - Exclusive right turn lanes on the eastbound and westbound approaches
- SH 69/ Columbia
    - Widen Columbia Road to two through lanes in each direction
    - Install dual eastbound left turn lanes
    - Widen SH 69 to 3 through lanes in each direction
    - Construct an exclusive eastbound right turn lane
- SH 69/Hubbard
    - Widen SH 69 to three through lanes
    - Construct dual eastbound left-turn lanes
- SH 69/Deer Flat Road
    - Install an overlap signal head for the southbound right lane and adjust signal timing accordingly
    - Construct dual eastbound left-turn lanes
- SH 69/Kuna Road
    - Install a traffic signal or multi-lane roundabout
- Kay Avenue/Deer Flat Road
    - Install a traffic signal or a multi-lane roundabout

- Linder Road/Columbia Road
    - Install exclusive right turn lanes with overlap signals for the northbound and eastbound approaches
- Kay Avenue/Hubbard Road
    - Install a traffic signal or a single-lane roundabout
- Columbia Road (Linder to SH 69)
    - Widen to a 5-lane section
- Hubbard Road (Linder to SH 69)
    - Widen to a 5-lane section
- Kay Avenue/Columbia Road
    - Install a traffic signal or a single lane roundabout

All roadways within the subdivision, including alleyways serving alley-load product, will be improved to ACHD standards and will be owned and maintained by ACHD.

Project Phasing

Napa Vineyards is proposed to be constructed in eleven phases, as estimated with the schematic schedule below.

If approved, the applicant plans to begin construction in the Spring of 2026. It is estimated that one phase will occur each year after. The timing of subsequent phases will be market-driven; the current anticipated construction timing is summarized below.

Phase #	***Estimated Construction Start Date****
Phase 1	2026
Phase 2	2027
Phase 3	2028
Phase 4	2029
Phase 5	2030
Phase 6	2031
Phase 7	2032
Phase 8 (multi-family)	2033
Phase 9 (C-3 commercial)	2034

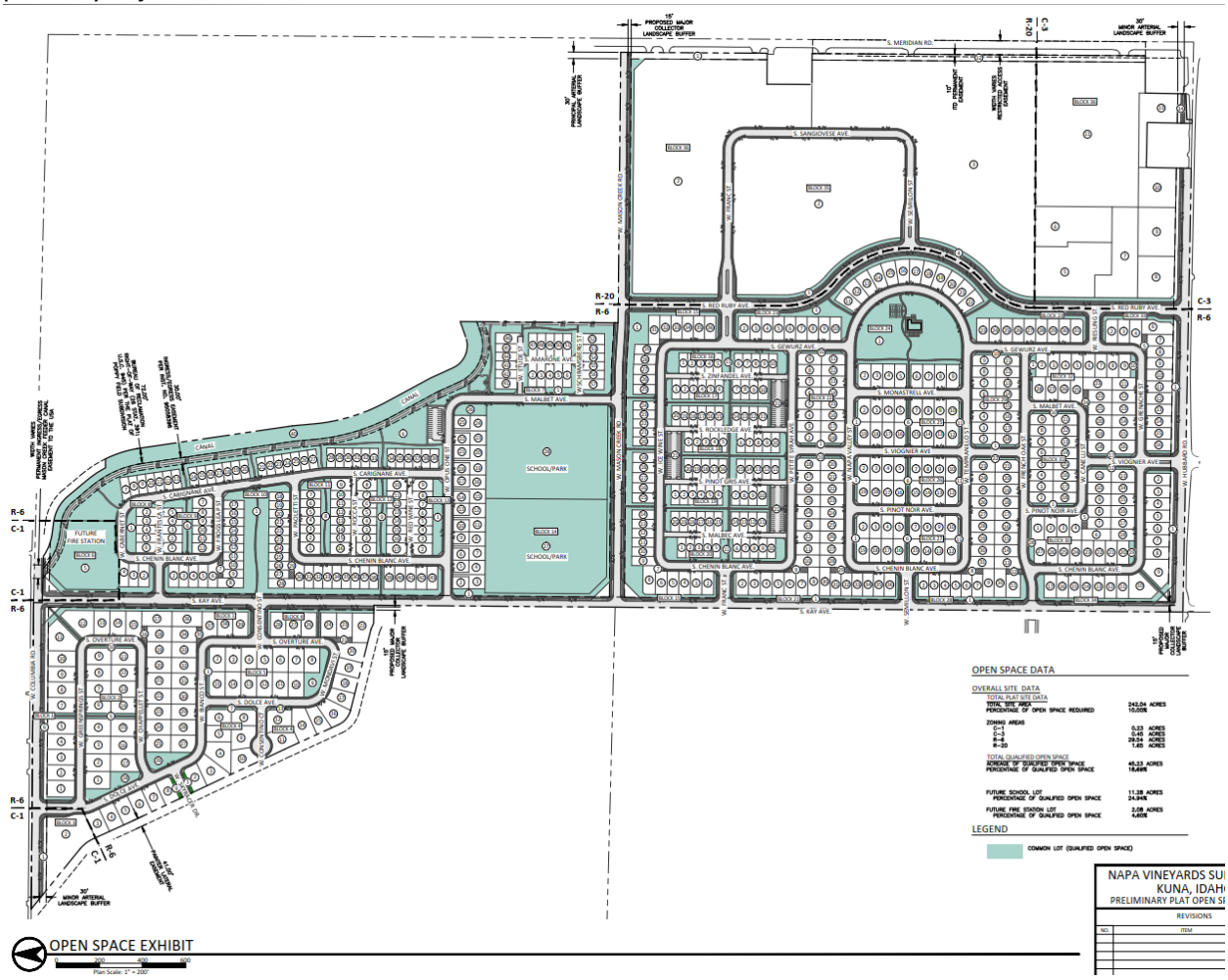
** Dependent upon market demand – dates are estimated and could change*

The first phase will include the future fire station lot, neighborhood serving commercial lot in the NW corner of the project, approximately 69 single-family residential lots, and improvements along Columbia Road and a portion of Kay Avenue. The first phase is configured to ensure extension of services and provision of the Fire Station lot. Phase 2 will include the school and park lot, pathways and open space including the proposed dog park, approximately 73 single-family residential lots and portions of Kay Avenue and Mason Creek Road. Phases 3 and 4 will include open space and pathways, and approximately 131 single-family residential lots combined. Phases 5 – 9 include the large central open space area including pool, changing rooms and sports court, alley-load product, and the remainder of single-family residential lots. Phases 5 – 9 will complete the remaining half

portion of Kay Avenue, half of Mason Creek Road and half of Hubbard Road fronting the development. Phase 10 includes the multi-family component of the development, the design of which will be proposed at a later date. Phase 11 includes the service commercial component of the project, uses and specific design will be proposed at a later date.

Design Review

Napa Vineyards includes more than 45.23 acres of qualified open space, or 18.69% of the Project, exceeding the 10% required under the Kuna ordinance. The open space calculation includes the approximately 11.28-acre area for the future school and park lots and the approximately 2.08-acre future fire station lot. Included in the open space are high-quality amenities for residents such as a swimming pool, changing rooms, sports courts, dog park, and pathways throughout the community, including a pathway adjacent to Mason Creek.

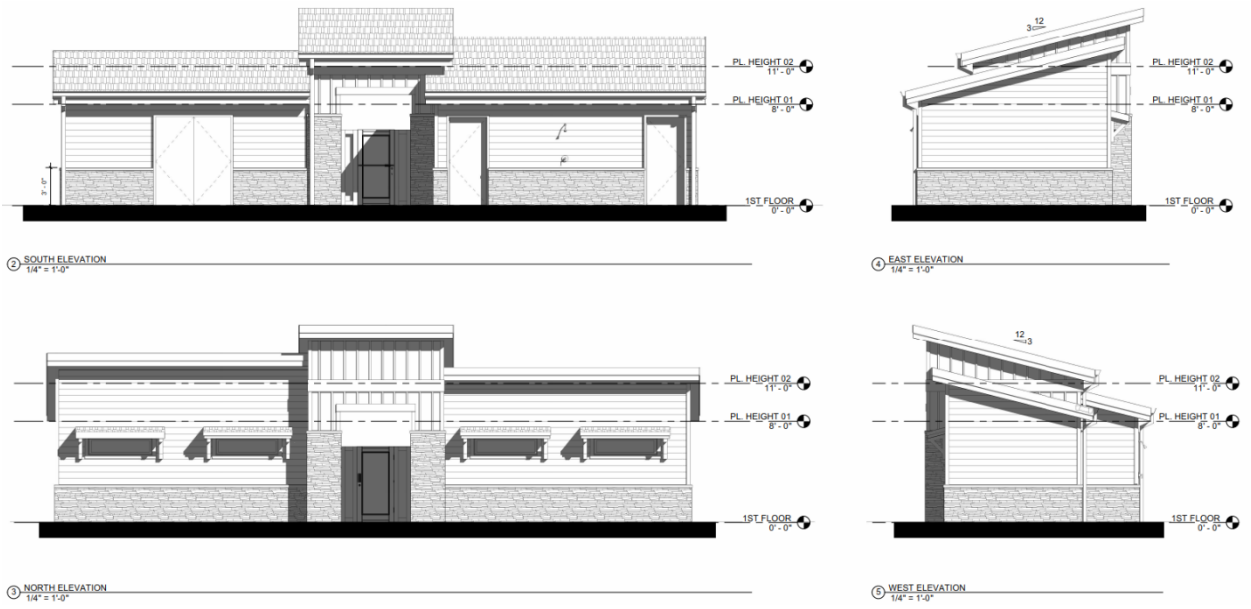


Ample open spaces are distributed throughout the Project, with a dog park, pathways and open space areas in the northern portion of the development and a pool with changing rooms, sports courts and recreation areas located within the southern portion of the development. The commercial component also includes areas that will invite outdoor dining, shopping and events.

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 to safely walk around the entire neighborhood.

Fencing will meet all current Kuna City Code standards. Likewise, to the extent any pathways and sidewalks deviate from the Original Approvals, they will meet current Kuna City Code and ACHD standards.

Napa Vineyards proposes one large centrally located swimming pool within the southern part of the single-family residential community. We anticipate that an additional pool and amenities will be provided with the multi-family component of the development at a later date. Alongside the pool will be a building with both male and female changing rooms with stalls.



Conclusion

We are excited to bring Napa Vineyards to the City of Kuna. The Development Agreement for this mixed-use community was recently updated to reflect the current layout and City standards and will complement surrounding uses, fulfill comprehensive plan goals, and provide needed housing and employment opportunities in this area of Kuna. The community design and mix of uses will allow residents to play, shop, eat and interact with neighbors without leaving their neighborhood. Napa Vineyards complements the City's vision for growth and will be an asset to the community.

Should you have questions or require further information in order to process this application, please feel free to contact me.

Sincerely,
KM Engineering, LLP.

Stephanie Hopkins

Stephanie Hopkins
Land Planning Manager

cc: NE Kuna Farm LLC, Open Door Rentals LLC

NAPA VINEYARDS SUBDIVISION

CONCEPTUAL, SUBJECT TO CHANGE



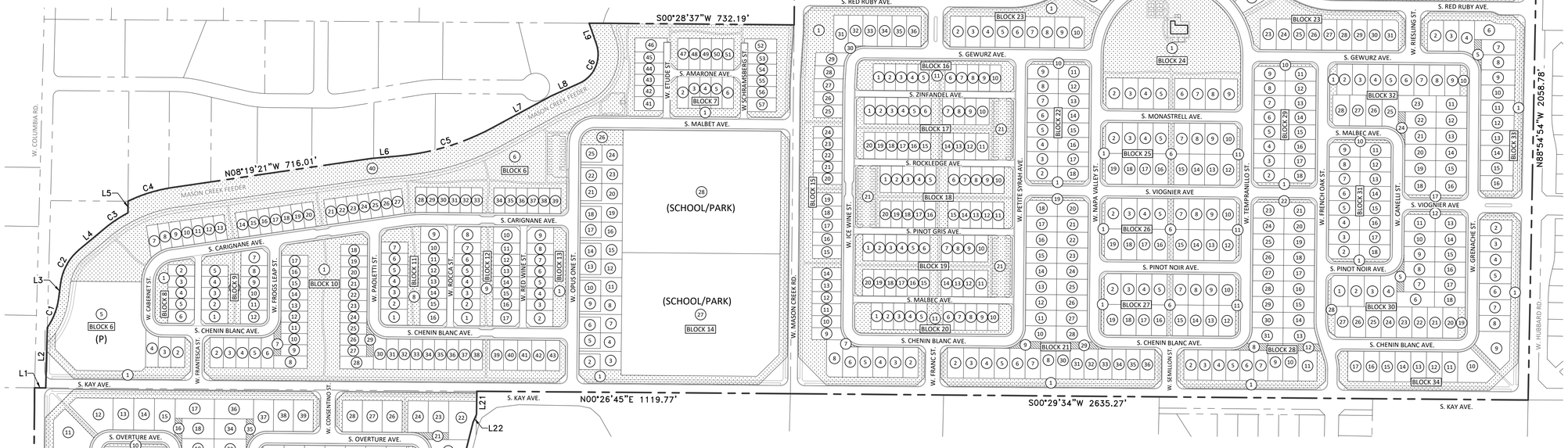
SITE LEGEND

- OPEN SPACE
- C-1 NEIGHBORHOOD BUSINESS DISTRICT
- C-3 SERVICE BUSINESS DISTRICT
- R-6 MEDIUM DENSITY RESIDENTIAL FUTURE SCHOOL
- R-6 MEDIUM DENSITY RESIDENTIAL SINGLE FAMILY LOTS
- R-6 MEDIUM DENSITY RESIDENTIAL COURTYARD LOTS
- R-6 MEDIUM DENSITY RESIDENTIAL PARKSIDE ALLEY-LOAD LOTS
- R-20 HIGH DENSITY MULTI-FAMILY RESIDENTIAL FUTURE

PRELIMINARY PLAT SHOWING
NAPA VINEYARDS SUBDIVISION
A PARCEL OF LAND BEING A PORTION OF LOT 13, BLOCK 2 OF POPPY FIELD SUBDIVISION (BOOK 70 OF PLATS AT PAGE 7195, RECORDS OF ADA COUNTY, IDAHO) AND UNPLATTED LAND SITUATED IN THE NORTHWEST 1/4 AND SOUTHEAST 1/4 OF SECTION 12, TOWNSHIP 2 NORTH, RANGE 1 WEST, BOISE MERIDIAN, CITY OF KUNA, ADA COUNTY, IDAHO

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. DIRECT LOT ACCESS FROM COLLECTORS & ARTERIALS IS PROHIBITED UNLESS APPROVED BY ADA COUNTY HIGHWAY DISTRICT, IDAHO TRANSPORTATION DISTRICT AND THE CITY OF KUNA.
5. 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."
6. IRRIGATION WATER WILL BE PROVIDED BY NEW YORK IRRIGATION DISTRICT / BOISE PROJECT BOARD OF CONTROL 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.
7. THE HOMEOWNER'S ASSOCIATION, UNDERLYING PROPERTY OWNER, OR ADJACENT PROPERTY OWNER IS RESPONSIBLE FOR ALL STORM DRAINAGE FACILITIES LOCATED OUTSIDE THE PUBLIC RIGHT-OF-WAY, INCLUDING ALL ROUTINE AND HEAVY MAINTENANCE.
8. INTERNAL LOT LINES ARE CONCEPTUAL AND MAY CHANGE DURING FINAL PLATTING.
9. STREET NAMES AS SHOWN ARE TEMPORARY AND SHALL BE NAMED ACCORDING TO CITY OF KUNA ZONING ORDINANCE PRIOR TO RECORDING OF FINAL PLAT.
10. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE CITY OF KUNA STANDARDS AND SPECIFICATIONS AND THE IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION (LATEST EDITION).



0 200 400 600
Plan Scale: 1" = 200'

LEGEND

- BOUNDARY LINE
- OFF-SITE BOUNDARY LINE
- ROAD CENTERLINE
- SECTION LINE
- EASEMENT LINE
- LOT LINE
- RIGHT-OF-WAY LINE
- COMMON OPEN SPACE

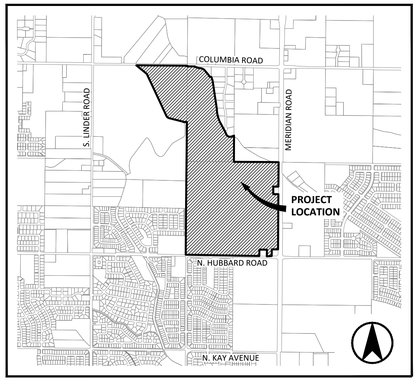
CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	CHORD BRG	CHORD
C1	237.00'	112.73'	27°15'10"	S68°51'18"E	111.67'
C2	190.00'	141.21'	42°34'55"	N61°11'28"W	137.98'
C3	507.00'	104.69'	11°49'53"	N33°59'07"W	104.51'
C4	544.00'	167.64'	17°39'22"	N17°09'02"W	166.97'
C5	868.00'	351.91'	23°13'44"	S16°48'24"E	349.50'
C6	113.00'	167.43'	84°53'34"	S66°47'32"E	152.53'
C7	100.00'	89.56'	51°18'58"	S50°09'32"E	86.60'

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N00°26'45"E	40.01'
L2	N88°31'57"W	215.71'
L3	N82°28'54"W	54.00'
L4	N39°54'02"W	114.00'
L5	S89°37'12"E	41.67'
L6	N05°11'31"W	100.01'
L7	N28°25'16"W	236.82'
L8	N24°20'44"W	112.32'
L9	S70°45'39"W	78.82'
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L11	S00°22'41"W	208.71'
L12	S89°37'19"E	143.71'
L13	N89°37'19"W	173.35'

LINE TABLE		
LINE	BEARING	DISTANCE
L14	S01°05'06"W	188.68'
L15	S87°50'27"W	119.10'
L16	S01°05'06"W	25.00'
L17	N88°54'54"W	17.28'
L18	N01°05'06"E	139.71'
L19	N88°54'54"W	208.71'
L20	S01°05'06"W	208.71'
L21	N89°01'39"W	82.95'
L22	N66°37'42"W	31.17'
L23	N75°49'02"W	387.38'
L24	N24°30'02"W	274.66'
L25	N25°20'02"W	299.08'
L26	N24°20'02"W	187.29'

VICINITY MAP

NOT TO SCALE



PROJECT SUMMARY

SITE DATA

PARCEL NUMBER:	S1312212400
PROPERTY ADDRESS:	1235 W. COLUMBIA ROAD
CITY/STATE/ZIP:	KUNA, IDAHO 83642
PARCEL NUMBER:	R7135690180
PROPERTY ADDRESS:	W. COLUMBIA ROAD
CITY/STATE/ZIP:	KUNA, IDAHO 83642
PARCEL NUMBER:	S1312417410
PROPERTY ADDRESS:	750 W. HUBBARD ROAD
CITY/STATE/ZIP:	KUNA, IDAHO 83642

CURRENT ZONING:

P (PUBLIC)	±2.89 ACRES
C-1 (NEIGHBORHOOD COMMERCIAL)	±1.84 ACRES
C-3 (SERVICE COMMERCIAL)	±17.49 ACRES
R-6 (MEDIUM DENSITY RESIDENTIAL)	±172.50 ACRES
R-20 (HIGH DENSITY MULTI-FAMILY RESIDENTIAL)	±47.31 ACRES
TOTAL PROJECT AREA:	±242.03 ACRES

R-6 (MEDIUM DENSITY RESIDENTIAL)	653 LOTS	±3.79 U.P.A.
R-20 (HIGH DENSITY MULTI-FAMILY RESIDENTIAL)	842 UNITS	±17.80 U.P.A.

R-6 (MEDIUM DENSITY RESIDENTIAL)

COURTYARD	24 LOTS	±2.77 ACRES
MINIMUM LOT SIZE:	4,200 SF	
MAXIMUM LOT SIZE:	6,150 SF	
AVERAGE LOT SIZE:	5,025 SF	
50'x110' LOT WIDTHS	283 LOTS	±40.06 ACRES
MINIMUM LOT SIZE:	5,400 SF	
MAXIMUM LOT SIZE:	12,039 SF	
AVERAGE LOT SIZE:	6,167 SF	
70'x115' LOT WIDTHS	92 LOTS	±19.12 ACRES
MINIMUM LOT SIZE:	7,881 SF	
MAXIMUM LOT SIZE:	14,817 SF	
AVERAGE LOT SIZE:	9,054 SF	
PARKSIDE	254 LOTS	±23.90 ACRES
MINIMUM LOT SIZE:	3,600 SF	
MAXIMUM LOT SIZE:	5,400 SF	
AVERAGE LOT SIZE:	4,099 SF	
FUTURE SCHOOL/PARK SITE:	2 LOT	±11.27 ACRES

R-20 (HIGH DENSITY MULTI-FAMILY RESIDENTIAL)

MULTI-FAMILY:	3 LOTS	±39.59 ACRES
*842 UNITS MAXIMUM PER DEVELOPMENT AGREEMENT		
COMMON DRIVE LOTS:	14 LOTS	±0.64 ACRES
COMMON LOTS:	65 LOTS	±40.18 ACRES
RIGHT-OF-WAY DEDICATION:	~	±46.14 ACRES

DIMENSIONAL STANDARDS PER PLANNED UNIT DEVELOPMENT (PUD)

C-1 (NEIGHBORHOOD COMMERCIAL)	
MINIMUM SQUARE FOOTAGE:	2,000 SF
MINIMUM FRONTAGE:	0'
FRONT YARD SETBACK:	15'
REAR YARD SETBACK:	5'
INTERIOR SIDE YARD SETBACK:	0'
STREET SIDE YARD SETBACK:	10'
MAXIMUM BUILDING HEIGHT:	35'
C-3 (SERVICE COMMERCIAL)	
MINIMUM SQUARE FOOTAGE:	1,300 SF
MINIMUM FRONTAGE:	0'
FRONT YARD SETBACK:	0'
REAR YARD SETBACK:	0'
INTERIOR SIDE YARD SETBACK:	0'
STREET SIDE YARD SETBACK:	10'
MAXIMUM BUILDING HEIGHT:	60'
R-6 (MEDIUM DENSITY RESIDENTIAL)	
MINIMUM SQUARE FOOTAGE:	3,600 SF
MINIMUM FRONTAGE:	45'
FRONT YARD SETBACK:	20'
REAR YARD SETBACK:	15'
INTERIOR SIDE YARD SETBACK:	5'
STREET SIDE YARD SETBACK:	20'
MAXIMUM BUILDING HEIGHT:	35'
R-20 (HIGH DENSITY MULTI-FAMILY RESIDENTIAL)	
MINIMUM SQUARE FOOTAGE:	1,300 SF
MINIMUM FRONTAGE:	40'
FRONT YARD SETBACK:	20'
REAR YARD SETBACK:	15'
INTERIOR SIDE YARD SETBACK:	5'
STREET SIDE YARD SETBACK:	20'
MAXIMUM BUILDING HEIGHT:	40'

SURVEY CONTROL NOTES

1. ALL SURVEY DATA IS BASED ON THE NAD83 STATE PLANE COORDINATE SYSTEM (IDAHO WEST 1103) AND NAVD 88 VERTICAL DATUM.

UTILITIES

UTILITIES

WATER:	CITY OF KUNA
SEWER:	CITY OF KUNA
ELECTRICAL:	IDAHO POWER
NATURAL GAS:	INTERMOUNTAIN GAS CO.
TELEPHONE:	CENTURYLINK
IRRIGATION:	NEW YORK IRRIGATION DISTRICT / BOISE PROJECT BOARD OF CONTROL / 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

PROJECT TEAM

PROPERTY OWNER

NAME:	NE KUNA FARM, LLC
CONTACT:	TIM ECK
ADDRESS:	2228 W. PIAZZA STREET
CITY/STATE/ZIP:	MERIDIAN, IDAHO 83646
EMAIL:	timothyeck@me.com

ENGINEERING

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

NAPA VINEYARDS SUBDIVISION
KUNA, IDAHO
PRELIMINARY PLAT - COVER

REVISIONS

NO.	ITEM	DATE

PROFESSIONAL ENGINEER REGISTERED 20464 04/02/25 STATE OF IDAHO KEVIN A. FROEHLICH

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

DATE: OCTOBER, 2024
PROJECT: 22-020
SHEET NO. PP1.0

P:\22-020\CAD\CAD\LATEX\RELEVANT\Y22-020-PP1.0 - COVER DWG, KEVIN FROEHLICH, 4/2/2025, CANON IMP755 (BW) [PC], 24X36 [.PDF]

0 200 400 600
Plan Scale: 1" = 200'

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RR S1407244201 COLUMBIA AND MERIDIAN PROPERTY LLC 345 E. COLUMBIA ROAD

A R7439310015 KEVIN PARNELL 8830 S. MERIDIAN ROAD

RR S1407325506 KEVIN PARNELL E. HUBBARD ROAD

RR S1407336110 DENNIS PALMER 9430 S. MERIDIAN ROAD

S. MERIDIAN RD.

S00°22'41"W 679.57'

S00°22'41"W 1547.38'

C-1 S1312142304 INDIAN CREEK SPORTS STORAGE LLC 8797 S. MERIDIAN ROAD

EASEMENT SHOWN IS PER INST. No. 870781, WHICH REFERENCES HIGHWAY PLAN FAP No. BRS-3782(g). STATION SHOWN ON PLANS DOES NOT MATCH PHYSICAL LOCATION OF BRIDGE

EASEMENT SHOWN ON THE HIGHWAY PLANS GOES ALL THE WAY TO THE PALMER PROPERTY TO THE NORTH BUT THE EASEMENT DEDICATION PER INST. No. 100053720 STATIONING DESCRIBES THE EASEMENT TERMINATES HERE

10' ITD PERMANENT EASEMENT PER INST. No. 100053720

RR S1312141802 PROPERTY RESERVE INC 8685 S. MERIDIAN ROAD

S89°25'51"E 1255.60'

FLOOD ZONE A

RR S1312142306 BEN YORE 8799 S. ROCKY MOUNTAIN LANE

S00°28'37"W 732.19'

12' PUID EASEMENT PER POPPY FIELD SUBDIVISION

S1312417410 OPEN DOOR RENTALS LLC 750 W. HUBBARD ROAD

25' PRESCRIPTIVE RIGHT-OF-WAY

W. HUBBARD RD.

RR S1313110030 PROVIDENCE HOLDINGS LLC 2975 S. MERIDIAN ROAD (LEE COUNTRY SUBDIVISION)

N88°54'54"W 2058.78'

GREYHAWK No. 1 SUBDIVISION

POPPY FIELD SUBDIVISION

R-6 S1301438810 TOLL SOUTHWEST LLC 610 W. COLUMBIA ROAD

W. COLUMBIA RD.

N08°19'21"W 716.01'

MASON CREEK FEEDER

72' BREAK OF RECLAMATION ROAD U.S. 30 PER STATE 391 PLAT OF POPPY FIELD SUBDIVISION

R1 S1301438500 SCHAEFFER FAMILY ESTATES 610 W. COLUMBIA ROAD

R1 S1301438850 GREGG ROWE 660 W. COLUMBIA ROAD

30' INGRESS/EGRESS EASEMENT PER INST. No. 95058396

FLOOD ZONE A

PERMANENT INGRESS/EGRESS MASON CREEK FEEDER CANAL EASEMENT TO THE USA PER INST. No. 8909880

12' PUID EASEMENT PER POPPY FIELD SUBDIVISION

R7135690180 NE KUNA FARM LLC W. COLUMBIA ROAD

12' PUID EASEMENT PER POPPY FIELD SUBDIVISION

N00°26'45"E 1119.77'

S00°29'34"W 2635.27'

S. KAY AVE.

R-20 S1301346660 JOSH TEWALT 930 W. COLUMBIA ROAD

S1312212400 NE KUNA FARM LLC 1235 W. COLUMBIA ROAD

THIS PARCEL SUBJECT TO BLANKET EASEMENT TO IDAHO POWER PER INST. No. 913909

S89°32'42"E 1421.86'

RR S1301346622 ALLISON TEWALT 1020 W. COLUMBIA ROAD

RR S1301346612 CEM-10 LLC W. COLUMBIA ROAD

N25°10'02"W 494.94'

N50°57'37"W 357.92'

W. COLUMBIA RD.

R-6 S1301336350 RUSSELL DURRANT W. COLUMBIA ROAD

R-4 S1312212750 ARROYO CAP II-2 LLC PALOMA RIDGE SUBDIVISION

RR S1312314850 TOBY ASHLEY 1286 W. WILD SHEEP LANE

RR S1312315350 TOBY ASHLEY W. WILD SHEEP LANE

TIMBERMIST No. 4 SUBDIVISION

RR S1312346700 SCHULTSMEIER PROPERTIES LLC 1030 W. HUBBARD ROAD

R-6 S1313212400 RICHARD MORINO 855 W. HUBBARD ROAD

#	PARCEL NO.	PRIMARY OWNER	PROPERTY ADDRESS
1	R7135690172	BRETT HEINER	641 W. COLUMBIA ROAD
2	R7135690160	SEUMAS HODGES	8105 S. CHUGIAK PLACE
3	R7135690150	DANIEL BURTON	8131 S. CHUGIAK PLACE
4	R7135690140	ILIE POP	8171 S. CHUGIAK PLACE
5	R7135690130	CHRISTOPHER JOHNSON	8211 S. CHUGIAK PLACE
6	R7135690120	WILLIAM SIEMINSKI	8291 S. CHUGIAK PLACE
7	R7135690110	STEPHEN BROWN	8331 S. CHUGIAK PLACE
8	R7135690100	SYLVIA SWEARINGEN	8371 S. CHUGIAK PLACE
9	R7135690090	CHRISTINE OTTO	8451 S. CHUGIAK PLACE
10	R7135690080	ROBERT CARPENTER	8532 S. CHUGIAK PLACE
11	S1312417301	DOYLE PALMER	9075 S. MERIDIAN ROAD
12	S1312449986	MICHAEL McROBERTS	102 W. HUBBARD ROAD
13	S1312449800	DON SMITH	140 W. HUBBARD ROAD
14	R3280930220	DAVID BELTRAN	1272 E. MYSTERY DRIVE
15	R3280930210	RICHARD BUDWEE	1250 E. MYSTERY DRIVE
16	R3280930200	RANDY PRATT II	1238 E. MYSTERY DRIVE
17	R3280930190	JASON WILKERSON	1186 E. MYSTERY DRIVE
18	R3280930180	ROBERTO LOYA-CERDA	1164 E. MYSTERY DRIVE

#	PARCEL NO.	PRIMARY OWNER	PROPERTY ADDRESS
19	R3280930170	BETSY TEWALT	1142 E. MYSTERY DRIVE
20	R3280930160	JEREMY SELF	1120 E. MYSTERY DRIVE
21	R3280930140	LANCE LEARY	1098 E. MYSTERY DRIVE
22	R3280930130	MICHELE BUTLER	1076 E. MYSTERY DRIVE
23	R3280930120	AMERICAN HOMES 4 RENT	1054 E. MYSTERY DRIVE
24	R3280930110	JULIEN SAUTOT	1032 E. MYSTERY DRIVE
25	R3280930100	JUDITH MORENO	1010 E. MYSTERY DRIVE
26	R3280930090	DAVID STURM	998 E. MYSTERY DRIVE
27	R3280930080	JANETH ORTIZ DILMA	976 E. MYSTERY DRIVE
28	R3280930070	DANIEL SYES	954 E. MYSTERY DRIVE
29	R8161180100	GLENN PFAUTSCH	815 W. SAGWON DRIVE
30	R8161180570	VERONICA TAMAYO	9376 S. FIDALGO AVENUE
31	R8161180560	BARBARA YOUNG	9352 S. FIDALGO AVENUE
32	R8161180550	NATHAN BUSHARD	9328 S. FIDALGO AVENUE
33	R8161180540	K & S VIKER TRUST	9304 S. FIDALGO AVENUE
34	R8161180530	RICHARD DAVIS	9280 S. FIDALGO AVENUE
35	R8161180520	FRANK PEDERSEN	9256 S. FIDALGO AVENUE
36	R8161180510	SUSAN SAUNDERS	846 S. SELDOVIA DRIVE

NAPA VINEYARDS SUBDIVISION
KUNA, IDAHO
PRELIMINARY PLAT - EXISTING CONDITIONS

REVISIONS

NO.	ITEM	DATE

PROFESSIONAL ENGINEER REGISTERED 20464 04/02/25 STATE OF IDAHO KEVIN A. FROEHLICH

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

DATE: OCTOBER, 2024
PROJECT: 22-020
SHEET NO. PP1.1

P:\22-020\CAD\PLAT\PRELIMINARY\22-020 PP1.1 - EXISTING CONDITIONS.DWG, KEVIN FROEHLICH, 4/2/2025, CANON IMP755 (BW) PC3, 24X36 LEFT

RR
S1301346612
CEM-10 LLC
W. COLUMBIA ROAD

RR
S1301346622
ALLISON TEWALT
1020 W. COLUMBIA ROAD

R-20
S1301346660
JOSH TEWALT
930 W. COLUMBIA ROAD

PLANNED MASON CREEK SEWER MAIN SEE NOTE #2

W. COLUMBIA RD.

(C-1)
LOT 2
45,693 SF
BLOCK 3

LOT 1 9,829 SF | LOT 2 9,235 SF | LOT 3 9,239 SF | LOT 4 9,242 SF | LOT 5 9,246 SF | BLOCK 1 | LOT 7 9,250 SF | LOT 8 9,254 SF | LOT 9 9,257 SF | LOT 10 9,261 SF | LOT 11 14,817 SF

W. GREENSPRINGS ST.

LOT 1 9,200 SF | LOT 2 9,432 SF | LOT 3 9,372 SF | LOT 4 9,373 SF | LOT 6 8,682 SF | LOT 7 8,682 SF | LOT 8 8,683 SF | LOT 9 8,774 SF | LOT 12 13,906 SF

LOT 3 8,351 SF | LOT 4 8,303 SF | LOT 5 8,354 SF | LOT 6 8,338 SF | LOT 7 8,313 SF | LOT 8 8,238 SF

S. DOLCE AVE.

LOT 17 10,064 SF | LOT 16 9,372 SF | LOT 15 9,372 SF | BLOCK 2 | LOT 14 8,682 SF | LOT 13 8,682 SF | LOT 12 8,683 SF | LOT 11 8,774 SF | LOT 13 8,362 SF | LOT 14 8,362 SF | LOT 15 8,662 SF

W. CHAPPELLET ST.

LOT 25 9,200 SF | LOT 24 8,280 SF | LOT 23 8,280 SF | LOT 22 8,280 SF | LOT 21 8,280 SF | LOT 20 8,280 SF | LOT 19 8,280 SF | LOT 18 8,280 SF | LOT 17 9,800 SF

LOT 27 8,899 SF | LOT 28 8,280 SF | LOT 29 8,280 SF | LOT 30 8,280 SF | LOT 31 8,280 SF | LOT 32 8,280 SF | LOT 33 8,280 SF | LOT 34 8,280 SF | LOT 36 9,800 SF

W. SKYRACER DRIVE

LOT 2 8,010 SF

R-4
S1312212750
ARROYO CAP II-2 LLC
PALOMA RIDGE SUBDIVISION

W. BIANCO ST.

LOT 3 11,494 SF | LOT 4 12,538 SF | LOT 5 8,737 SF | LOT 6 8,575 SF | LOT 15 8,575 SF | LOT 2 8,601 SF | LOT 37 8,380 SF | LOT 38 8,023 SF | BLOCK 1 | LOT 39 8,023 SF

BLOCK 4

LOT 10 10,906 SF | LOT 9 11,065 SF | LOT 8 8,575 SF | LOT 14 8,395 SF | LOT 3 8,395 SF | LOT 13 8,395 SF | LOT 4 8,395 SF

W. CONSENTINO CT.

LOT 11 11,667 SF | LOT 12 10,540 SF | LOT 12 8,395 SF | LOT 5 8,395 SF | BLOCK 5 | LOT 11 8,395 SF | LOT 6 8,395 SF | LOT 28 8,051 SF | LOT 27 8,023 SF

S. KAY AVE.

S. OVERTURE AVE.

PLANNED MASON CREEK SEWER MAIN SEE NOTE #2

SEE SHEET PP2.1 FOR CONTINUATION

SEE SHEET PP2.2 FOR CONTINUATION

LEGEND

- BOUNDARY LINE
- OFFSITE BOUNDARY LINE
- ROAD CENTERLINE
- SECTION LINE
- EASEMENT LINE
- LOT LINE
- RIGHT-OF-WAY LINE
- FOUND 5/8 INCH REBAR
- BRASS CAP

PROPOSED IMPROVEMENTS

- SEWER LINE
- WATER LINE
- GRAVITY IRRIGATION LINE
- PRESSURE IRRIGATION LINE
- SEWER MANHOLE
- FIRE HYDRANT
- DOUBLE WATER SERVICE
- EXISTING CONTOUR AREA
- COMMON AREA
- STREET LIGHT
- DRAINAGE ARROW

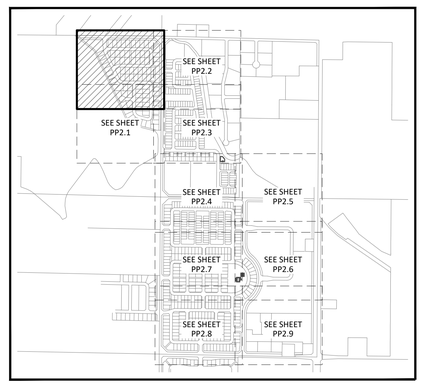
EXISTING FEATURES

- SANITARY SEWER LINE
- WATER LINE
- GAS LINE
- OVERHEAD POWER LINE
- GRAVITY IRRIGATION LINE
- SEWER MANHOLE
- WATER VALVE
- WATER METER
- FIRE HYDRANT
- POWER POLE
- POWER BOX
- EDGE OF PAVEMENT
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- EXISTING TREE DECIDUOUS
- FLOODPLAIN
- FLOODWAY

NOTES

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0 60 120 180
Plan Scale: 1" = 60'



NAPA VINEYARDS SUBDIVISION
KUNA, IDAHO
PRELIMINARY PLAT - PRELIM. ENGINEERING

REVISIONS

NO.	ITEM	DATE

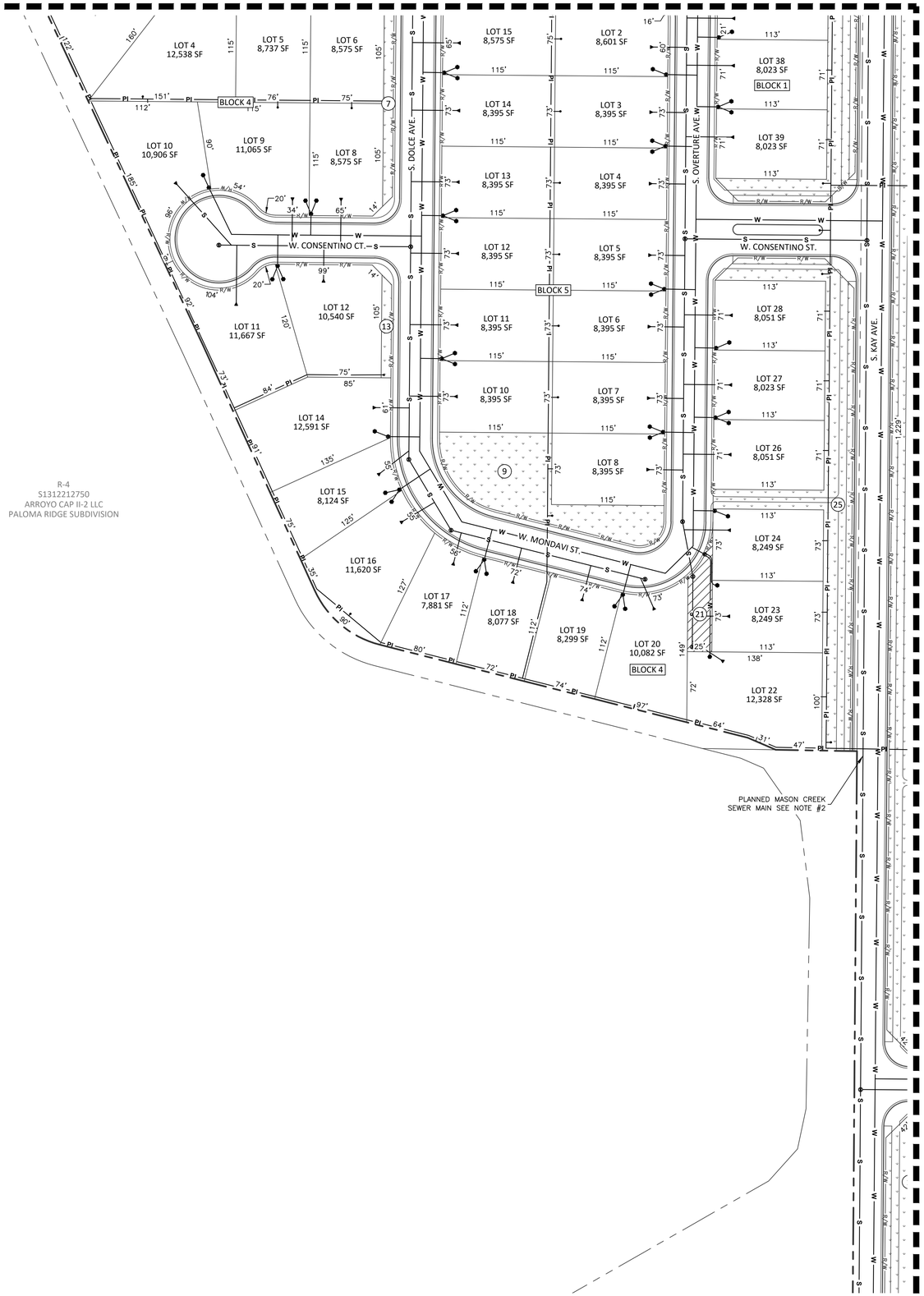
PROFESSIONAL ENGINEER
REGISTERED
20464
04/02/25
STATE OF IDAHO
KEVIN A. FROEHLICH

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

DATE: OCTOBER, 2024
PROJECT: 22-020
SHEET NO. PP2.0

P:\22-020\CAD\PLAT\PRELIMINARY\22-020 PP2.0 - DIMENSIONS.DWG, KEVIN.FROEHLICH, 4/2/2025, CANON IPF755 (BW).PC3, 24X36, L [PDF]

SEE SHEET PP2.0 FOR CONTINUATION



SEE SHEET PP2.3 FOR CONTINUATION

LEGEND

- BOUNDARY LINE
- OFFSITE BOUNDARY LINE
- ROAD CENTERLINE
- SECTION LINE
- EASEMENT LINE
- LOT LINE
- RIGHT–OF–WAY LINE
- FOUND 5/8 INCH REBAR
- BRASS CAP

PROPOSED IMPROVEMENTS

- SEWER LINE
- WATER LINE
- GRAVITY IRRIGATION LINE
- PRESSURE IRRIGATION LINE
- SEWER MANHOLE
- FIRE HYDRANT
- DOUBLE WATER SERVICE
- EXISTING CONTOUR AREA
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- STREET LIGHT
- DRAINAGE ARROW

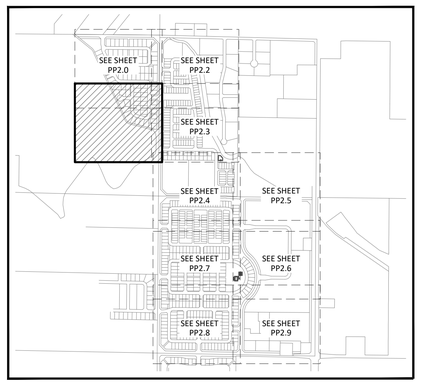
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Plan Scale: 1" = 60'



NAPA VINEYARDS SUBDIVISION
KUNA, IDAHO
PRELIMINARY PLAT - PRELIM. ENGINEERING

REVISIONS

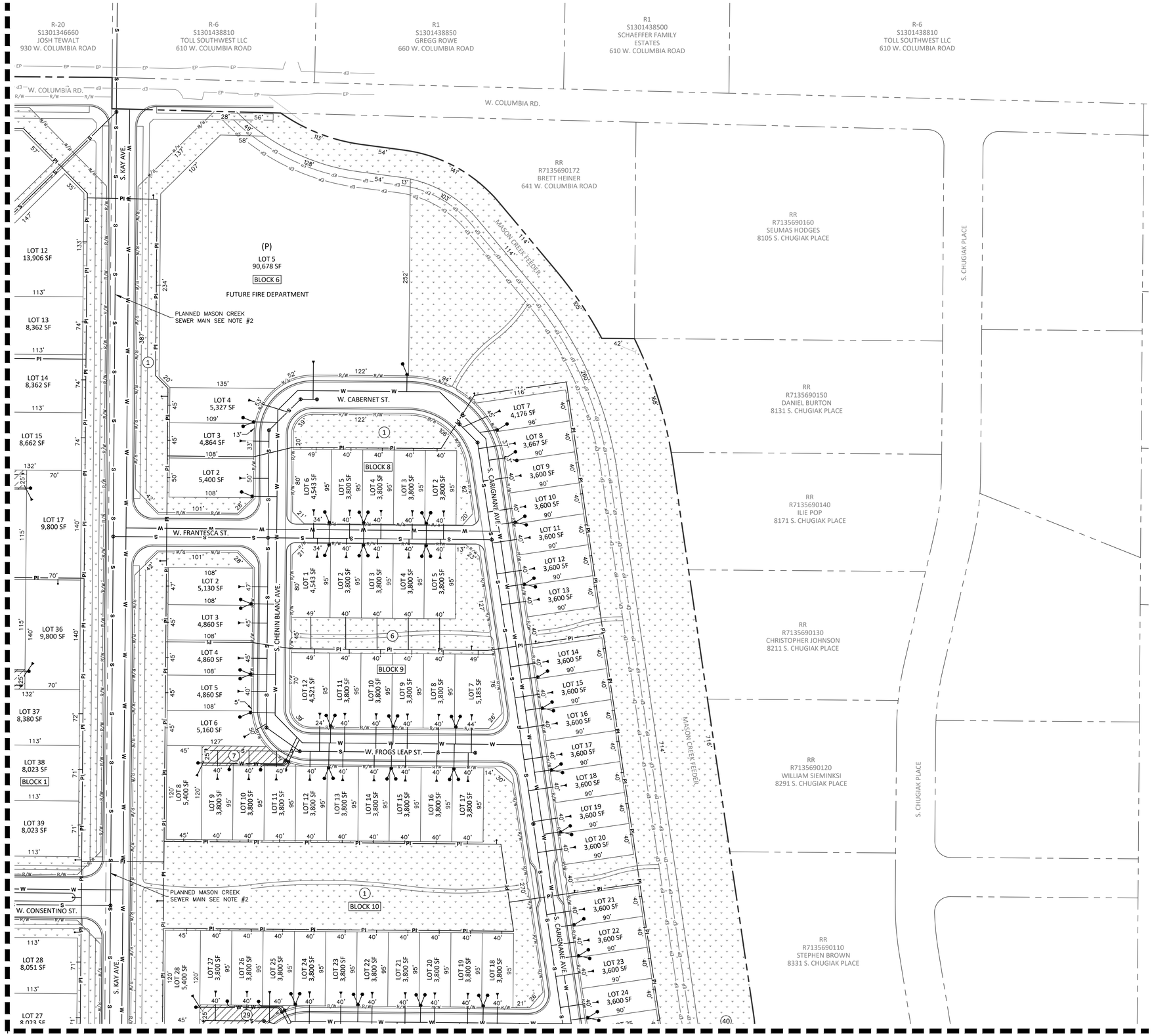
NO.	ITEM	DATE

PROFESSIONAL ENGINEER REGISTERED 20464 04/02/25 STATE OF IDAHO KEVIN A. FROEHLICH

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

DATE: OCTOBER, 2024
PROJECT: 22-020
SHEET NO. PP2.1

P:\22-020\CAD\PLAT\PRELIMINARY\22-020 PP2.0 - DIMENSIONS.DWG, KEVIN.FROEHLICH, 4/2/2025, CANON IPF755 (BW).PC3, 24X36.1 [PDF]



LEGEND

- BOUNDARY LINE
- OFFSITE BOUNDARY LINE
- ROAD CENTERLINE
- SECTION LINE
- EASEMENT LINE
- LOT LINE
- RIGHT-OF-WAY LINE
- FOUND 5/8 INCH REBAR
- BRASS CAP

PROPOSED IMPROVEMENTS

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- WATER LINE
- GRAVITY IRRIGATION LINE
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- DOUBLE WATER SERVICE
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- STREET LIGHT
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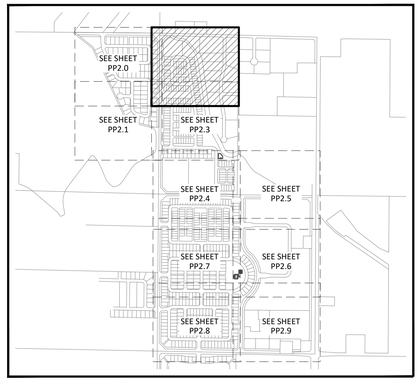
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0 60 120 180
Plan Scale: 1" = 60'



NAPA VINEYARDS SUBDIVISION
KUNA, IDAHO
PRELIMINARY PLAT - PRELIM. ENGINEERING

REVISIONS

NO.	ITEM	DATE

PROFESSIONAL ENGINEER REGISTERED 20464 04/02/25 STATE OF IDAHO KEVIN A. FROEHLICH

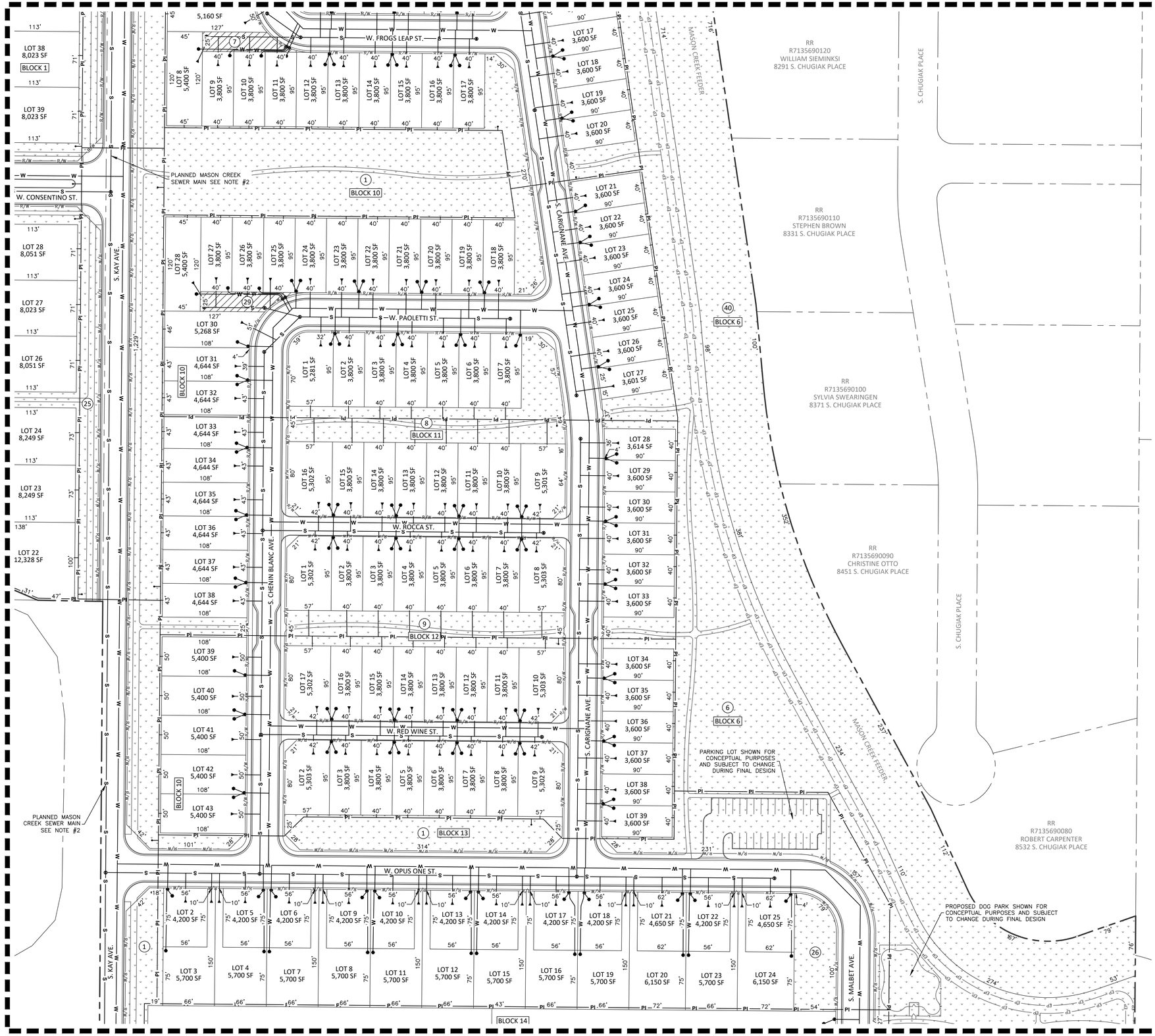
km ENGINEERING
5725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
PHONE (208) 639-6939
kmengllp.com

DATE: OCTOBER, 2024
PROJECT: 22-020
SHEET NO. PP2.2

P:\22-020\CAD\PLAT\PRELIMINARY\22-020 PP2.0 - DIMENSIONS.DWG, KEVIN FROEHLICH, 4/2/2025, CANON IMP755 (BW) (PC), 24/36 L [PDF]

SEE SHEET PP2.2 FOR CONTINUATION

SEE SHEET PP2.1 FOR CONTINUATION



LEGEND

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- OFFSITE BOUNDARY LINE
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- SECTION LINE
- EASEMENT LINE
- LOT LINE
- RIGHT-OF-WAY LINE
- FOUND 5/8 INCH REBAR
- BRASS CAP

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- SEWER LINE
- WATER LINE
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- PRESSURE IRRIGATION LINE
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- FIRE HYDRANT
- DOUBLE WATER SERVICE
- EXISTING CONTOUR AREA
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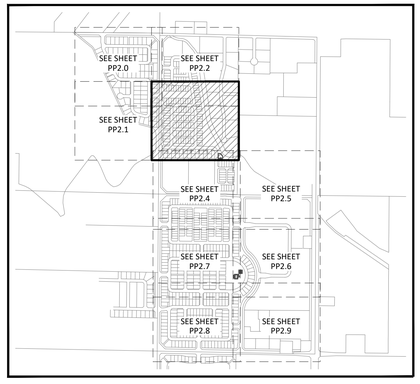
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0 60 120 180
Plan Scale: 1" = 60'



SEE SHEET PP2.4 FOR CONTINUATION

NAPA VINEYARDS SUBDIVISION
KUNA, IDAHO
PRELIMINARY PLAT - PRELIM. ENGINEERING

REVISIONS

NO.	ITEM	DATE

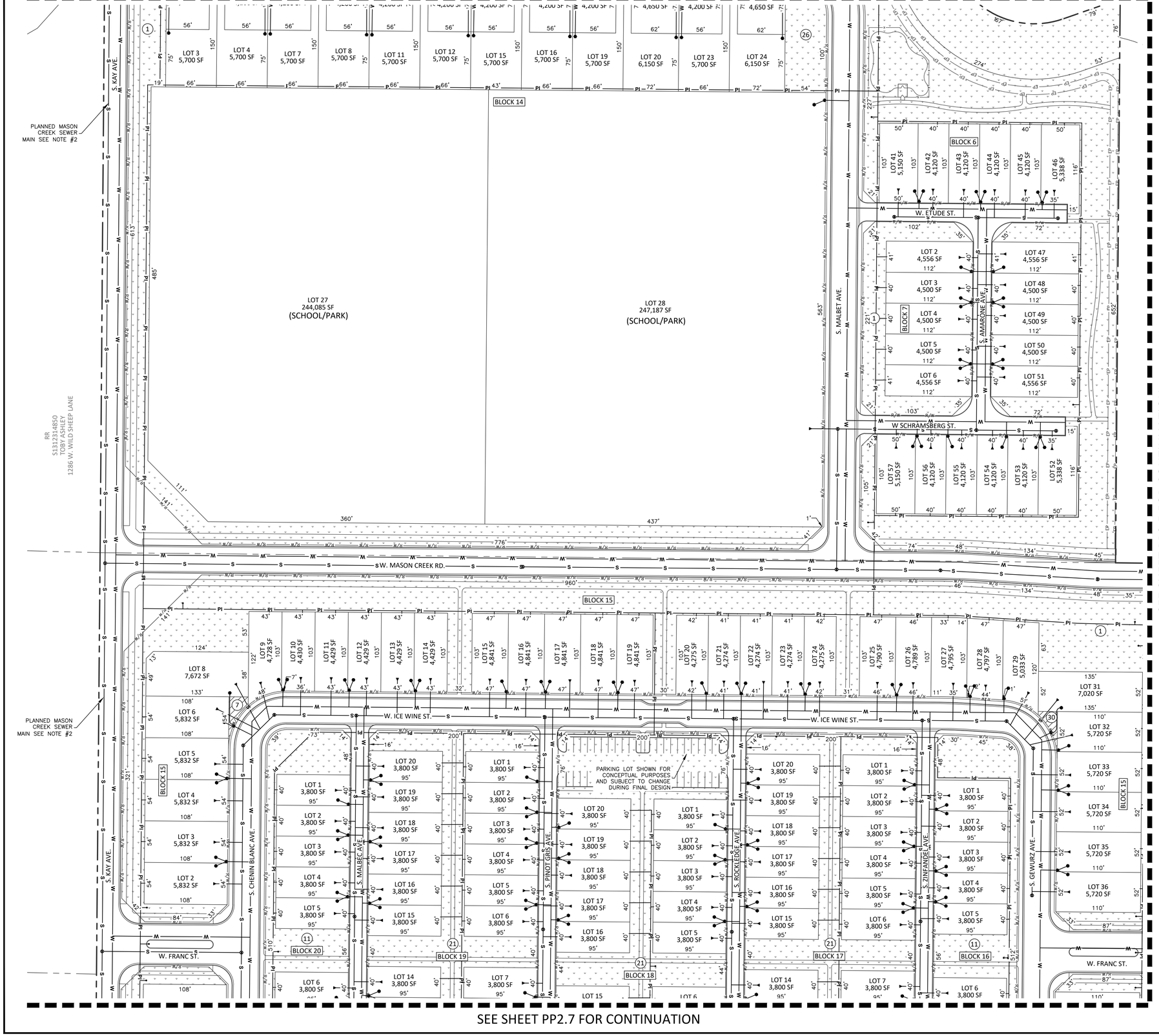
PROFESSIONAL ENGINEER REGISTERED 20464 04/02/25 STATE OF IDAHO KEVIN A. FROEHLICH

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

DATE: OCTOBER, 2024
PROJECT: 22-020
SHEET NO. PP2.3

P:\22-020\CAD\PLAT\PRELIM\MAYS 22-020 PP2.0 - DIMENSIONS.DWG, KEVIN FROEHLICH, 4/2/2025, CANON IPF755 (BW) PC3, 24X36 L [PDF]

SEE SHEET PP2.3 FOR CONTINUATION



SEE SHEET PP2.5 FOR CONTINUATION

LEGEND

- BOUNDARY LINE
- OFFSITE BOUNDARY LINE
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- RIGHT-OF-WAY LINE
- FOUND 5/8 INCH REBAR
- BRASS CAP

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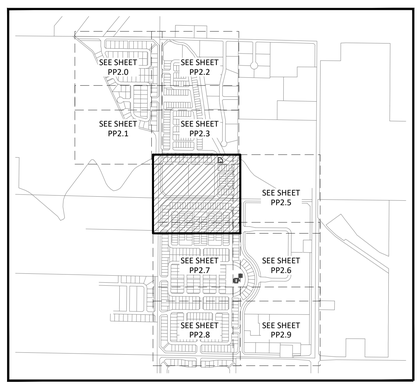
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0 60 120 180
Plan Scale: 1" = 60'



SEE SHEET PP2.7 FOR CONTINUATION

NAPA VINEYARDS SUBDIVISION
KUNA, IDAHO
PRELIMINARY PLAT - PRELIM. ENGINEERING

REVISIONS

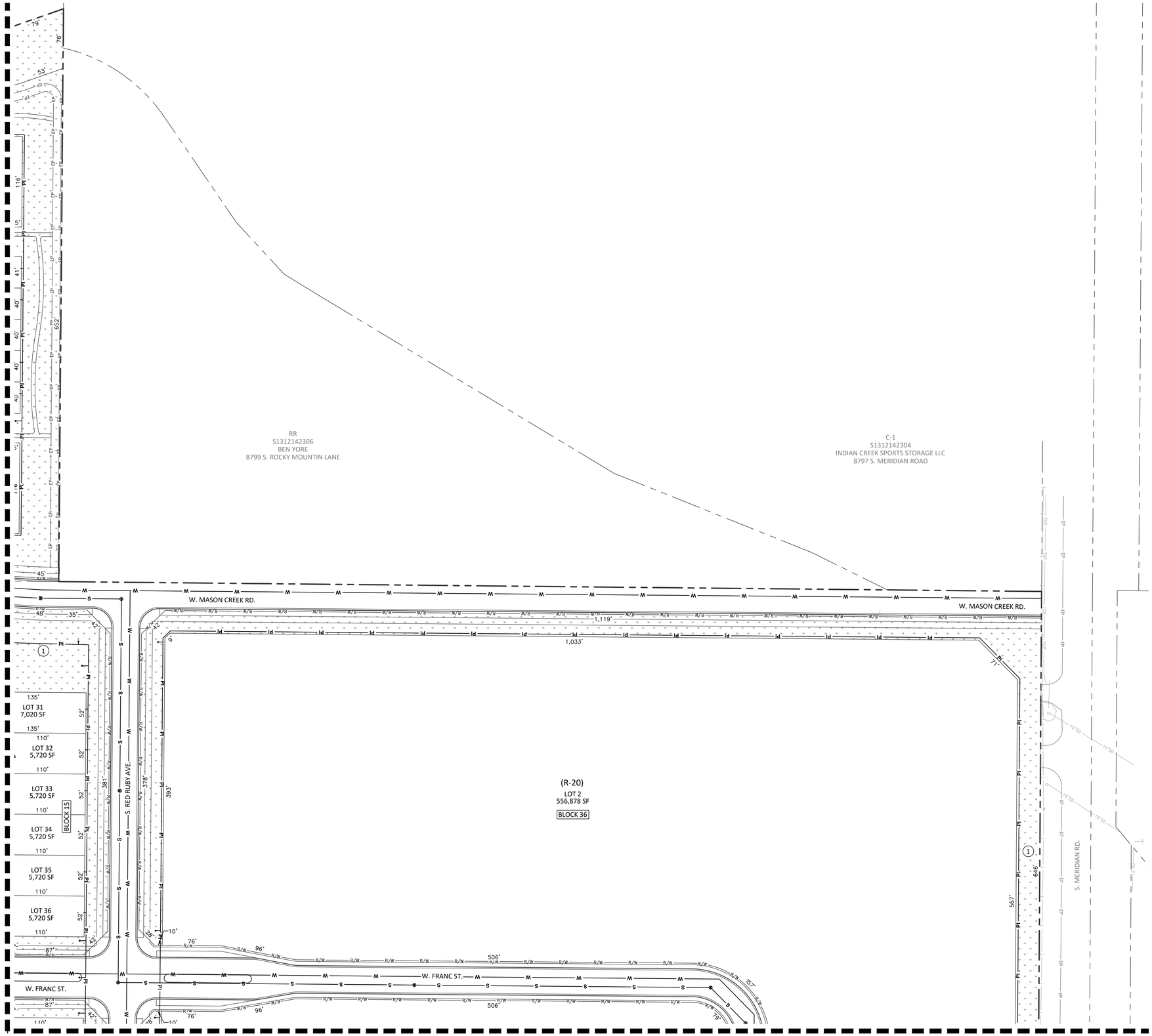
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PHONE (208) 639-6939
kmengllp.com

DATE: OCTOBER, 2024
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P:\22-020\CAD\PLAT\PRELIMINARY\22-020 PP3.D - DIMENSIONS.DWG, KEVIN FROEHLICH, 4/2/2025, CANON IMP 755 (BW).PC3, 24X36 L [PDF]



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- BOUNDARY LINE
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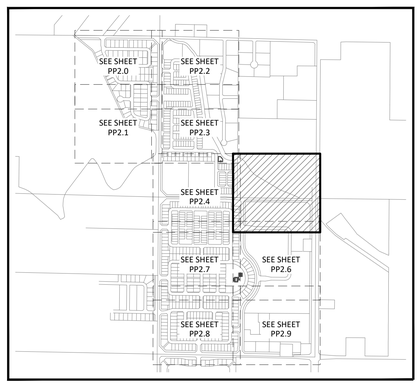
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- EDGE OF PAVEMENT
- EDGE OF GRAVEL
- EXISTING TREE DECIDUOUS
- FLOODPLAIN
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0 60 120 180
Plan Scale: 1" = 60'



NAPA VINEYARDS SUBDIVISION
KUNA, IDAHO
PRELIMINARY PLAT - PRELIM. ENGINEERING

REVISIONS

NO.	ITEM	DATE

PROFESSIONAL ENGINEER REGISTERED 20464 04/02/25 STATE OF IDAHO KEVIN A. FROEHLICH

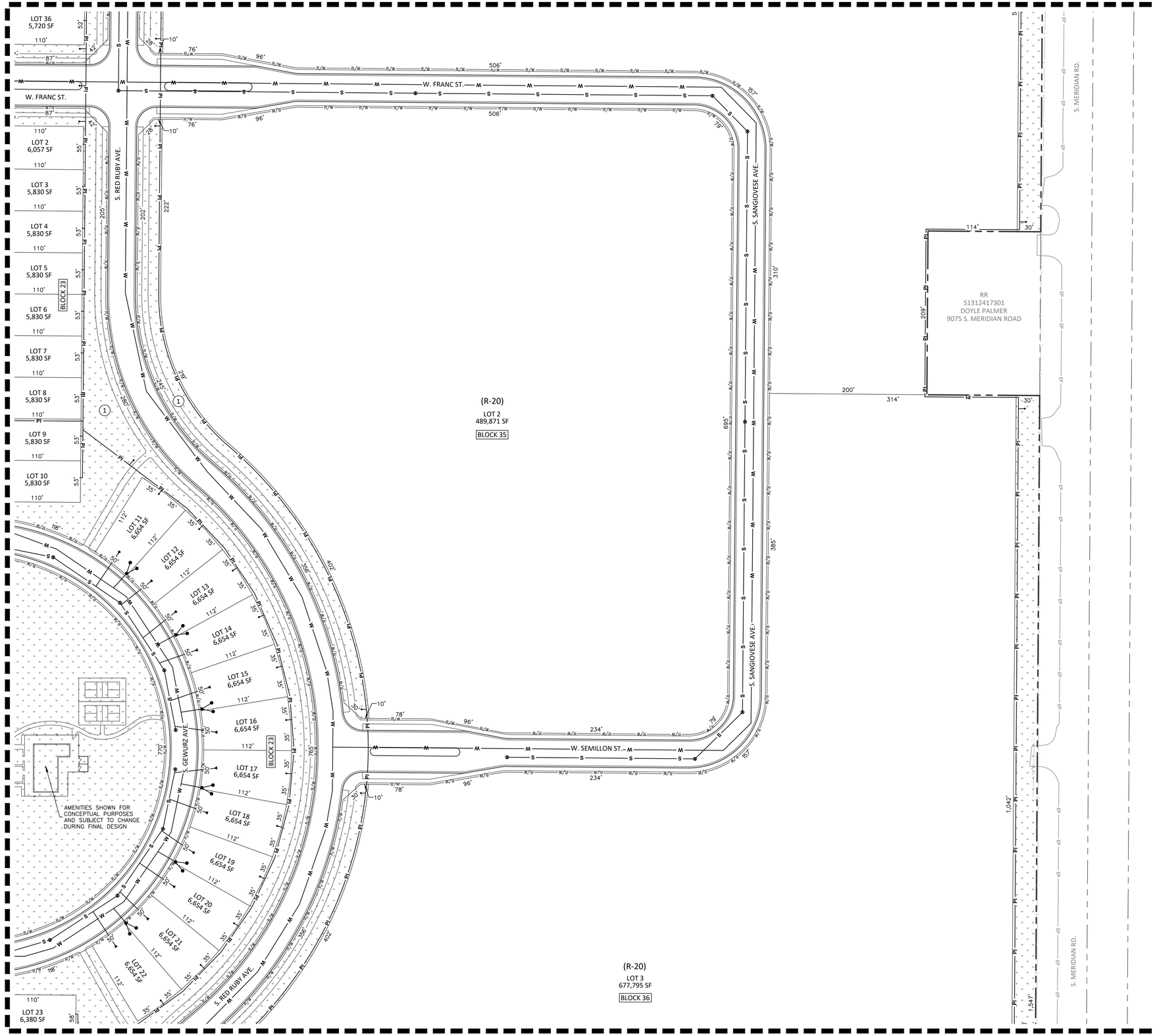
km ENGINEERING
5725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
PHONE (208) 639-6939
kmengllp.com

DATE: OCTOBER, 2024
PROJECT: 22-020
SHEET NO. PP2.5

P:\22-020\CAD\PLAT\PRELIMINARY\22-020 PP2.0 - DIMENSIONS.DWG, KEVIN FROEHLICH, 4/2/2025, CANON IPF755 (BW).PC3, 24X36, \ [PDF]

SEE SHEET PP2.5 FOR CONTINUATION

SEE SHEET PP2.7 FOR CONTINUATION



LEGEND

- BOUNDARY LINE
- OFFSITE BOUNDARY LINE
- ROAD CENTERLINE
- SECTION LINE
- EASEMENT LINE
- LOT LINE
- RIGHT-OF-WAY LINE
- FOUND 5/8 INCH REBAR
- BRASS CAP

PROPOSED IMPROVEMENTS

- SEWER LINE
- WATER LINE
- GRAVITY IRRIGATION LINE
- PRESSURE IRRIGATION LINE
- SEWER MANHOLE
- FIRE HYDRANT
- DOUBLE WATER SERVICE
- EXISTING CONTOUR AREA
- COMMON AREA
- STREET LIGHT
- DRAINAGE ARROW

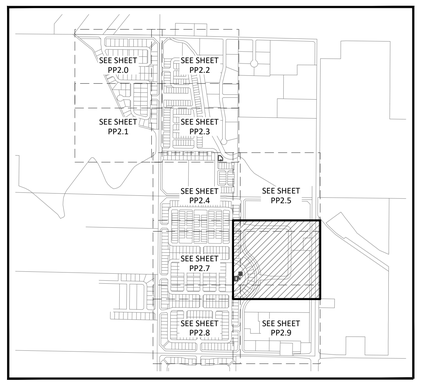
EXISTING FEATURES

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Plan Scale: 1" = 60'



NAPA VINEYARDS SUBDIVISION
KUNA, IDAHO
PRELIMINARY PLAT - PRELIM. ENGINEERING

REVISIONS

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PROFESSIONAL ENGINEER REGISTERED 20464 04/02/25 STATE OF IDAHO KEVIN A. FROEHLICH

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

DATE: OCTOBER, 2024
PROJECT: 22-020
SHEET NO. PP2.6

SEE SHEET PP2.9 FOR CONTINUATION

P:\22-020\CAD\PLAT\PRELIMINARY\22-020 PP2.0 - DIMENSIONS.DWG, KEVIN FROEHLICH, 4/2/2025, CANON IMP755 (BW).PC3, 24X36, L [PDF]

SEE SHEET PP2.4 FOR CONTINUATION

SEE SHEET PP2.6 FOR CONTINUATION

SEE SHEET PP2.8 FOR CONTINUATION

PLANNED MASON CREEK SEWER MAIN SEE NOTE #2

RR
S1312315350
TOBY ASHLEY
W. WILD SHEEP LANE

W. FRANC ST.

W. PETITE SYRAH AVE.

W. NAPA VALLEY ST.

W. SEMILLON ST.

W. TEMPRANILLO ST.

S. KAY AVE.

S. CHENIN BLANC AVE.

S. MALBEC AVE.

S. PINOT GRS AVE.

S. ROCKLEDGE AVE.

S. ZINFANDEL AVE.

S. GEWURZ AVE.

S. VIOGNIER AVE

S. PINOT NOIR AVE.

S. MONASTRELL AVE.

BLOCK 16 | BLOCK 17 | BLOCK 18 | BLOCK 19 | BLOCK 20 | BLOCK 21 | BLOCK 22 | BLOCK 23 | BLOCK 24 | BLOCK 25 | BLOCK 26 | BLOCK 27 | BLOCK 28

PARKING LOT SHOWN FOR CONCEPTUAL PURPOSES AND SUBJECT TO CHANGE DURING FINAL DESIGN

AMENITIES SHOWN FOR CONCEPTUAL PURPOSES AND SUBJECT TO CHANGE DURING FINAL DESIGN

LEGEND

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- DRAINAGE ARROW

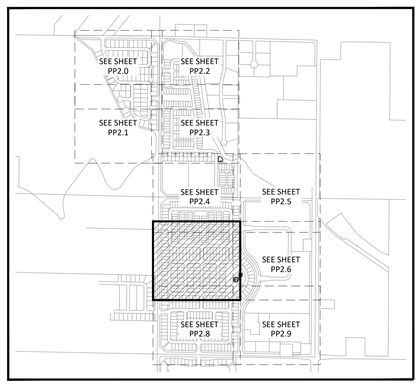
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Plan Scale: 1" = 60'



NAPA VINEYARDS SUBDIVISION
KUNA, IDAHO
PRELIMINARY PLAT - PRELIM. ENGINEERING

REVISIONS

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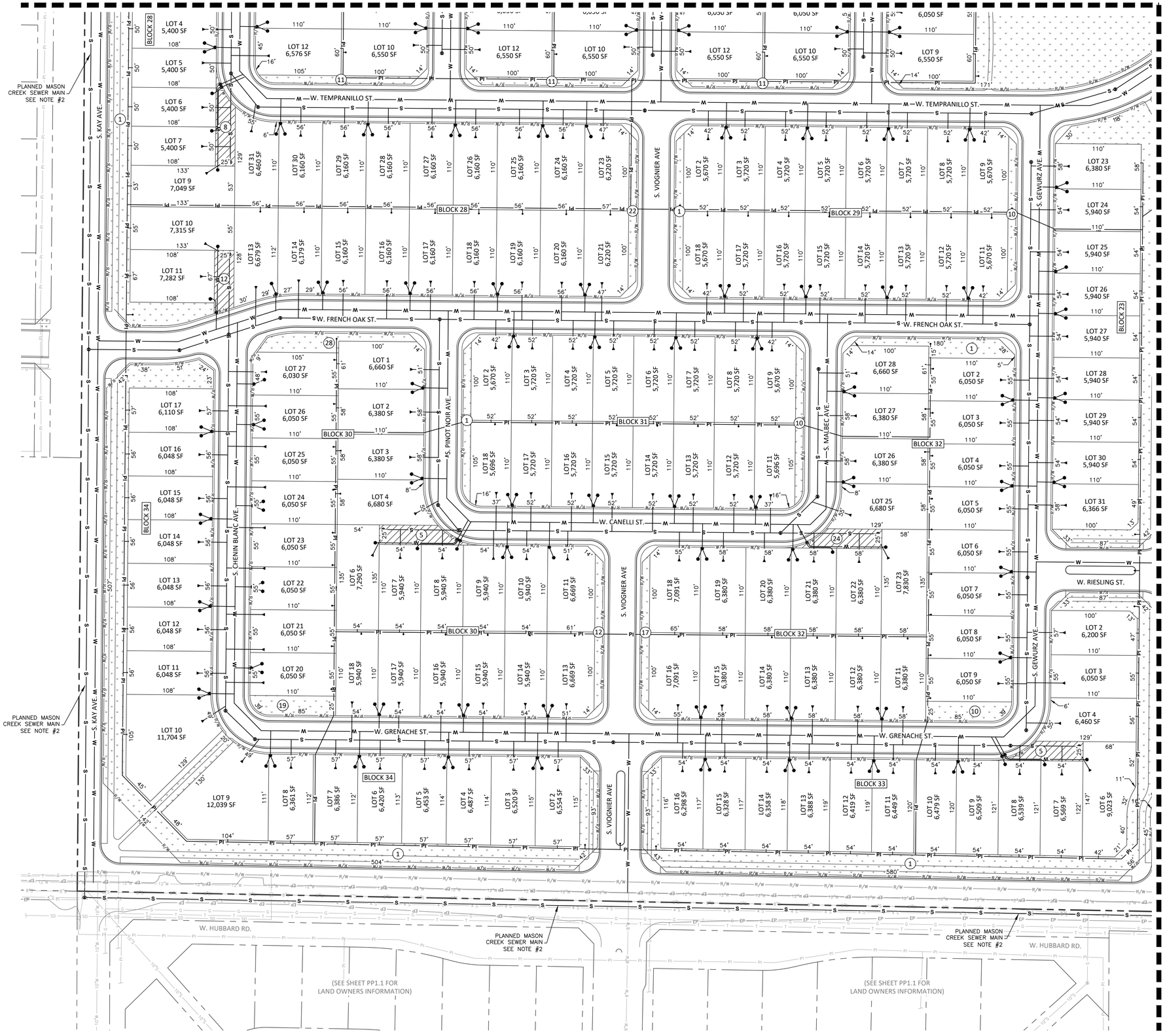
PROFESSIONAL ENGINEER
REGISTERED
20464
04/02/25
STATE OF IDAHO
KEVIN A. FROEHLICH

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

DATE: OCTOBER, 2024
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SHEET NO. PP2.7

P:\22-020\CAD\PLAT\PRELIMINARY\22-020 PP2.0 - DIMENSIONS.DWG, KEVIN.FROEHLICH, 4/2/2025, CANON IPF755 (BW).PC3, 24X36, L [PDF]

SEE SHEET PP2.7 FOR CONTINUATION



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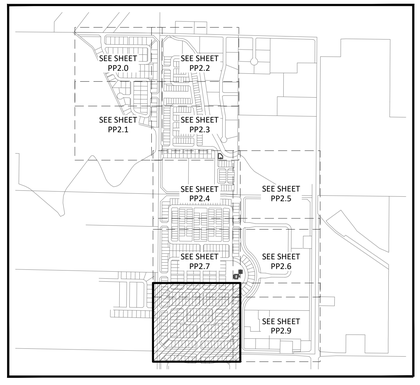
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0 60 120 180

Plan Scale: 1" = 60'



SEE SHEET PP2.9 FOR CONTINUATION

NAPA VINEYARDS SUBDIVISION
KUNA, IDAHO
PRELIMINARY PLAT - PRELIM. ENGINEERING

REVISIONS

NO.	ITEM	DATE

PROFESSIONAL ENGINEER REGISTERED 20464 04/02/25 STATE OF IDAHO KEVIN A. FROEHLICH

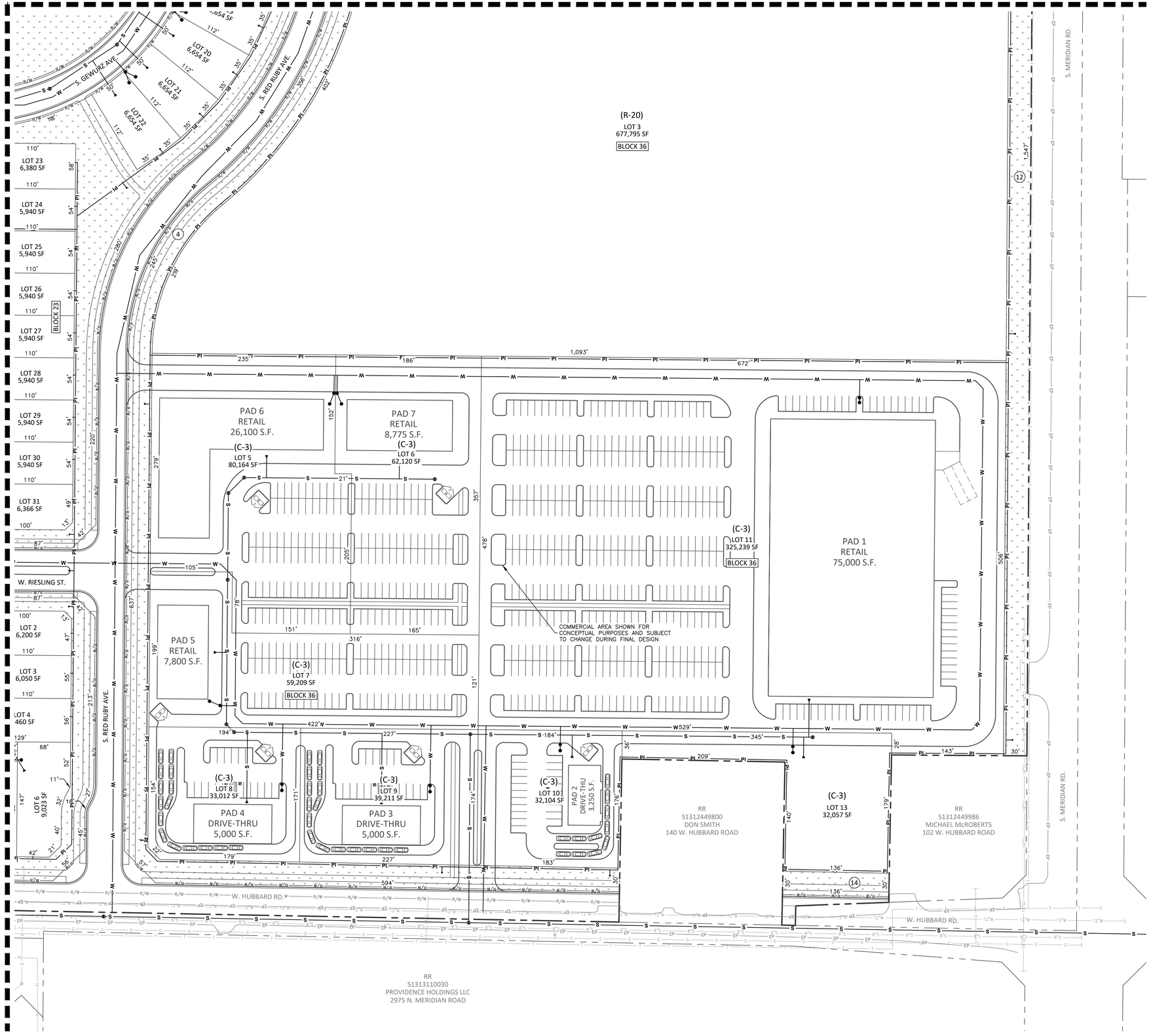
km ENGINEERING
5725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
PHONE (208) 639-6939
kmengllp.com

DATE: OCTOBER, 2024
PROJECT: 22-020
SHEET NO. PP2.8

P:\22-020\CAD\PLAT\PRELIMINARY\22-020 PP2.8 - DIMENSIONS.DWG, KEVIN FROEHLICH, 4/2/2025, CANON IPF755 (BW).PC3, 24X36, 1 [PDF]

SEE SHEET PP2.6 FOR CONTINUATION

SEE SHEET PP2.8 FOR CONTINUATION



LEGEND

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- OFFSITE BOUNDARY LINE
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- SECTION LINE
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- FOUND 5/8 INCH REBAR
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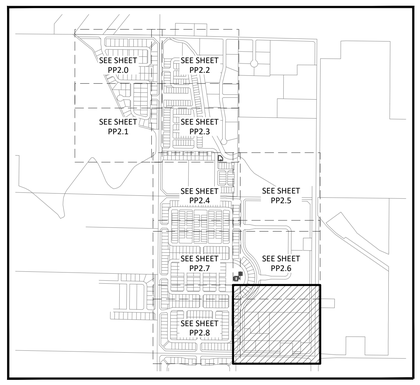
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0 60 120 180
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NAPA VINEYARDS SUBDIVISION
KUNA, IDAHO
PRELIMINARY PLAT - PRELIM. ENGINEERING

REVISIONS

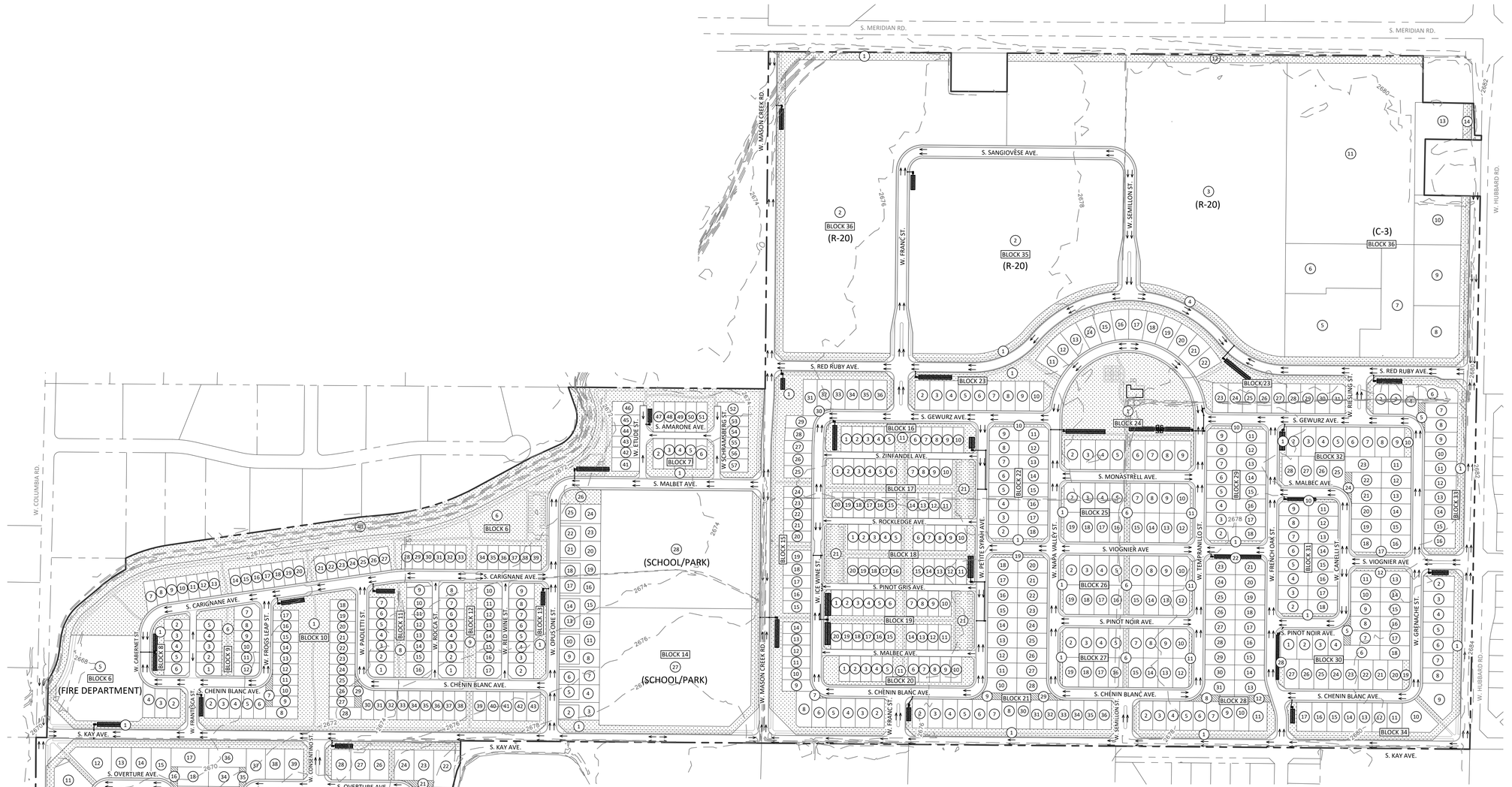
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PROFESSIONAL ENGINEER REGISTERED 20464 04/02/25 STATE OF IDAHO KEVIN A. FROEHLICH

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DATE: OCTOBER, 2024
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SHEET NO. PP2.9

P:\22-020\CAD\PLAT\PRELIM\NAPV22-020 PP2.9 - DIMENSIONS.DWG, KEVIN FROEHLICH, 4/2/2025, CANON IPF755 (BW).PC3, 24X36, 1 [PDF]



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0 200 400 600
Plan Scale: 1" = 200'

LEGEND

- PROJECT BOUNDARY LINE
- R/W — R/W — RIGHT OF WAY LINE
- ADJACENT PROPERTY LINE
- EASEMENT LINE
- CENTERLINE
- SECTION LINE
- EP — EP — EDGE OF PAVEMENT
- SD — SD — STORM DRAIN LINE
- 2645 — EXISTING GRADE CONTOUR
- GRADING SLOPE
- SEEPAGE BED
- LANDSCAPE / COMMON AREA
- COMMON DRIVE

NAPA VINEYARDS SUBDIVISION
KUNA, IDAHO
PRELIMINARY GRADING AND DRAINAGE

REVISIONS

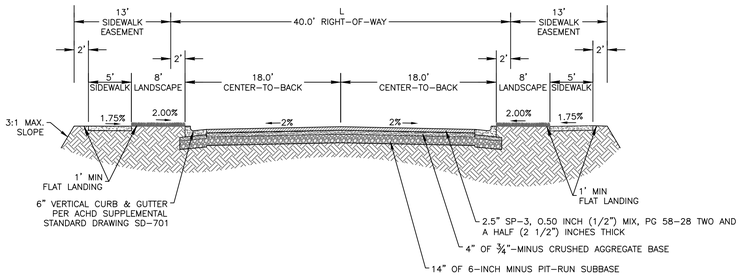
NO.	ITEM	DATE

PROFESSIONAL ENGINEER REGISTERED 20464 04/02/25 STATE OF IDAHO KEVIN A. FROEHLICH

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

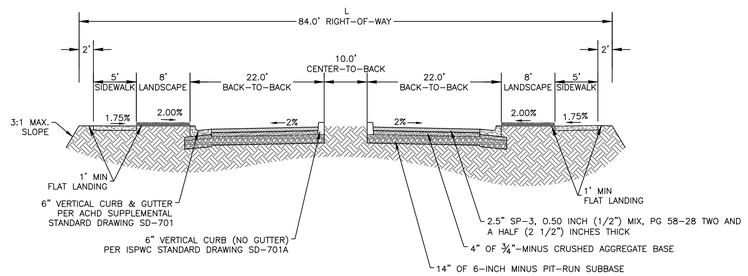
DATE: OCTOBER, 2024
PROJECT: 22-020
SHEET NO. PP3.0

P:\22-020\CAD\PLAT\PRELIMINARY\22-020 PP3.1 - GRADING AND DRAINAGE.DWG, KEVIN FROEHLICH, 4/2/2025, CANON IPF755 (BW) PC3, 24X36 L (PDF)



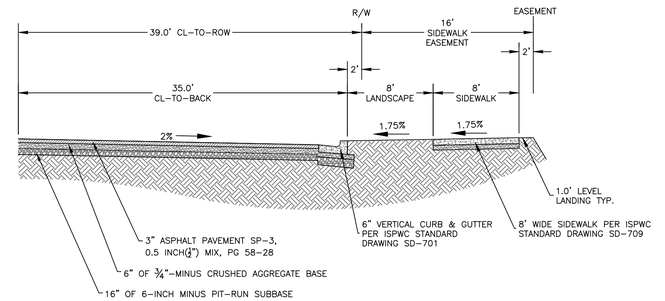
TYPICAL COLLECTOR ROAD SECTION VERTICAL CURB DETACHED SIDEWALK
S. KAY AVE. AND W. MASON CREEK RD.

NTS



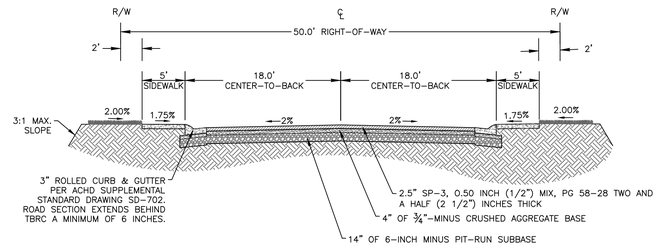
TYPICAL LOCAL ROAD SECTION VERTICAL CURB DETACHED SIDEWALK WITH ISLAND

NTS



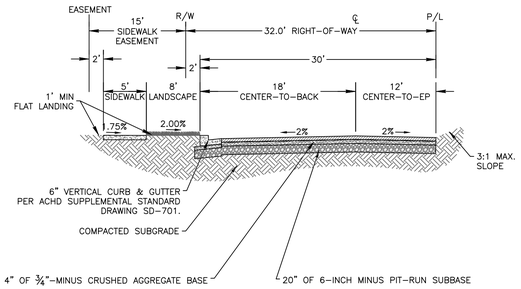
TYPICAL PRINCIPLE ARTERIAL ROAD SECTION VERTICAL CURB DETACHED SIDEWALK
COLUMBIA RD. AND HUBBARD RD.

NTS



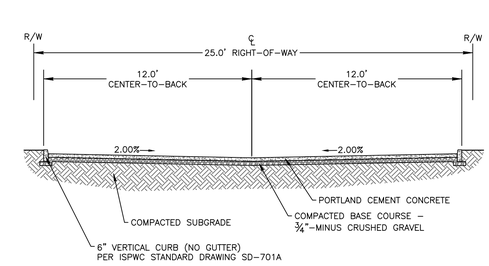
TYPICAL LOCAL ROAD SECTION ROLLED CURB ATTACHED SIDEWALK

NTS



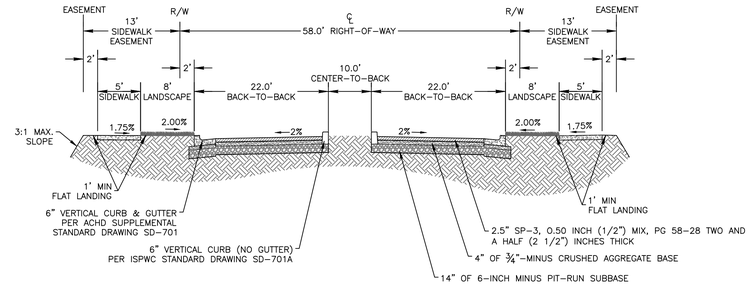
TYPICAL COLLECTOR ROAD HALF SECTION VERTICAL CURB DETACHED SIDEWALK
KAY AVE.

NTS



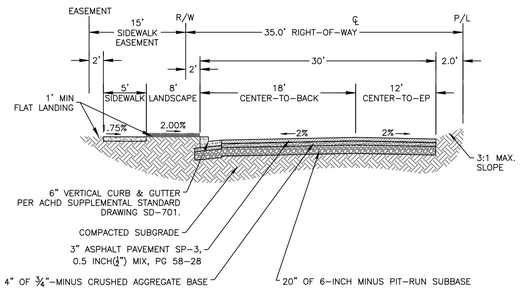
TYPICAL ALLEY ROAD SECTION VERTICAL CURB (NO GUTTER)

NTS



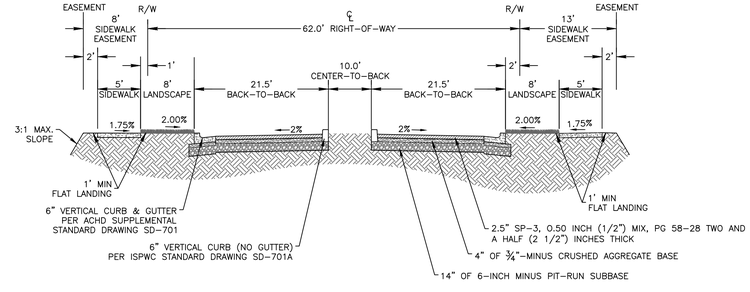
TYPICAL LOCAL ROAD SECTION VERTICAL CURB DETACHED SIDEWALK WITH ISLAND

NTS



TYPICAL COLLECTOR ROAD SECTION VERTICAL CURB DETACHED SIDEWALK
MASON CREEK RD.

NTS



TYPICAL LOCAL ROAD SECTION VERTICAL CURB DETACHED SIDEWALK WITH ISLAND

NTS

NAPA VINEYARDS SUBDIVISION
KUNA, IDAHO
PRELIMINARY PLAT ROADWAY DETAILS

REVISIONS

NO.	ITEM	DATE

PROFESSIONAL ENGINEER REGISTERED 20464 04/02/25 STATE OF IDAHO KEVIN A. FROEHLICH

km ENGINEERING
5725 NORTH DISCOVERY WAY
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kmengllp.com

DATE: OCTOBER, 2024
PROJECT: 22-020
SHEET NO. PP3.1

P:\22-020\CAD\PLAT\PRELIMINARY\2-2020.PP3.1 - GRADING AND DRAINAGE.DWG, KEVIN FROEHLICH, 4/2/2025, CANON IR 755 (BW).PC3, 24X36 (IPDF)

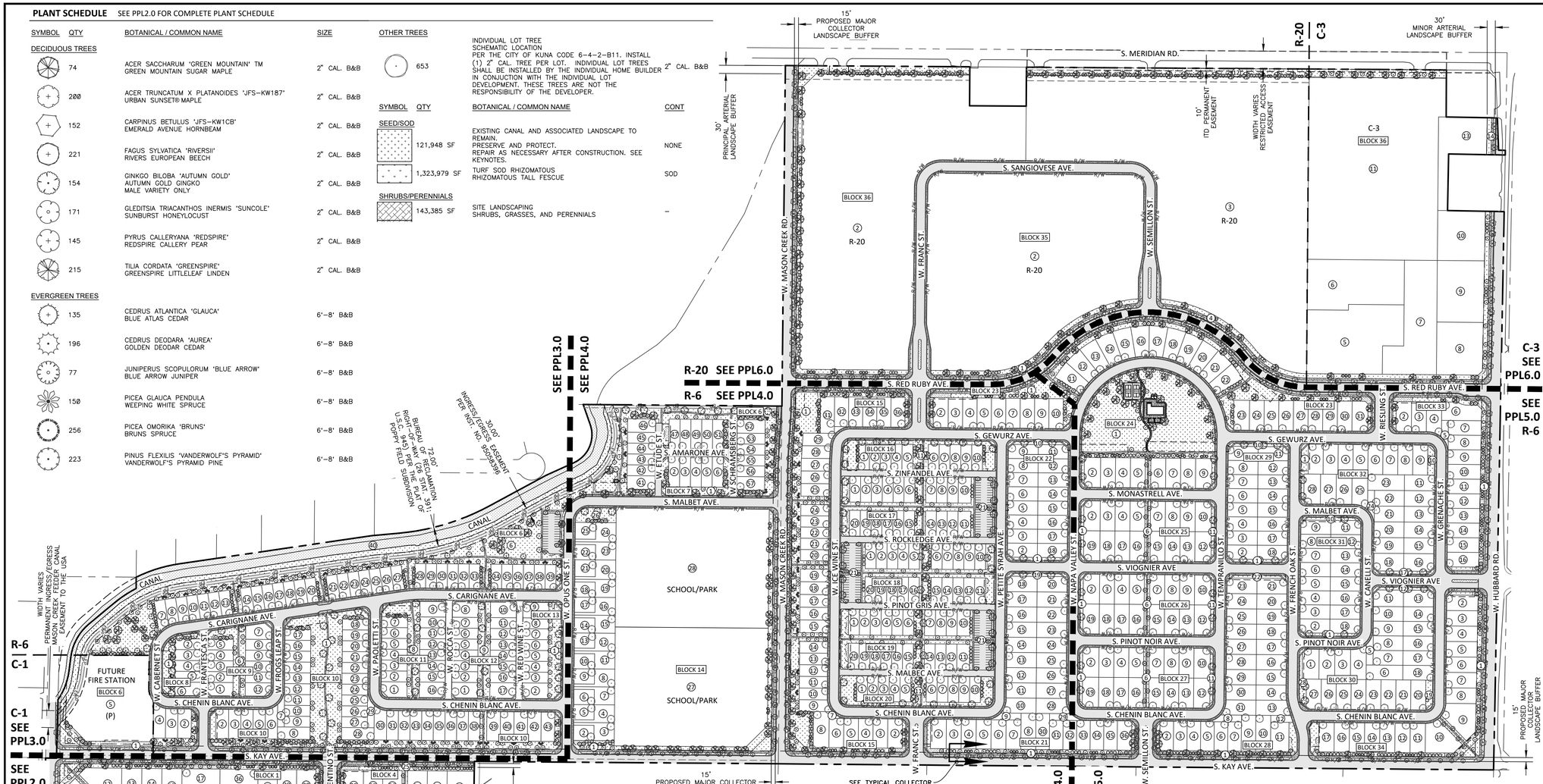
PLANT SCHEDULE

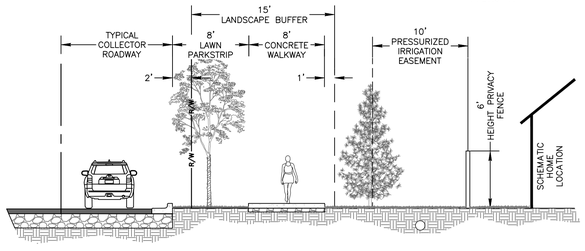
SEE PPL2.0 FOR COMPLETE PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE
DECIDUOUS TREES			
	74	ACER SACCHARUM 'GREEN MOUNTAIN' TM GREEN MOUNTAIN SUGAR MAPLE	2" CAL. B&B
	200	ACER TRUNCATUM X PLATANOIDES 'JFS-KW187' URBAN SUNSET® MAPLE	2" CAL. B&B
	152	CARPINUS BETULUS 'JFS-KW1CB' EMERALD AVENUE HORNBEAM	2" CAL. B&B
	221	FAGUS SYLVATICA 'RIVERSII' RIVERS EUROPEAN BEECH	2" CAL. B&B
	154	GINKGO BILOBA 'AUTUMN GOLD' AUTUMN GOLD GINGKO MALE VARIETY ONLY	2" CAL. B&B
	171	GLEDITSIA TRIACANTHOS INERMIS 'SUNCOLE' SUNBURST HONEYLOCUST	2" CAL. B&B
	145	PYRUS CALLERYANA 'REDSPIRE' REDSPIRE CALLERY PEAR	2" CAL. B&B
	215	TILIA CORDATA 'GREENSPIRE' GREENSPIRE LITTLELEAF LINDEN	2" CAL. B&B
EVERGREEN TREES			
	135	CEDRUS ATLANTICA 'GLAUCA' BLUE ATLAS CEDAR	6'-8' B&B
	196	CEDRUS DEODARA 'AUREA' GOLDEN DEODAR CEDAR	6'-8' B&B
	77	JUNIPERUS SCOPULORUM 'BLUE ARROW' BLUE ARROW JUNIPER	6'-8' B&B
	150	PICEA GLAUCA PENDULA WEEPING WHITE SPRUCE	6'-8' B&B
	256	PICEA OMORIKA 'BRUNS' BRUNS SPRUCE	6'-8' B&B
	223	PINUS FLEXILIS 'VANDERWOLF'S PYRAMID' VANDERWOLF'S PYRAMID PINE	6'-8' B&B

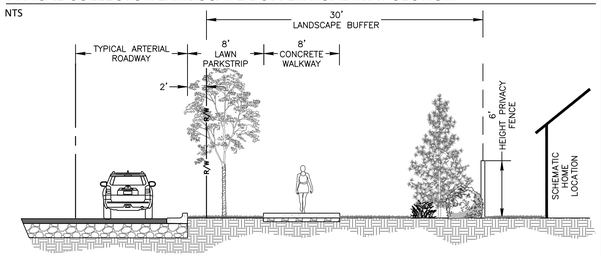
OTHER TREES			
	653	INDIVIDUAL LOT TREE SCHEMATIC LOCATION PER THE CITY OF KUNA CODE 6-4-2-B11. INSTALL (1) 2" CAL. TREE PER LOT. INDIVIDUAL LOT TREES SHALL BE INSTALLED BY THE INDIVIDUAL HOME BUILDER IN CONJUCTION WITH THE INDIVIDUAL LOT DEVELOPMENT. THESE TREES ARE NOT THE RESPONSIBILITY OF THE DEVELOPER.	2" CAL. B&B

SYMBOL	QTY	BOTANICAL / COMMON NAME	CONT
SEED/SOD			
	121,948 SF	EXISTING CANAL AND ASSOCIATED LANDSCAPE TO REMAIN. PRESERVE AND PROTECT. REPAIR AS NECESSARY AFTER CONSTRUCTION. SEE KEYNOTES.	NONE
	1,323,979 SF	TURF SOD RHIZOMATOUS RHIZOMATOUS TALL FESCUE	SOD
SHRUBS/PERENNIALS			
	143,385 SF	SITE LANDSCAPING SHRUBS, GRASSES, AND PERENNIALS	–





1 TYPICAL COLLECTOR LANDSCAPE BUFFER ROADWAY SECTION
NTS



2 TYPICAL ARTERIAL LANDSCAPE BUFFER ROADWAY SECTION
NTS

LANDSCAPE BUFFER REQUIREMENTS

PLANT MATERIAL REQUIRED PER 100 LF:
(2) SHADE TREES*, (3) EVERGREEN TREES, AND (12) SHRUBS
*REQUIRED SHADE TREE MAY BE SUBSTITUTED WITH (2) FLOWERING/ORNAMENTAL TREES

STREET NAME	BUFFER WIDTH	LF	CALCULATION	REQ	PRVD
W. COLUMBIA RD.	30'	1544	SHADE TREES=(1544/100)*2	31	31
			ORNAMENTAL TREES SUB.	0	0
			EVERGREEN=(1544/100)*3	46	46
			SHRUBS=(1544/100)*12	185	0 *
W. MASON CREEK RD.	15'	3790	SHADE TREES=(3790/100)*2	76	76
			ORNAMENTAL TREES SUB.	0	0
			EVERGREEN=(3790/100)*3	114	114
			SHRUBS=(3790/100)*12	455	0 *
S. MERIDIAN RD.	30'	2227	SHADE TREES=(2227/100)*2	45	45
			ORNAMENTAL TREES SUB.	0	0
			EVERGREEN=(2227/100)*3	67	67
			SHRUBS=(2227/100)*12	267	0 *
S. KAY AVE.	15'	6497	SHADE TREES=(6497/100)*2	130	130
			ORNAMENTAL TREES SUB.	0	0
			EVERGREEN=(6497/100)*3	195	195
			SHRUBS=(6497/100)*12	780	0 *
W. HUBBARD RD.	30'	2053	SHADE TREES=(2053/100)*2	41	41
			ORNAMENTAL TREES SUB.	0	0
			EVERGREEN=(2053/100)*3	62	62
			SHRUBS=(2053/100)*12	246	0 *
TOTAL STREET BUFFER SHADE TREES				323	323
TOTAL STREET BUFFER ORNAMENTAL TREES				0	0
TOTAL STREET BUFFER EVERGREEN TREES				484	484
TOTAL STREET BUFFER SHRUBS				1933	0 *

MITIGATION REQUIREMENTS

THERE ARE NO HEALTHY TREES > 4" CAL. PROPOSED FOR REMOVAL

*REQUIRED LANDSCAPE BUFFER SHRUBS TO BE PROVIDED ON FINAL PLAT LANDSCAPE PLAN.

INDIVIDUAL LOT TREE REQUIREMENTS

(1) TREE / LOT

CALCULATION	REQ	PRVD
1 TREE * 653	653	653
TOTAL INDIVIDUAL LOT TREES	653	653
TOTAL PARKING ISLAND TREES	22	22

NOTE: CALCULATIONS SHOWN BELOW ARE TO DETERMINE THE REQUIRED NUMBER OF TREES PER CITY OF KUNA UDC AND ARE NOT OPEN SPACE CALCULATIONS. REFER TO THE OPEN SPACE EXHIBIT FOR OFFICIAL QUALIFIED OPEN SPACE CALCULATIONS.

OPEN SPACE TREE CALCULATIONS (1TREE/800 SF)

BLOCK #	LOT #	LOT AREA (SF)	QUALIFIED AREA (SF)	QUALIFIED AREA (AC)	REQ	PRVD
1	6	63,744	26,173	0.60	33	33
1	26	10,618	10,618	0.24	13	13
2	5	5,750	5,750	0.13	7	0****
2	10	2,080	2,080	0.05	3	3
2	18	12,750	12,750	0.29	16	16
3	1	10,551	0 *	0.00	0	0
3	9	999	999	0.02	1	2
4	1	997	997	0.02	1	2
4	7	2,000	2,000	0.05	3	3
4	13	1,000	1,000	0.02	1	1
4	25	18,716	11,514 *	0.26	14	14
5	1	2,040	2,040	0.05	3	0****
5	9	12,116	12,116	0.28	15	16
6	1	20,355	11,137 *	0.26	14	14
6	6	269,142	253,931 ***	5.83	317	317
6	40	161,979	0 **	0.00	0	0
7	1	12,305	12,305	0.28	15	15
8	1	10,125	10,125	0.23	13	13
9	6	14,676	14,676	0.34	18	18
10	1	121,593	102,938 *	2.36	129	129
11	8	20,064	20,064	0.46	25	25
12	9	15,930	15,930	0.37	20	20
13	1	15,530	15,530	0.36	19	19
14	1	46,986	25,707 *	0.59	32	32
14	26	7,530	7,530	0.17	9	9
15	1	110,055	86,428 *	1.98	108	108
16	11	21,854	21,854	0.50	27	27
17	21	45,575	28,955***	0.66	36	36
18	21	47,000	31,480***	0.72	39	39
19	21	45,575	30,055***	0.69	38	38
20	11	22,112	22,112	0.51	28	28
21	1	26,362	15,205 *	0.35	19	20
21	19	1,900	1,900	0.04	2	2
22	1	1,900	1,900	0.04	2	2
22	10	1,900	1,900	0.04	2	2
23	1	87,574	87,574	2.01	109	111
24	1	138,077	138,077	3.17	173	173
25	1	1,900	1,900	0.04	2	2
25	6	4,400	4,400	0.10	6	6
25	11	1,900	1,900	0.04	2	2
26	1	1,900	1,900	0.04	2	2
26	6	4,400	4,400	0.10	6	6
26	11	1,900	1,900	0.04	2	2
27	1	1,940	1,940	0.04	2	2
27	6	4,400	4,400	0.10	6	6
27	11	1,940	1,940	0.04	2	2
28	1	19,468	12,184 *	0.28	15	15
28	22	1,900	1,900	0.04	2	0****
29	1	1,900	1,900	0.04	2	3
29	10	1,900	1,900	0.04	2	3
30	12	1,900	1,900	0.04	2	3
30	19	2,616	2,616	0.06	3	3
30	28	3,272	3,272	0.08	4	2****
31	1	1,940	1,940	0.04	2	3
31	10	1,940	1,940	0.04	2	1****
32	1	3,500	3,500	0.08	4	2****
32	10	2,616	2,616	0.06	3	3
32	17	1,900	1,900	0.04	2	3
33	1	32,846	14,547 *	0.33	18	20
34	1	42,207	18,332 *	0.42	23	27
35	1	24,875	24,875	0.57	31	36
36	1	64,419	28,598 *	0.66	36	39
36	4	56,189	37,910 *	0.87	47	47
36	12	46,421	0 *	0.00	0	0
36	14	4,086	0 *	0.00	0	0
TOTAL OPEN SPACE TREES					1,532	1,540
TOTAL TREES REQUIRED/PROVIDED					3,014	3,022

* LANDSCAPE BUFFER EXCLUDED FROM THE OPEN SPACE TREE CALCULATIONS.
** CANAL EASEMENT EXCLUDED FROM THE OPEN SPACE TREE CALCULATIONS.
*** PARKING LOT AREA EXCLUDED FROM THE OPEN SPACE TREE CALCULATIONS.
**** REQUIRED TREES RELOCATED DUE TO STORM DRAINAGE EASEMENT CONFLICTS.

PRELIMINARY PLAT LANDSCAPE COVER

0 200 400 600
Plan Scale: 1" = 200'

NAPA VINEYARDS SUBDIVISION
KUNA, IDAHO
PRELIMINARY PLAT LANDSCAPE COVER

REVISIONS

NO.	ITEM	DATE

STATE OF IDAHO · ALYSSA YENZEL · LANDSCAPE ARCHITECT · LA-16577 · 4/2/25

km ENGINEERING
5725 NORTH DISCOVERY WAY
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PHONE (208) 639-6939
kmeng@p.com

DATE: OCTOBER, 2024
PROJECT: 22-020
SHEET NO. PPL1.0

P:\22-020\DAVA\LANDSCAPE\DENTITLEMENTS\22-020 PP LANDSCAPE PLAN.DWG, ALYSSA YENZEL, 4/2/2025, DWG TO PDF.PC3, ----



PRELIMINARY PLAT LANDSCAPE PLAN

0 80 160 240

Plan Scale: 1" = 80'

PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE	MATURE HXW	CLASS
DECIDUOUS TREES					
	74	ACER SACCHARUM 'GREEN MOUNTAIN' TM GREEN MOUNTAIN SUGAR MAPLE	2" CAL. B&B	50'X40'	CLASS II
	200	ACER TRUNCATUM X PLATANOIDES 'JFS-KW187' URBAN SUNSET® MAPLE	2" CAL. B&B	35'X20'	CLASS II
	152	CARPINUS BETULUS 'JFS-KW1CB' EMERALD AVENUE HORNBEAM	2" CAL. B&B	40'X30'	CLASS II
	221	FAGUS SYLVATICA 'RIVERSII' RIVERS EUROPEAN BEECH	2" CAL. B&B	40'X20'	CLASS II
	154	GINKGO BILOBA 'AUTUMN GOLD' AUTUMN GOLD GINGKO MALE VARIETY ONLY	2" CAL. B&B	35'X35'	CLASS II
	171	GLEDITSIA TRIACANTHOS INERMIS 'SUNCOLE' SUNBURST HONEYLOCUST	2" CAL. B&B	40'X25'	CLASS II
	145	PYRUS CALLERYANA 'REDSPIRE' REDSPIRE CALLERY PEAR	2" CAL. B&B	35'X20'	CLASS II
	215	TILIA CORDATA 'GREENSPIRE' GREENSPIRE LITTLELEAF LINDEN	2" CAL. B&B	45'X35'	CLASS II
EVERGREEN TREES					
	135	CEDRUS ATLANTICA 'GLAUCA' BLUE ATLAS CEDAR	6'-8' B&B	30'X20'	EVERGREEN
	196	CEDRUS DEODARA 'AUREA' GOLDEN DEODAR CEDAR	6'-8' B&B	35'X15'	EVERGREEN
	77	JUNIPERUS SCOPULORUM 'BLUE ARROW' BLUE ARROW JUNIPER	6'-8' B&B	12'X3'	EVERGREEN
	150	PICEA GLAUCA PENDULA WEEPING WHITE SPRUCE	6'-8' B&B	25'X8'	EVERGREEN
	256	PICEA OMORIKA 'BRUNS' BRUNS SPRUCE	6'-8' B&B	30'X10'	EVERGREEN
	223	PINUS FLEXILIS 'VANDERWOLF'S PYRAMID' VANDERWOLF'S PYRAMID PINE	6'-8' B&B	25'X15'	EVERGREEN
OTHER TREES					
	653	INDIVIDUAL LOT TREE SCHEMATIC LOCATION PER THE CITY OF KUNA CODE 6-4-2-B11. INSTALL (1) 2" CAL. TREE PER LOT. INDIVIDUAL LOT TREES SHALL BE INSTALLED BY THE INDIVIDUAL HOME BUILDER IN CONJUCTION WITH THE INDIVIDUAL LOT DEVELOPMENT. THESE TREES ARE NOT THE RESPONSIBILITY OF THE DEVELOPER.	2" CAL. B&B	VARIES	VARIES

SYMBOL	QTY	BOTANICAL / COMMON NAME	CONT
SEED/SOD			
	121,948 SF	EXISTING CANAL AND ASSOCIATED LANDSCAPE TO REMAIN. PRESERVE AND PROTECT. REPAIR AS NECESSARY AFTER CONSTRUCTION. SEE KEYNOTES.	NONE
	1,323,979 SF	TURF SOD RHIZOMATOUS RHIZOMATOUS TALL FESCUE	SOD
SHRUBS/PERENNIALS			
	143,385 SF	SITE LANDSCAPING SHRUBS, GRASSES, AND PERENNIALS	–

MINIMUM PLANTING SIZES:
5 GAL. SHRUBS AND 1 GAL. GRASSES AND PERENNIALS

SHRUBS:
CORNUS ALBA 'IVORY HALO' TM
TATARIAN DOGWOOD
PHYSOCARPUS OPULIFOLIUS 'SUMMER WINE'
SUMMER WINE NINEBARK
POTENTILLA FRUTICOSA 'SUNSET'
SUNSET POTENTILLA
ROSA X 'NOARE'
FLOWER CARPET RED GROUNDCOVER ROSE
SPIRAEA BETULIFOLIA 'TOR GOLD'
GLOW GIRL BIRCHLEAF SPIREA
SPIRAEA NIPPONICA 'SNOWMOUND'
SNOWMOUND SPIREA

PERENNIALS:
ECHINACEA PURPUREA
PURPLE CONEFLOWER
RUDBECKIA FULGIDA 'GOLDSTURM'
GOLDSTURM BLACK-EYED SUSAN
GAILLARDIA X GRANDIFLORA 'MESA BRIGHT BICOLOR'
BLANKETFLOWER
HEMEROCALLIS X 'STELLA DE ORO'
STELLA DE ORO DAYLILY
SALVIA X SYLVESTRIS 'MAY NIGHT'
MAY NIGHT SAGE

GRASSES:
MISCANTHUS SINENSIS 'MORNING LIGHT'
EULALIA GRASS
CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'
FEATHER REED GRASS
PANICUM VIRGATUM 'HEAVY METAL'
BLUE SWITCH GRASS
PANICUM VIRGATUM 'HEAVY METAL'
BLUE SWITCH GRASS

FENCE SCHEDULE

- 6' HEIGHT VINYL PRIVACY FENCE. SEE PPL7.0 PRELIMINARY PLAT FENCE PLAN.
- 5' HEIGHT OPEN VISION METAL FENCE. SEE PPL7.0 PRELIMINARY PLAT FENCE PLAN.
- EXISTING FENCE TO REMAIN. PRESERVE AND PROTECT.

GENERAL LANDSCAPE NOTES

1. CONTRACTOR SHALL LOCATE AND IDENTIFY EXISTING UNDERGROUND AND OVERHEAD UTILITIES WITHIN CONTRACT WORK AREAS PRIOR TO CONSTRUCTION. CONTACT DIG LINE, INC. @ 1.800.342.1585. PROVIDE ADEQUATE MEANS OF PROTECTION OF UTILITIES AND SERVICES DESIGNATED TO REMAIN. REPAIR UTILITIES DAMAGED DURING SITE WORK OPERATIONS AT CONTRACTOR'S EXPENSE.
2. ALL PLANT MATERIAL SHALL CONFORM TO THE AMERICAN NURSERYMAN STANDARDS FOR TYPE AND SIZE SHOWN.
3. ALL TREE, TURF, PLANT MATERIAL, AND IRRIGATION PROPOSED WITHIN THE PLANTER STRIP BETWEEN BACK OF CURB AND SIDEWALK SHALL BE INSTALLED BY THE HOME BUILDER IN CONJUNCTION WITH THE INDIVIDUAL LOT DEVELOPMENT.
4. ALL TREES PLANTED IN THE PARK STRIP (BY BUILDER) TO BE CENTERED BETWEEN BACK OF CURB AND SIDEWALK AND ARE SUBJECT TO THE ACHD DEVELOPMENT AGREEMENT FOR LANDSCAPING.
5. FENCING WITHIN SUBDIVISION, ALONG SIDE AND REAR LOT LINES SHALL BE INSTALLED BY BUILDER/HOMEOWNER IN CONJUNCTION WITH INDIVIDUAL LOT DEVELOPMENT AND SHALL COMPLY WITH THE STANDARDS ESTABLISHED IN THE SUBDIVISION'S CC&RS.

KEY NOTES (TYPICAL) (#)

1. INSTALL 3' DIAMETER SHOVEL CUT TREE RING, WITH BARE EARTH SURFACE AT ALL TREES WITHIN TURF AREAS.
2. CLEAR VISION TRIANGLE. NO TREES SHALL BE PLANTED WITHIN A CLEAR VISION TRIANGLE. THE MAXIMUM HEIGHT OF ANY VEGETATIVE GROUND COVER AT MATURITY WITHIN THE CLEAR VISION TRIANGLE SHALL BE 3' FROM THE ADJACENT STREET GRADE.
3. ALL PLANTED BEDS TO RECEIVE A MIN. 3" DEPTH ORGANIC PERMABARK (ROCK) MULCH WITH PERMEABLE FABRIC WEED BARRIER. SUBMIT SAMPLE TO OWNER FOR APPROVAL PRIOR TO ORDERING AND INSTALLING. THE USE OF MULCH OR ROCK AS THE ONLY GROUND COVER IN REQUIRED PLANTING ARES IS PROHIBITED. IMPERMEABLE PLASTIC WEED BARRIERS ARE PROHIBITED.
4. TREES PLANTED IN PARK STRIPS AND ISLANDS TO BE CENTERED IN STRIP.
5. SCHEMATIC LOCATION OF TREES. PER THE CITY OF KUNA CODE 6-4-2-B11 INSTALL MIN. (1) 2" CALIPER, TREE PER LOT. INDIVIDUAL LOT TREES SHALL BE INSTALLED BY THE INDIVIDUAL HOME BUILDER IN CONJUNCTION WITH THE INDIVIDUAL LOT DEVELOPMENT. THESE TREES ARE NOT THE RESPONSIBILITY OF THE DEVELOPER. TREES SHALL BE PLANTED A MIN. OF 5' FROM BACK OF SIDEWALK, A MIN. OF 10' FROM ANY MAINLINES, AND A MIN. OF 6' FROM UTILITY SERVICES.
6. INSTALL FLAT-BLADE SHOVEL EDGING AT INTERFACE OF SOD AND PLANTER BED. SEE PPL7.0-4.
7. 6' HEIGHT PRIVACY VINYL FENCE. SEE PPL7.0 PRELIMINARY PLAT FENCE PLAN.
8. 5' HEIGHT OPEN VISION FENCE. SEE PPL7.0 PRELIMINARY PLAT FENCE PLAN.
9. EXISTING FENCE TO REMAIN. PRESERVE AND PROTECT. SEE PPL7.0 PRELIMINARY PLAT FENCE PLAN.
10. 10' GREENBELT PATHWAY. SEE CIVIL PLANS.
11. 5' PEDESTRIAN PATHWAY. SEE CIVIL PLANS.
12. EXISTING CANAL LANDSCAPE TO REMAIN NATURAL. PRESERVE AND PROTECT. SEE KEY NOTE #13.
13. EXISTING LANDSCAPING AND IRRIGATION TO REMAIN. RETAIN, PROTECT, AND OR ADJUST AS SHOWN. CONTRACTOR SHALL FIELD VERIFY LIMITS OF DISTURBANCE AND PATCH BACK ALONG PHASE BOUNDARY AS NECESSARY. TRANSITION BETWEEN NEW AND EXISTING LANDSCAPE SHALL BE NON RECOGNIZABLE AND COHESIVE WHEN FINISHED. CONTRACTOR IS RESPONSIBLE TO REPAIR ALL EXISTING LANDSCAPE PLANTING AREAS AND IRRIGATION COMPONENTS DAMAGED AS A RESULT OF NEW CONSTRUCTION. THE CONTRACTOR SHALL ENSURE THAT THE EXISTING IRRIGATION SYSTEM REMAINS OPERABLE DURING CONSTRUCTION AND THAT FOLLOWING CONSTRUCTION, THE EXISTING IRRIGATION SYSTEM OPERATES AS GOOD, OR BETTER THAN EXISTED PRIOR TO THIS PROJECT. CONTRACTOR SHALL REPLACE, AT NO ADDITIONAL COST TO THE OWNER, PLANT MATERIALS DAMAGED DURING EXECUTION OF THIS PROJECT OR DAMAGED DUE TO THE CONTRACTORS FAILURE TO MAINTAIN OPERATION OF THE EXISTING SYSTEM DURING THE COURSE OF CONSTRUCTION.
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15. SCHEMATIC POOL AREA. FINAL DESIGN TO BE DETERMINED AS A PART OF CONSTRUCTION PLANS.
16. SCHEMATIC PICKLEBALL COURT. FINAL DESIGN TO BE DETERMINED AS A PART OF CONSTRUCTION PLANS.
17. 10' ACHD FACILITY CLEAR ZONE. TREES SHALL NOT BE PLANTED WITHIN THE 10' CLEAR ZONE OF ALL ACHD STORM DRAIN PIPES, STRUCTURES, OR FACILITIES.

GENERAL IRRIGATION NOTES

1. ALL PLANT MATERIALS TO BE WATERED BY THE DEVELOPMENT OR SUBDIVISION PRESSURIZED IRRIGATION SYSTEM. IRRIGATION OF COMMON AREAS SHALL BE VIA THE SUBDIVISION'S PRESSURIZED IRRIGATION SYSTEM. IRRIGATION OF INDIVIDUAL LOTS AND LANDSCAPING ALONG THE FRONTAGE OF PRIVATE LOTS SHALL BE PRESSURIZED IRRIGATION WATER, AND THE RESPONSIBILITY OF THE INDIVIDUAL LOT OWNERS.
2. COVERAGE; THE IRRIGATION SYSTEM SHALL BE DESIGNED TO PROVIDE ONE HUNDRED PERCENT (100%) COVERAGE WITH HEAD TO HEAD SPACING OR TRIANGULAR SPACING AS APPROPRIATE.
3. MATCHED PRECIPITATION RATES: SPRINKLER HEADS SHALL HAVE MATCHED PRECIPITATION RATES WITHIN EACH CONTROL VALVE.
4. IRRIGATION DISTRICTS: SPRINKLER HEADS IRRIGATING LAWN OR OTHER HIGH WATER DEMAND AREAS SHALL BE CIRCUITED SO THAT THEY ARE ON THE SEPARATE ZONE OR DISTRICT FROM THOSE IRRIGATING TREES, SHRUBS, OR OTHER REDUCED WATER DEMAND AREAS.
5. OVERSPRAY: SPRINKLER HEADS SHALL BE ADJUSTED TO REDUCE OVERSPRAY ONTO IMPERVIOUS SURFACES SUCH AS STREETS, SIDEWALKS, DRIVEWAYS, AND PARKING AREAS.

ACHD LANDSCAPE NOTES

1. TREES SHALL NOT BE PLANTED WITHIN THE 10' CLEAR ZONE OF ALL ACHD STORM DRAIN PIPE, STRUCTURES, OR FACILITIES.
2. SEEPAGE BEDS MUST BE PROTECTED FROM ANY AND ALL CONTAMINATION DURING THE CONSTRUCTION AND INSTALLATION OF THE LANDSCAPE IRRIGATION SYSTEM.
3. ALL TREES SHALL BE PLANTED A MINIMUM OF 5' FROM ALL ACHD CURBS AND/OR ATTACHED SIDEWALK, UNLESS PLANTED WITHIN THE PARKSTRIP. ALL TREES PLANTED IN PARKSTRIP SHALL BE CENTERED.

ITD GENERAL LANDSCAPE AND IRRIGATION NOTES

1. NOT TREES SHALL BE ALLOWED WITHIN 4 FEET OF THE FACE OF CURB AT FULL GROWTH.
2. IRRIGATION COMPONENTS SHALL BE LOCATED A MIN. OF 5 FEET FROM THE PAVEMENT EDGE AND SHALL BE ADJUSTED SO AS NOT TO CAUSE WATER TO COVER ANY PORTION OF THE HIGHWAY PAVEMENT.
3. ALL LANDSCAPING AND IRRIGATION INSTALLED WITHIN ITD RIGHT-OF-WAY SHALL MEET ITD STANDARD SPECIFICATIONS.
4. PROVISIONS FOR THE FOR THE RESPONSIBILITY OF FUTURE MAINTENANCE OF ANY LANDSCAPING WITHIN ITD RIGHT-OF-WAY SHALL BE ESTABLISHED WITH THE PROPERTY OWNER. ITD IS NOT RESPONSIBLE FOR THE MAINTENANCE OF THE LANDSCAPING INSTALLED WITHIN THE ITD RIGHT-OF-WAY.

NAPA VINEYARDS SUBDIVISION
KUNA, IDAHO
PRELIMINARY PLAT LANDSCAPE PLAN

REVISIONS

NO.	ITEM	DATE

STATE OF IDAHO
ALYSSA YEAGER
LA-16517
4/2/25
LICENSED LANDSCAPE ARCHITECT

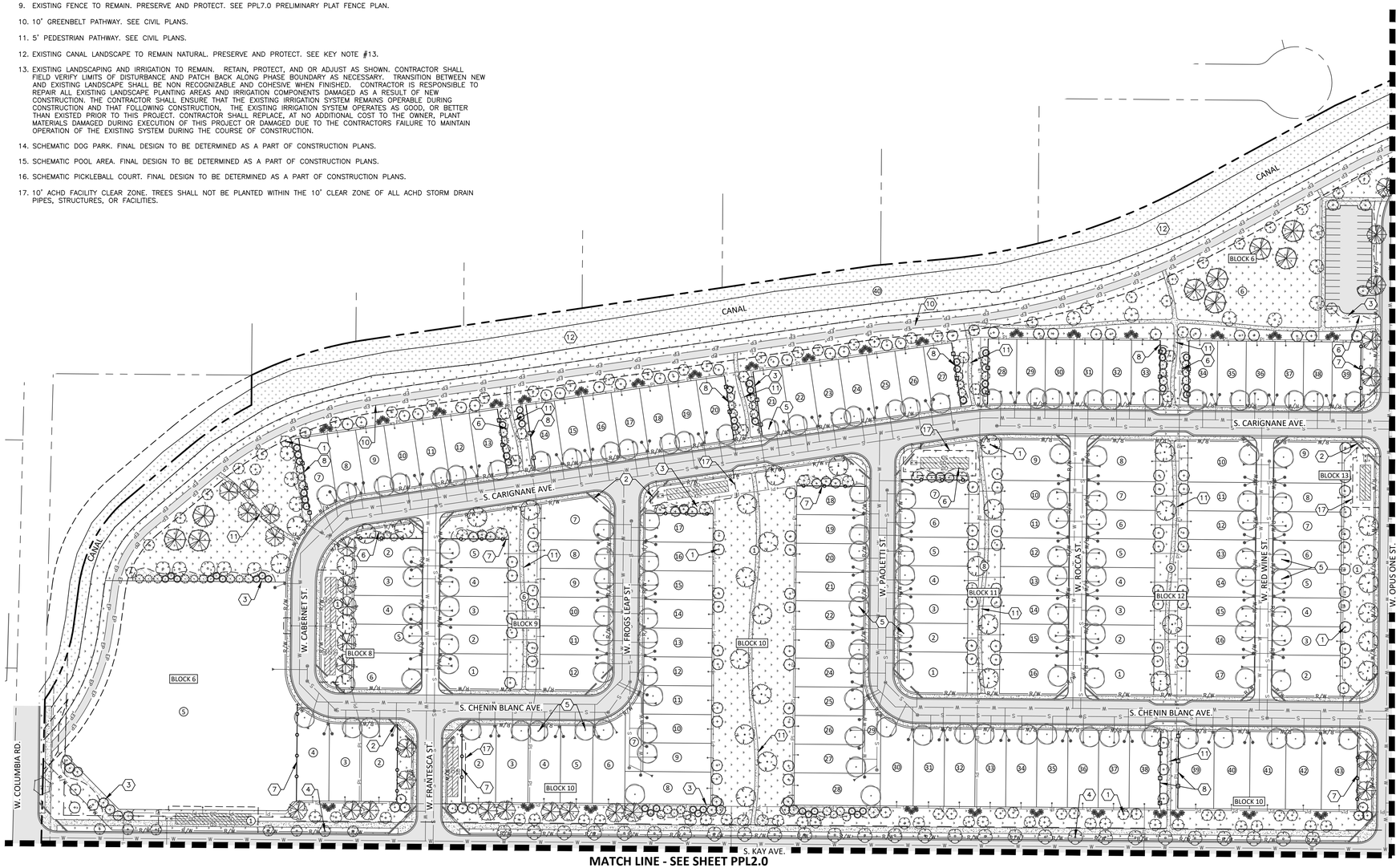
km ENGINEERING
5725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
PHONE (208) 639-6939
kmengllp.com

DATE: OCTOBER, 2024
PROJECT: 22-020
SHEET NO. PPL2.0

P:\22-020\CAD\LANDSCAPE\ENTITLEMENTS\22-020 PP LANDSCAPE PLAN.DWG, ALYSSA YEAGER, 4/2/2025, DWG TO PDF.PC3, ---

KEY NOTES (TYPICAL) (#)

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PRELIMINARY PLAT LANDSCAPE PLAN

0 80 160 240

Plan Scale: 1" = 80'

PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE	MATURE HXW	CLASS
DECIDUOUS TREES					
	74	ACER SACCHARUM 'GREEN MOUNTAIN' TM GREEN MOUNTAIN SUGAR MAPLE	2" CAL. B&B	50'X40'	CLASS II
	200	ACER TRUNCATUM X PLATANOIDES 'JFS-KW187' URBAN SUNSET® MAPLE	2" CAL. B&B	35'X20'	CLASS II
	152	CARPINUS BETULUS 'JFS-KW1CB' EMERALD AVENUE HORNBEAM	2" CAL. B&B	40'X30'	CLASS II
	221	FAGUS SYLVATICA 'RIVERSII' RIVERS EUROPEAN BEECH	2" CAL. B&B	40'X20'	CLASS II
	154	GINKGO BILOBA 'AUTUMN GOLD' AUTUMN GOLD GINGKO MALE VARIETY ONLY	2" CAL. B&B	35'X35'	CLASS II
	171	GLEDITSIA TRIACANTHOS INERMIS 'SUNCOLE' SUNBURST HONEYLOCUST	2" CAL. B&B	40'X25'	CLASS II
	145	PYRUS CALLERYANA 'REDSPIRE' REDSPIRE CALLERY PEAR	2" CAL. B&B	35'X20'	CLASS II
	215	TILIA CORDATA 'GREENSPIRE' GREENSPIRE LITTLELEAF LINDEN	2" CAL. B&B	45'X35'	CLASS II
EVERGREEN TREES					
	135	CEDRUS ATLANTICA 'GLAUCA' BLUE ATLAS CEDAR	6'-8' B&B	30'X20'	EVERGREEN
	196	CEDRUS DEODARA 'AUREA' GOLDEN DEODAR CEDAR	6'-8' B&B	35'X15'	EVERGREEN
	77	JUNIPERUS SCOPULORUM 'BLUE ARROW' BLUE ARROW JUNIPER	6'-8' B&B	12'X3'	EVERGREEN
	150	PICEA GLAUCA PENDULA WEEPING WHITE SPRUCE	6'-8' B&B	25'X8'	EVERGREEN
	256	PICEA OMORIKA 'BRUNS' BRUNS SPRUCE	6'-8' B&B	30'X10'	EVERGREEN
	223	PINUS FLEXILIS 'VANDERWOLF'S PYRAMID' VANDERWOLF'S PYRAMID PINE	6'-8' B&B	25'X15'	EVERGREEN
OTHER TREES					
	653	INDIVIDUAL LOT TREE SCHEMATIC LOCATION PER THE CITY OF KUNA CODE 6-4-2-B11. INSTALL (1) 2" CAL. TREE PER LOT. INDIVIDUAL LOT TREES SHALL BE INSTALLED BY THE INDIVIDUAL HOME BUILDER IN CONJUCTION WITH THE INDIVIDUAL LOT DEVELOPMENT. THESE TREES ARE NOT THE RESPONSIBILITY OF THE DEVELOPER.	2" CAL. B&B	VARIES	VARIES

SYMBOL	QTY	BOTANICAL / COMMON NAME	CONT
SEED/SOD			
	121,948 SF	EXISTING CANAL AND ASSOCIATED LANDSCAPE TO REMAIN. PRESERVE AND PROTECT. REPAIR AS NECESSARY AFTER CONSTRUCTION. SEE KEYNOTES.	NONE
	1,323,979 SF	TURF SOD RHIZOMATOUS RHIZOMATOUS TALL FESCUE	SOD
SHRUBS/PERENNIALS			
	143,385 SF	SITE LANDSCAPING SHRUBS, GRASSES, AND PERENNIALS	–

MINIMUM PLANTING SIZES:
5 GAL. SHRUBS AND 1 GAL. GRASSES AND PERENNIALS

SHRUBS:
CORNUS ALBA 'IVORY HALO' TM
TATARIAN DOGWOOD
PHYSOCARPUS OPULIFOLIUS 'SUMMER WINE'
SUMMER WINE NINEBARK
POTENTILLA FRUTICOSA 'SUNSET'
SUNSET POTENTILLA
ROSA X 'NOARE'
FLOWER CARPET RED GROUNDCOVER ROSE
SPIRAEA BETULIFOLIA 'TOR GOLD'
GLOW GIRL BIRCHLEAF SPIREA
SPIRAEA NIPPONICA 'SNOWMOUND'
SNOWMOUND SPIREA

PERENNIALS:
ECHINACEA PURPUREA
PURPLE CONEFLOWER
RUDBECKIA FULGIDA 'GOLDSTURM'
GOLDSTURM BLACK-EYED SUSAN
GAILLARDIA X GRANDIFLORA 'MESA BRIGHT BICOLOR'
BLANKETFLOWER
HEMEROCALLIS X 'STELLA DE ORO'
STELLA DE ORO DAYLILY
SALVIA X SYLVESTRIS 'MAY NIGHT'
MAY NIGHT SAGE

GRASSES:
MISCANTHUS SINENSIS 'MORNING LIGHT'
EULALIA GRASS
CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'
FEATHER REED GRASS
PANICUM VIRGATUM 'HEAVY METAL'
BLUE SWITCH GRASS
PANICUM VIRGATUM 'HEAVY METAL'
BLUE SWITCH GRASS

FENCE SCHEDULE

- 6' HEIGHT VINYL PRIVACY FENCE. SEE PPL7.0 PRELIMINARY PLAT FENCE PLAN.
- 5' HEIGHT OPEN VISION METAL FENCE. SEE PPL7.0 PRELIMINARY PLAT FENCE PLAN.
- EXISTING FENCE TO REMAIN. PRESERVE AND PROTECT.

NAPA VINEYARDS SUBDIVISION
KUNA, IDAHO
PRELIMINARY PLAT LANDSCAPE PLAN

REVISIONS

NO.	ITEM	DATE

STATE OF IDAHO · ALYSSA YENZEN · LA-16557 · 4/2/25 · LICENSED LANDSCAPE ARCHITECT

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

DATE: OCTOBER, 2024
PROJECT: 22-020
SHEET NO. PPL3.0

P:\22-020\CAD\LANDSCAPE\ENTITLEMENTS\22-020 PP LANDSCAPE PLAN.DWG, ALYSSA YENZEN, 4/2/2025, DWG TO PDF.PC3, ----

FENCE SCHEDULE

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5' HEIGHT OPEN VISION METAL FENCE. SEE PPL7.0 PRELIMINARY PLAT FENCE PLAN.	
EXISTING FENCE TO REMAIN. PRESERVE AND PROTECT.	

PLANT SCHEDULE SEE PPL2.0 FOR COMPLETE PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL / COMMON NAME
DECIDUOUS TREES		
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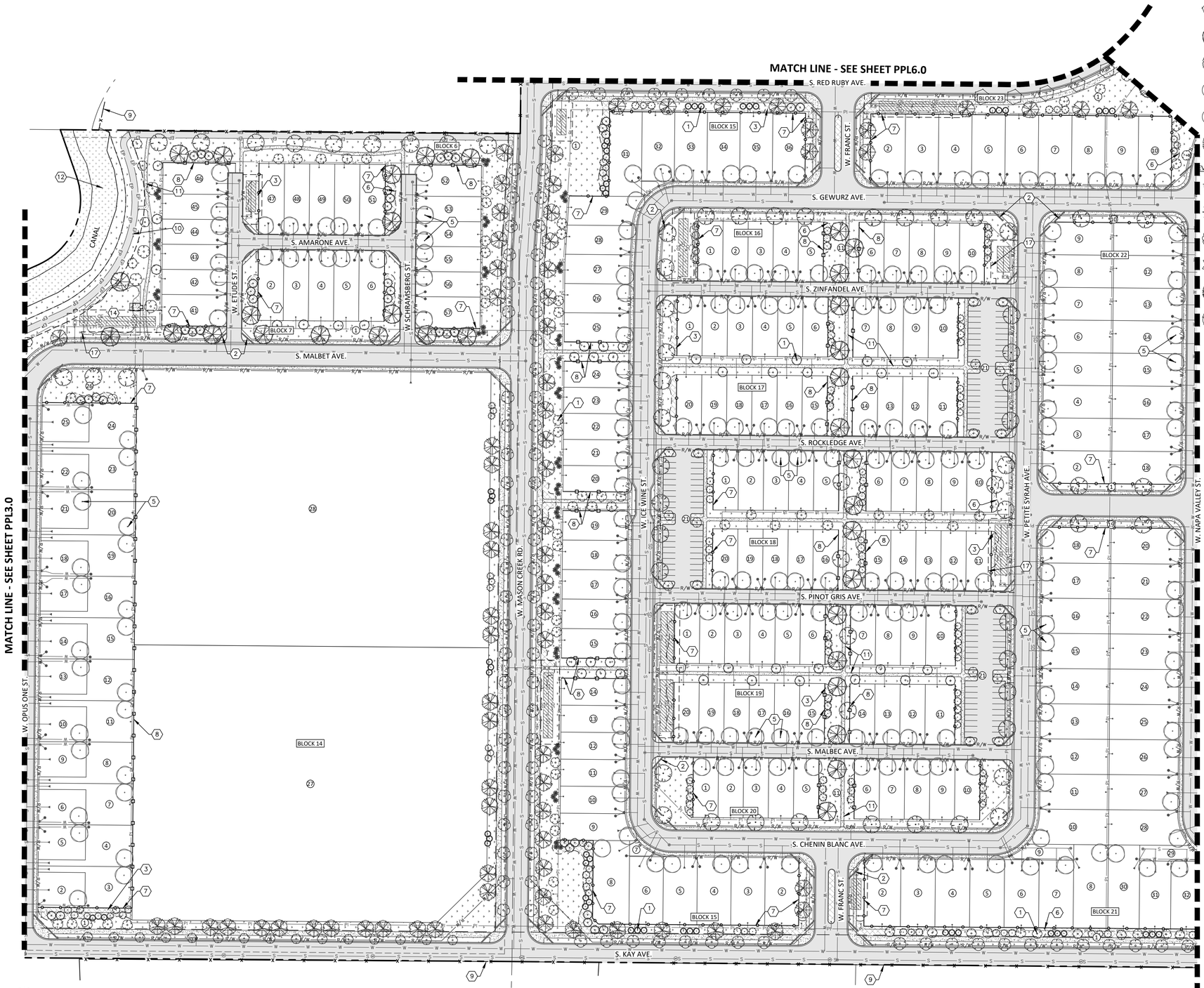
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SUNSET POTENTILLA
ROSA X 'NOARE'
FLOWER CARPET RED GROUNDCOVER ROSE
SPIRAEA BETULIFOLIA 'TOR GOLD'
GLOW GIRL BIRCHLEAF SPIREA
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PURPLE CONEFLOWER
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EULALIA GRASS
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FEATHER REED GRASS
PANICUM VIRGATUM 'HEAVY METAL'
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PRELIMINARY PLAT LANDSCAPE PLAN

0 80 160 240

Plan Scale: 1" = 80'

KEY NOTES (TYPICAL) (#)

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NAPA VINEYARDS SUBDIVISION
KUNA, IDAHO
PRELIMINARY PLAT LANDSCAPE PLAN

REVISIONS

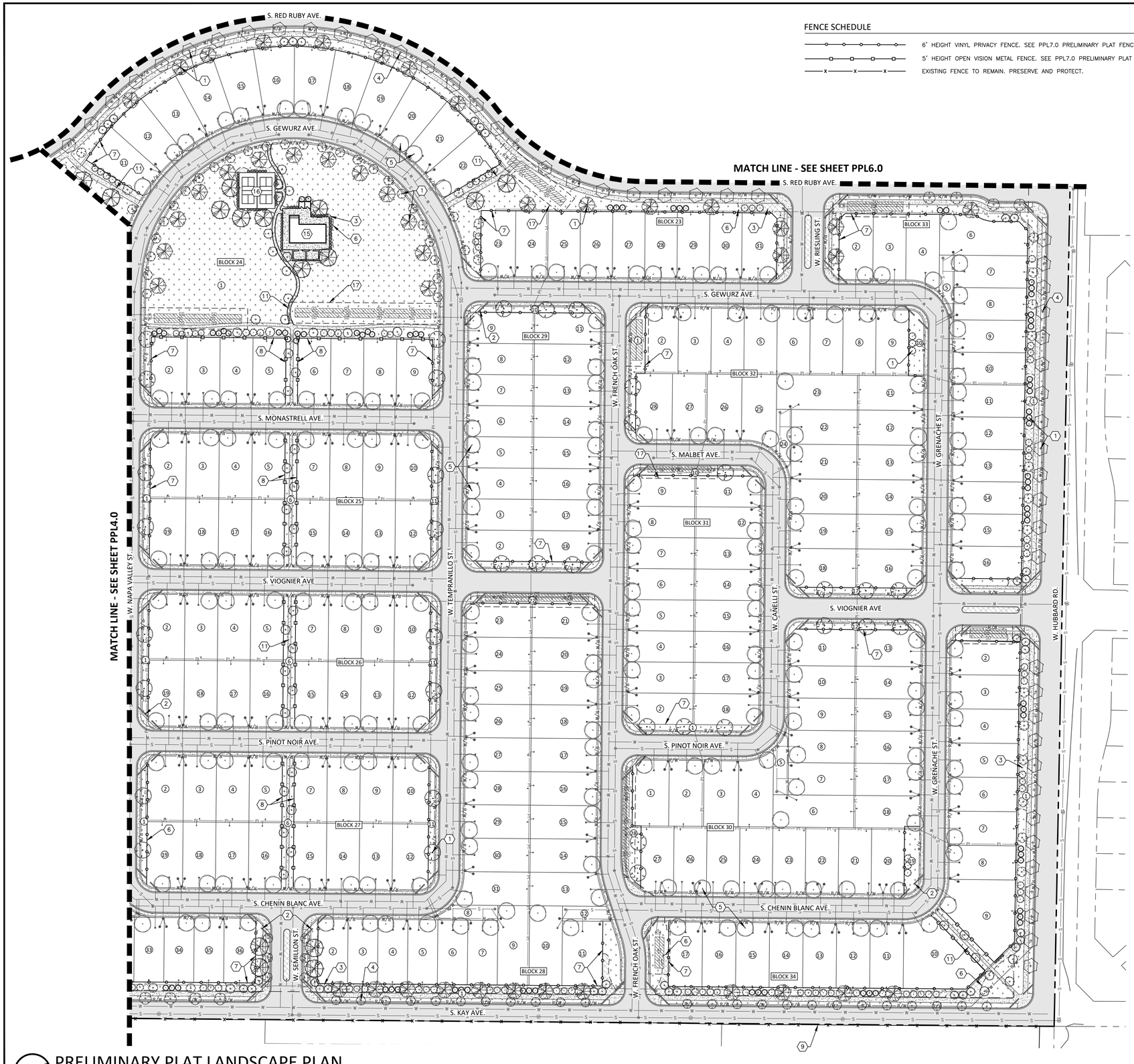
NO.	ITEM	DATE

STATE OF IDAHO
ALYSSA YENSEN
LA-16517
4/2/25
LICENSED LANDSCAPE ARCHITECT

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5725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
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DATE: OCTOBER, 2024
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P:\22-020\CAD\LANDSCAPE\ENTITLEMENTS\22-020 PP LANDSCAPE PLAN.DWG, ALYSSA YENSEN, 4/2/2025, DWG TO PDF.PC3, ----



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- 5' HEIGHT OPEN VISION METAL FENCE. SEE PPL7.0 PRELIMINARY PLAT FENCE PLAN.
- EXISTING FENCE TO REMAIN. PRESERVE AND PROTECT.

PLANT SCHEDULE SEE PPL2.0 FOR FULL PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE	MATURE HXW	CLASS
DECIDUOUS TREES					
	74	ACER SACCHARUM 'GREEN MOUNTAIN' TM GREEN MOUNTAIN SUGAR MAPLE	2" CAL. B&B	50'X40'	CLASS II
	200	ACER TRUNCATUM X PLATANOIDES 'JFS-KW187' URBAN SUNSET® MAPLE	2" CAL. B&B	35'X20'	CLASS II
	152	CARPINUS BETULUS 'JFS-KW1CB' EMERALD AVENUE HORNBEAM	2" CAL. B&B	40'X30'	CLASS II
	221	FAGUS SYLVATICA 'RIVERSII' RIVERS EUROPEAN BEECH	2" CAL. B&B	40'X20'	CLASS II
	154	GINKGO BILOBA 'AUTUMN GOLD' AUTUMN GOLD GINGKO MALE VARIETY ONLY	2" CAL. B&B	35'X35'	CLASS II
	171	GLEDITSIA TRIACANTHOS INERMIS 'SUNCOLE' SUNBURST HONEYLOCUST	2" CAL. B&B	40'X25'	CLASS II
	145	PYRUS CALLERYANA 'REDSPIRE' REDSPIRE CALLERY PEAR	2" CAL. B&B	35'X20'	CLASS II
	215	TILIA CORDATA 'GREENSPIRE' GREENSPIRE LITTLELEAF LINDEN	2" CAL. B&B	45'X35'	CLASS II
EVERGREEN TREES					
	135	CEDRUS ATLANTICA 'GLAUCA' BLUE ATLAS CEDAR	6'-8' B&B	30'X20'	EVERGREEN
	196	CEDRUS DEODARA 'AUREA' GOLDEN DEODAR CEDAR	6'-8' B&B	35'X15'	EVERGREEN
	77	JUNIPERUS SCOPULORUM 'BLUE ARROW' BLUE ARROW JUNIPER	6'-8' B&B	12'X3'	EVERGREEN
	150	PICEA GLAUCA PENDULA WEEPING WHITE SPRUCE	6'-8' B&B	25'X8'	EVERGREEN
	256	PICEA OMORIKA 'BRUNS' BRUNS SPRUCE	6'-8' B&B	30'X10'	EVERGREEN
	223	PINUS FLEXILIS 'VANDERWOLF'S PYRAMID' VANDERWOLF'S PYRAMID PINE	6'-8' B&B	25'X15'	EVERGREEN
OTHER TREES					
	653	INDIVIDUAL LOT TREE SCHEMATIC LOCATION PER THE CITY OF KUNA CODE 6-4-2-B11. INSTALL (1) 2" CAL. TREE PER LOT. INDIVIDUAL LOT TREES SHALL BE INSTALLED BY THE INDIVIDUAL HOME BUILDER IN CONJUCTION WITH THE INDIVIDUAL LOT DEVELOPMENT. THESE TREES ARE NOT THE RESPONSIBILITY OF THE DEVELOPER.	2" CAL. B&B	VARIES	VARIES

SYMBOL	QTY	BOTANICAL / COMMON NAME	CONT
SEED/SOD			
	121,948 SF	EXISTING CANAL AND ASSOCIATED LANDSCAPE TO REMAIN. PRESERVE AND PROTECT. REPAIR AS NECESSARY AFTER CONSTRUCTION. SEE KEYNOTES.	NONE
	1,323,979 SF	TURF SOD RHIZOMATOUS RHIZOMATOUS TALL FESCUE	SOD
SHRUBS/PERENNIALS			
	143,385 SF	SITE LANDSCAPING SHRUBS, GRASSES, AND PERENNIALS	–

KEY NOTES (TYPICAL) (#)

1. INSTALL 3" DIAMETER SHOVEL CUT TREE RING, WITH BARE EARTH SURFACE AT ALL TREES WITHIN TURF AREAS.
2. CLEAR VISION TRIANGLE. NO TREES SHALL BE PLANTED WITHIN A CLEAR VISION TRIANGLE. THE MAXIMUM HEIGHT OF ANY VEGETATIVE GROUND COVER AT MATURITY WITHIN THE CLEAR VISION TRIANGLE SHALL BE 3' FROM THE ADJACENT STREET GRADE.
3. ALL PLANTED BEDS TO RECEIVE A MIN. 3" DEPTH ORGANIC PERMABARK (ROCK) MULCH WITH PERMEABLE FABRIC WEED BARRIER. SUBMIT SAMPLE TO OWNER FOR APPROVAL PRIOR TO ORDERING AND INSTALLING. THE USE OF MULCH OR ROCK AS THE ONLY GROUND COVER IN REQUIRED PLANTING ARES IS PROHIBITED. IMPERMEABLE PLASTIC WEED BARRIERS ARE PROHIBITED.
4. TREES PLANTED IN PARK STRIPS AND ISLANDS TO BE CENTERED IN STRIP.
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6. INSTALL FLAT-BLADE SHOVEL EDGING AT INTERFACE OF SOD AND PLANTER BED. SEE PPL7.0-4.
7. 6' HEIGHT PRIVACY VINYL FENCE. SEE PPL7.0 PRELIMINARY PLAT FENCE PLAN.
8. 5' HEIGHT OPEN VISION FENCE. SEE PPL7.0 PRELIMINARY PLAT FENCE PLAN.
9. EXISTING FENCE TO REMAIN. PRESERVE AND PROTECT. SEE PPL7.0 PRELIMINARY PLAT FENCE PLAN.
10. 10' GREENBELT PATHWAY. SEE CIVIL PLANS.
11. 5' PEDESTRIAN PATHWAY. SEE CIVIL PLANS.
12. EXISTING CANAL LANDSCAPE TO REMAIN NATURAL. PRESERVE AND PROTECT. SEE KEY NOTE #13.
13. EXISTING LANDSCAPING AND IRRIGATION TO REMAIN. RETAIN, PROTECT, AND OR ADJUST AS SHOWN. CONTRACTOR SHALL FIELD VERIFY LIMITS OF DISTURBANCE AND PATCH BACK ALONG PHASE BOUNDARY AS NECESSARY. TRANSITION BETWEEN NEW AND EXISTING LANDSCAPE SHALL BE NON RECOGNIZABLE AND COHESIVE WHEN FINISHED. CONTRACTOR IS RESPONSIBLE TO REPAIR ALL EXISTING LANDSCAPE PLANTING AREAS AND IRRIGATION COMPONENTS DAMAGED AS A RESULT OF NEW CONSTRUCTION. THE CONTRACTOR SHALL ENSURE THAT THE EXISTING IRRIGATION SYSTEM REMAINS OPERABLE DURING CONSTRUCTION AND THAT FOLLOWING CONSTRUCTION, THE EXISTING IRRIGATION SYSTEM OPERATES AS GOOD, OR BETTER THAN EXISTED PRIOR TO THIS PROJECT. CONTRACTOR SHALL REPLACE, AT NO ADDITIONAL COST TO THE OWNER, PLANT MATERIALS DAMAGED DURING EXECUTION OF THIS PROJECT OR DAMAGED DUE TO THE CONTRACTORS FAILURE TO MAINTAIN OPERATION OF THE EXISTING SYSTEM DURING THE COURSE OF CONSTRUCTION.
14. SCHEMATIC DOG PARK. FINAL DESIGN TO BE DETERMINED AS A PART OF CONSTRUCTION PLANS.
15. SCHEMATIC POOL AREA. FINAL DESIGN TO BE DETERMINED AS A PART OF CONSTRUCTION PLANS.
16. SCHEMATIC PICKLEBALL COURT. FINAL DESIGN TO BE DETERMINED AS A PART OF CONSTRUCTION PLANS.
17. 10' ACHD FACILITY CLEAR ZONE. TREES SHALL NOT BE PLANTED WITHIN THE 10' CLEAR ZONE OF ALL ACHD STORM DRAIN PIPES, STRUCTURES, OR FACILITIES.

PRELIMINARY PLAT LANDSCAPE PLAN

0 80 160 240

Plan Scale: 1" = 80'

NAPA VINEYARDS SUBDIVISION
KUNA, IDAHO
PRELIMINARY PLAT LANDSCAPE PLAN

REVISIONS

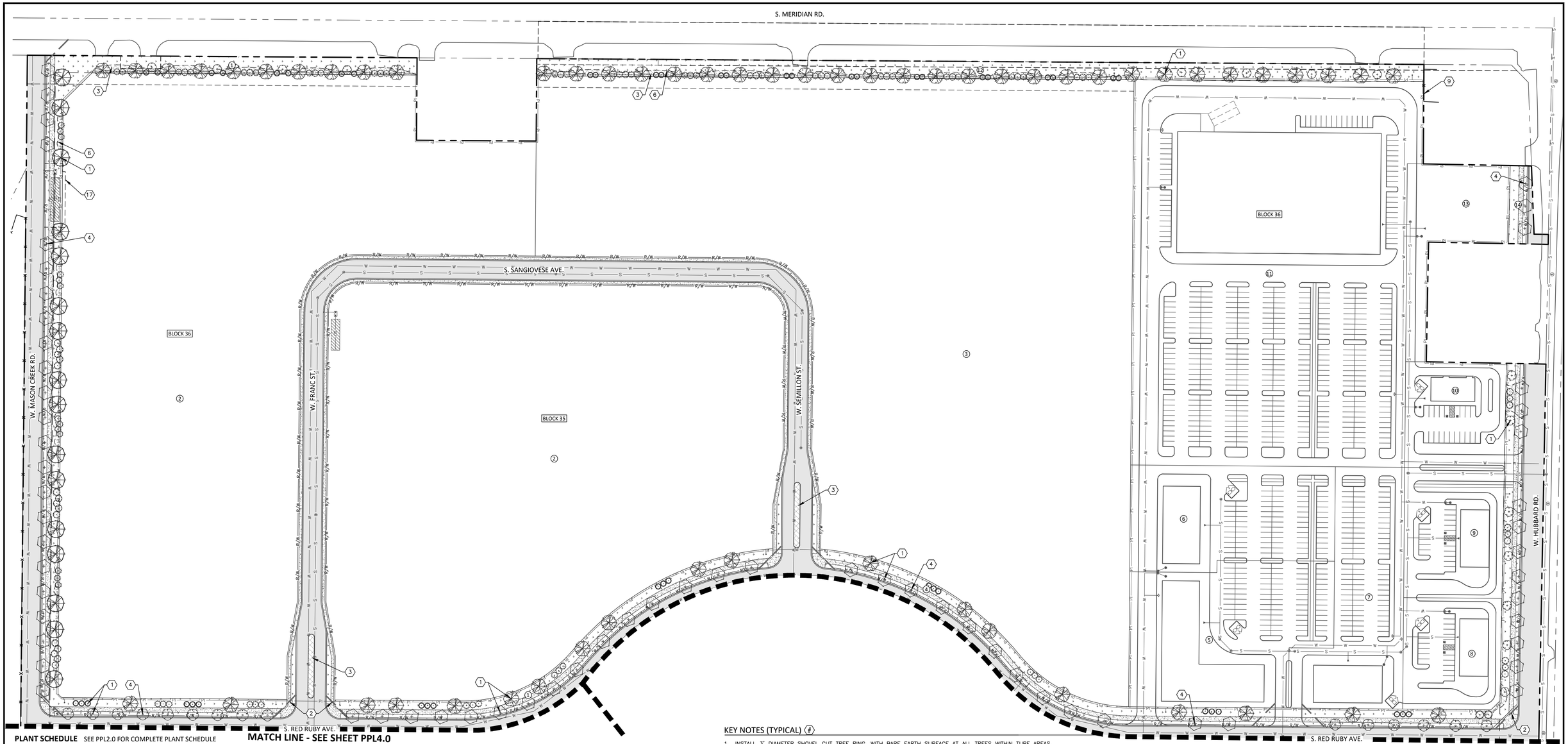
NO.	ITEM	DATE

STATE OF IDAHO · MELISSA YEN · LANDSCAPE ARCHITECT · LA-16537 · 4/2/25

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

DATE: OCTOBER, 2024
PROJECT: 22-020
SHEET NO. PPL5.0

P:\22-020\CAD\LANDSCAPE\ENTITLEMENTS\22-020PP LANDSCAPE PLAN.DWG, ALYSSA YENSEN, 4/2/2025, DWG TO PDF.PC3, ----



PLANT SCHEDULE SEE PPL2.0 FOR COMPLETE PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL / COMMON NAME
DECIDUOUS TREES		
	74	ACER SACCHARUM 'GREEN MOUNTAIN' TM GREEN MOUNTAIN SUGAR MAPLE
	200	ACER TRUNCATUM X PLATANOIDES 'JFS-KW187' URBAN 'SUNSET® MAPLE
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	221	FAGUS SYLVATICA 'RIVERSII' RIVERS EUROPEAN BEECH
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	171	GLEDITSIA TRIACANTHOS INERMIS 'SUNCOLE' SUNBURST HONEYLOCUST
	145	PYRUS CALLERYANA 'REDSPIRE' REDSPIRE CALLERY PEAR
	215	TILIA CORDATA 'GREENSPIRE' GREENSPIRE LITTLELEAF LINDEN
EVERGREEN TREES		
	135	CEDRUS ATLANTICA 'GLAUCA' BLUE ATLAS CEDAR
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	77	JUNIPERUS SCOPULORUM 'BLUE ARROW' BLUE ARROW JUNIPER
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SYMBOL	QTY	BOTANICAL / COMMON NAME
SEED/SOD		
	121,948 SF	EXISTING CANAL AND ASSOCIATED LANDSCAPE TO REMAIN. PRESERVE AND PROTECT. REPAIR AS NECESSARY AFTER CONSTRUCTION. SEE KEYNOTES.
	1,323,979 SF	TURF SOD RHIZOMATOUS RHIZOMATOUS TALL FESCUE
SHRUBS/PERENNIALS		
	143,385 SF	SITE LANDSCAPING SHRUBS, GRASSES, AND PERENNIALS MINIMUM PLANTING SIZES: 5 GAL. SHRUBS AND 1 GAL. GRASSES AND PERENNIALS SHRUBS: CORNUS ALBA 'IVORY HALO' TM TATARIAN DOGWOOD PHYSOCARPUS OPULIFOLIUS 'SUMMER WINE' SUMMER WINE NINEBARK POTENTILLA FRUTICOSA 'SUNSET' SUNSET POTENTILLA ROSA X 'NOARE' FLOWER CARPET RED GROUNDCOVER ROSE SPIRAEA BETULIFOLIA 'TOR GOLD' GLOW GIRL BIRCHLEAF SPIREA SPIRAEA NIPPONICA 'SNOWMOUND' SNOWMOUND SPIREA PERENNIALS: ECHINACEA 'PURPUREA PURPLE CONEFLOWER RUDBECKIA FULGIDA 'GOLDSTURM' GOLDSTURM BLACK-EYED SUSAN GAILLARDIA X GRANDIFLORA 'MESA BRIGHT BICOLOR' BLANKETFLOWER HEMEROCALLIS X 'STELLA DE ORO' STELLA DE ORO DAYLILY SALVIA X SYLVESTRIS 'MAY NIGHT' MAY NIGHT SAGE GRASSES: MISCANTHUS SINENSIS 'MORNING LIGHT' EULALIA GRASS CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' FEATHER REED GRASS PANICUM VIRGATUM 'HEAVY METAL' BLUE SWITCH GRASS PANICUM VIRGATUM 'HEAVY METAL' BLUE SWITCH GRASS

KEY NOTES (TYPICAL) (#)

1. INSTALL 3' DIAMETER SHOVEL CUT TREE RING, WITH BARE EARTH SURFACE AT ALL TREES WITHIN TURF AREAS.
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6. INSTALL FLAT-BLADE SHOVEL EDGING AT INTERFACE OF SOD AND PLANTER BED. SEE PPL7.0-4.
7. 6' HEIGHT PRIVACY VINYL FENCE. SEE PPL7.0 PRELIMINARY PLAT FENCE PLAN.
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PRELIMINARY PLAT LANDSCAPE PLAN

0 80 160 240

Plan Scale: 1" = 80'

FENCE SCHEDULE

- 6' HEIGHT VINYL PRIVACY FENCE. SEE PPL7.0 PRELIMINARY PLAT FENCE PLAN.
- 5' HEIGHT OPEN VISION METAL FENCE. SEE PPL7.0 PRELIMINARY PLAT FENCE PLAN.
- EXISTING FENCE TO REMAIN. PRESERVE AND PROTECT.

NAPA VINEYARDS SUBDIVISION
KUNA, IDAHO
PRELIMINARY PLAT LANDSCAPE PLAN

REVISIONS

NO.	ITEM	DATE

STATE OF IDAHO · ALYSSA YENSEN · LA-16517 · 4/2/25 · LICENSED LANDSCAPE ARCHITECT

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

DATE: OCTOBER, 2024
PROJECT: 22-020
SHEET NO. PPL6.0

P:\22-020\CAD\LANDSCAPE\ENTITLEMENTS\22-020 PP LANDSCAPE PLAN.DWG, ALYSSA YENSEN, 4/2/2025, DWG TO PDF.PC3, ----

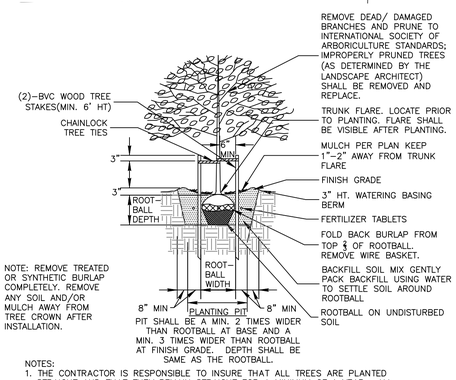
FENCE SCHEDULE

SYMBOLS	DESCRIPTION
	6' HEIGHT VINYL PRIVACY FENCE. SEE PPL7.0–5.
	5' HEIGHT OPEN VISION FENCE. SEE PPL7.0–6.
x x	EXISTING FENCE TO REMAIN. PRESERVE AND PROTECT.

S. MERIDIAN RD.
W. MASON CREEK RD.
S. SANGIOVESE AVE.
S. RED RUBY AVE.
S. GEWURZ AVE.
S. AMARONE AVE.
S. ZINFANDEL AVE.
S. ROCKLEDGE AVE.
S. PINOT GRIS AVE.
S. MALBEC AVE.
S. CHENIN BLANC AVE.
S. KAY AVE.
S. CARIGNANE AVE.
S. OVERTURE AVE.
S. DOLCE AVE.
S. MONASTRELL AVE.
S. VIOGNIER AVE
S. PINOT NOIR AVE.
S. MALBET AVE.
W. HUBBARD RD
W. COLUMBIA RD.
W. FRANC ST.
W. SEMILLON ST.
W. RIESLING ST.
W. GRENACHE ST.
W. CANELLI ST.
W. FRENCH OAK ST.
W. NAPA VALLEY ST.
W. PETITE SYRAH AVE.
W. ICE WINE ST.
W. TEMPRANILLO ST.
W. CONSENTINO ST.
W. MONDAVI ST.
W. BIANCO ST.
W. OPUS ONE ST.
W. SCHRAMSBERG ST.
W. ETUDE ST.
W. PAOLETTI ST.
W. ROCCA ST.
W. RED WINE ST.
W. CABERNET ST.
W. FRANTESCA ST.
W. FROGS LEAP ST.
W. GREENSPRINGS ST.
W. CHAPPELLET ST.
W. SCHRADER DR
CANAL
FUTURE FIRE STATION
SCHOOL/PARK
BLOCK 36
BLOCK 35
BLOCK 24
BLOCK 23
BLOCK 33
BLOCK 32
BLOCK 31
BLOCK 30
BLOCK 29
BLOCK 28
BLOCK 27
BLOCK 26
BLOCK 25
BLOCK 34
BLOCK 21
BLOCK 20
BLOCK 19
BLOCK 18
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BLOCK 6
BLOCK 5
BLOCK 4
BLOCK 3
BLOCK 2
BLOCK 1

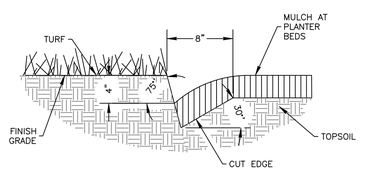
PRELIMINARY PLAT FENCE PLAN

0 200 400 600
Plan Scale: 1" = 200'



NOTES:
1. THE CONTRACTOR IS RESPONSIBLE TO INSURE THAT ALL TREES ARE PLANTED STRAIGHT AND THAT THEY REMAIN STRAIGHT FOR A MINIMUM OF 1 YEAR. ALL STAKING SHALL BE REMOVED AT THE END OF THE ONE YEAR WARRANTY PERIOD.

3 DECIDUOUS TREE PLANTING AND STAKING DETAIL
NTS



4 SHOVEL CUT EDGE
NTS



5 6-FOOT HEIGHT VINYL FENCE
NTS



6 5-FOOT HEIGHT OPEN VISION FENCE
NTS

NAPA VINEYARDS SUBDIVISION
KUNA, IDAHO
PRELIMINARY PLAT FENCE PLAN

REVISIONS

NO.	ITEM	DATE

STATE OF IDAHO
ALYSSA YENZEN
LA-16557
4/2/25
LICENSED LANDSCAPE ARCHITECT

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

DATE: OCTOBER, 2024
PROJECT: 22-020
SHEET NO. PPL7.0

P:\22-020\CAD\LANDSCAPE\SENTITLEMENTS\22-020 PP LANDSCAPE PLAN.DWG, ALYSSA YENZEN, 4/2/2025, DWG TO PDF.PC3, ----

From: Troy Behunin
To: Ada County Engineer; Ada County Highway District; Adam Ingram; Angel Robins (Idaho Power); Boise Kuna Irrigation District; Boise Project Board of Control ; Boise Project Board of Control 2; Brent Moore (Ada County); Brian Graves Kuna School District; Camille Burt (USPS); Central District Health Department ; Chief Fratusco; COMPASS; David Reinhardt; DEQ; Eric Adolfson; Erika Olvera (NMID); Idaho Power (Taylor Dunn); Idaho Power Easements; Idaho Power Easements 2; Intermountain Gas; ITD; ITD Kendra Conder; J&M Sanitation; Jennifer Miller; Jonathon Gillen; Justin Walker; Krystal Hinkle; Leon Letson (Ada County); Lumen - Ebin Barnett; Marc Boyer (Kuna Postmaster); Megan Leatherman; Meridian Fire (Brandon Medica); Meridian Fire (Steve Taublee); Nampa Meridian Irrigation District ; New York Irrigation; Niki Benyakhlef ITD; Paris Dickerson; Public Works; Robbie Reno; Sam Feist; Scott Arellano (KRFD); Sparklight/Cable One (John Walburn); Taryn Villanueva; Tim Jensen (Kuna School District); TJ Lawrence (Interim KRFD Chief); "Mindy Wallace"; Jessica Reid; Stacey DuPuis; Jason Redding
Cc: Doug Hanson; Marina Lundy
Bcc: Stephanie Hopkins
Subject: Napa Vineyards PUD Request for Official Comments.
Date: Tuesday, July 15, 2025 12:41:00 PM
Attachments: image001.png

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

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 Numbers.

Agency Transmittal – July 17, 2025

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

CASE NUMBERS:	25-01-PUD (Planned Unit Development) & 25-04-S (Preliminary Plat), 25-02-SUP (Special Use Permit) – *Napa Vineyards Subdivision.*
PROJECT DESCRIPTION	NE Kuna Farm, LLC, & Open Rentals, LLC requests PUD, SUP & Preliminary Plat approval for approx. 242 acres in Kuna City using the following zones Pub., R-6, R-20, C-1 & C-3. The Preliminary Plat proposes to subdivide the lands into 1,495 total residential units, multiple common lots & common driveways, a School Site, & a City Park. The site is in Sec. 12, Township 2 North, Range 1 West (APN numbers; S1312212400, R7135690180, S1312417410. *This application complies with the approved Development Agreement.*
SITE LOCATION	At the NWC of Hubbard and Meridian Roads, and extends to Columbia Road, Kuna, ID 83634.
REPRESENTATIVE	**Stephanie Hopkins** KM Engineering, LLP 5725 N Discovery Way Boise, ID, 83713 208.639.6939 SHopkins@kmengllp.com
SCHEDULED HEARING DATE	Tuesday, **August 26, 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 our office 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: 208.387.7729
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.

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: **8 August 2025**

RE: **Public Works Comments**

Napa Vineyards Development

The Napa Vineyards Development, annexation, and preliminary plat has been reviewed. The applicant is currently annexed into the City of Kuna (City) with a PUD 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, 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 current hydrant flow testing and plat base fee are $300.00 and $75.00 respectively for a total of $375.00. *Payment is due and payable prior to the pre-construction meeting.*

2) General

a) The applicant requests to develop approximately 239.05 acres within the city.

b) Equivalent Dwelling Units (EDUs) are reckoned at approximately 3.18 people per household. With 1,495 residential dwellings the resultant projected population for this subdivision is approximately 4,754.

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 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.
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) The applicant's property is not connected to City services. The closest possible connection to gravity sewer will be with the construction of the Mason Creek Trunk Line (MCTL) along with the needed capacity.
b) In addition to the MCTL construction to serve this property, the city would request an "alignment" easement along the designed corridor of the MCTL. Said easement should be 50' wide and sunset upon platting as that trunk line was fully designed within rights-of-way. The City would request this easement at Pre-Plat approval with language that would allow for the developer to move said easement or trunk line as they so desire provided it accomplishes the ultimate goal of serving properties to the east of Highway 69 and is agreed upon by the City.
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 home or dwelling. 1 home = 1 sewer connection. 1 duplex = 2 sewer connections. 4-plex = 4 sewer connections.

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 west (Timbermist) and south (Greyhawk) of the proposed project.

b) The City has an approved well site with a diversion from IDWR in the NE ¼ of the SE ¼ of Section 12, Township 2 North, Range 1 West. The City would like to take advantage of that site for a well at some point in the near future or during the construction of this project, thus proper valving and specific piping may be required.

c) Flow modeling will be used to determine if adequate water pressure is available for a future development.

d) 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.

e) 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.

f) All water infrastructure must meet or exceed City of Kuna requirements.

g) **Water connection fees apply to each home or other dwelling. 1 home = 1 water connection. 1 duplex = 2 water connections. 4-plex = 4 sewer connections.**

h) 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 west (Timbermist) and south (Greyhawk) of the proposed project.

b) As the first large project in the Section *with* water rights thus we would require an Irrigation Pond sized between 500,000 gallons and 1 million gallons of usable storage with adequately sized pumps and mains for distribution.

c) Relying on municipal drinking water for irrigation purposes is contrary to City Code 6-4-2-B.9.

d) All pressurized irrigation infrastructure shall meet or exceed City of Kuna standards.

e) Existing irrigation ditches (supply & drain) must be relocated as needed and as approved by the irrigation ditch company/users.

f) Pressurized irrigation flow model will be required to verify and accommodate adequate pressurized irrigation supply. All associated costs shall be paid by the developer.

g) 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

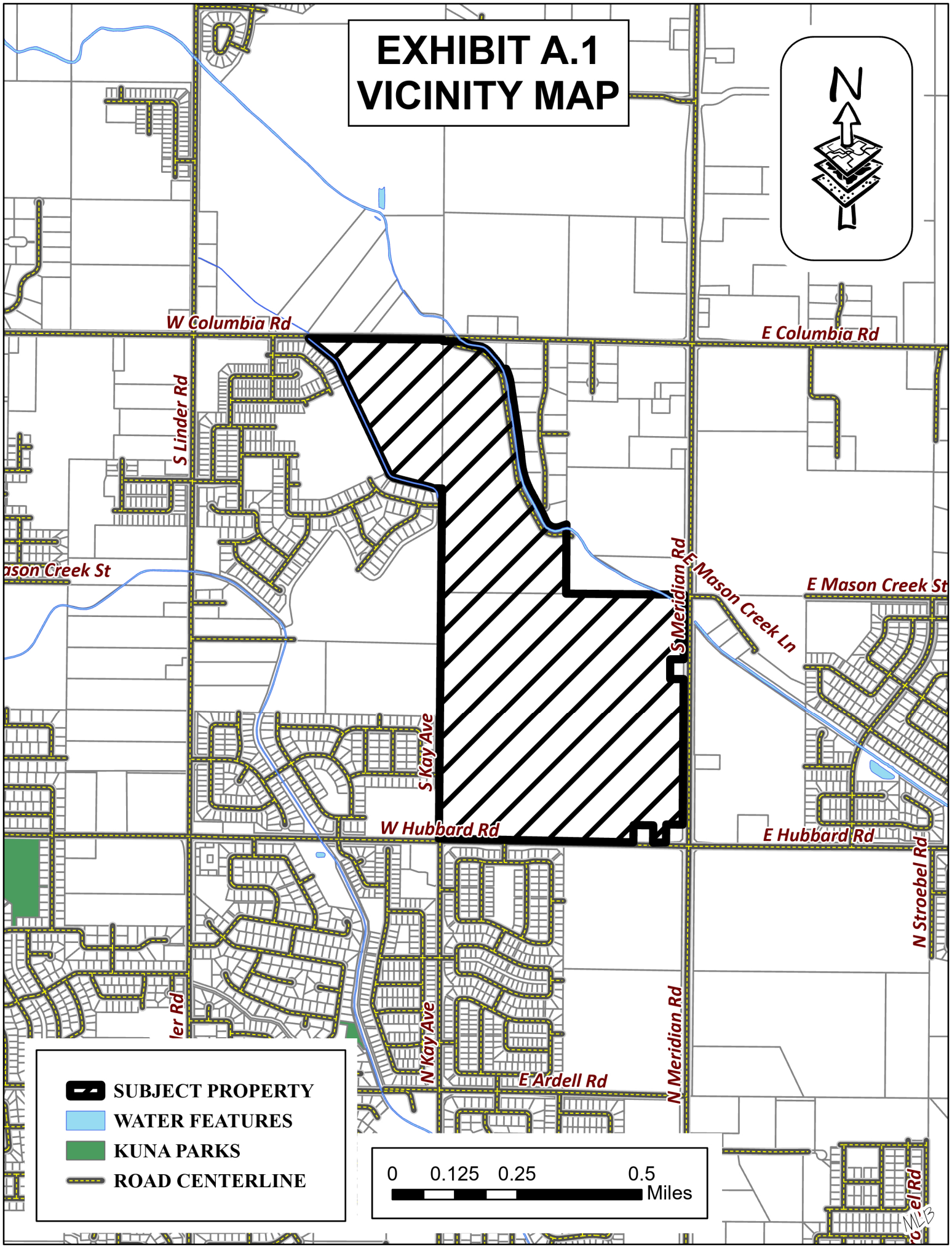
a) As-built (record) drawings are required at the conclusion of any public facility construction project and are the responsibility of the developer's engineer. The city may help track changes but will not be responsible for the finished product.
b) *Correct and verified* a*s-built (record drawings)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

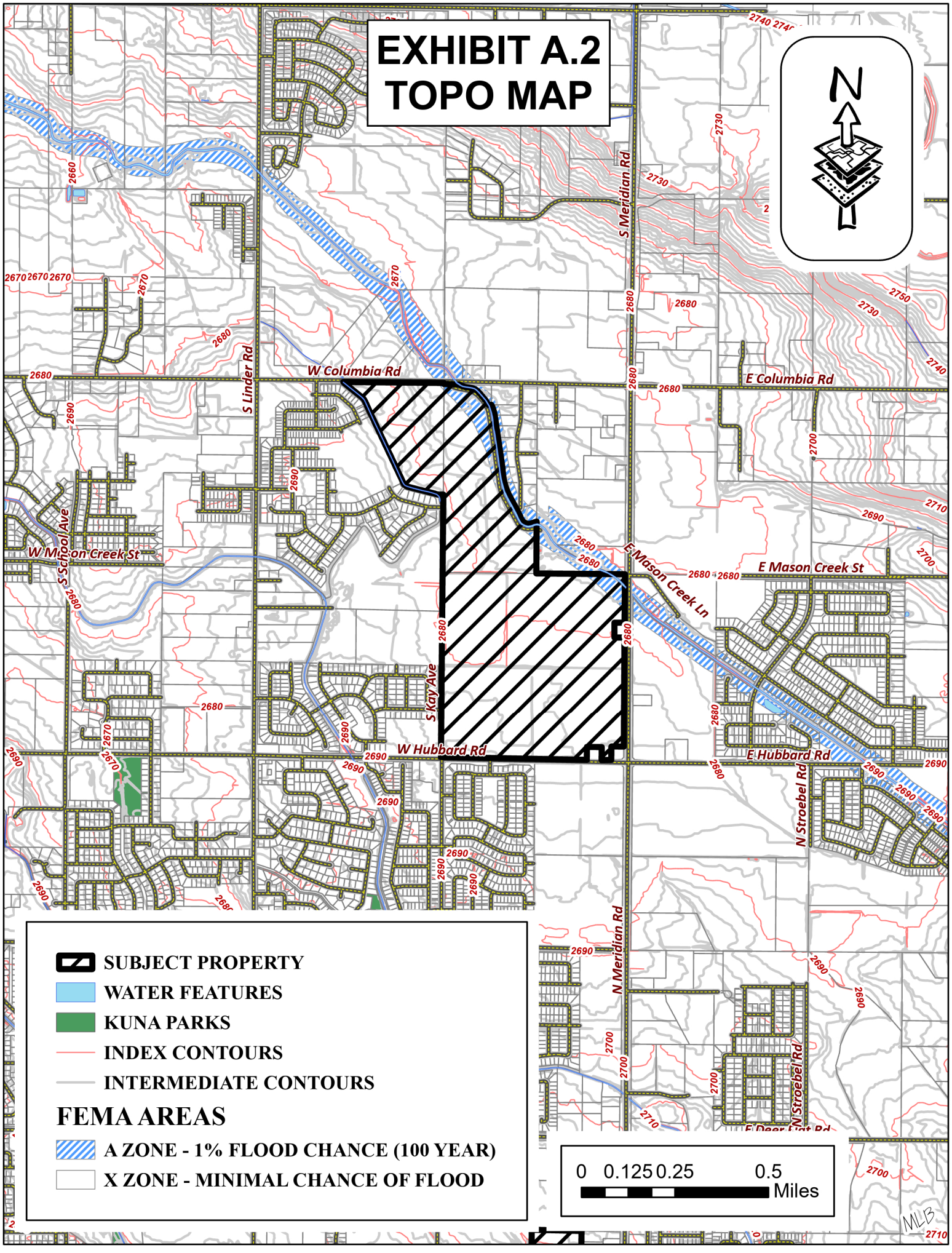
9) Recommendation

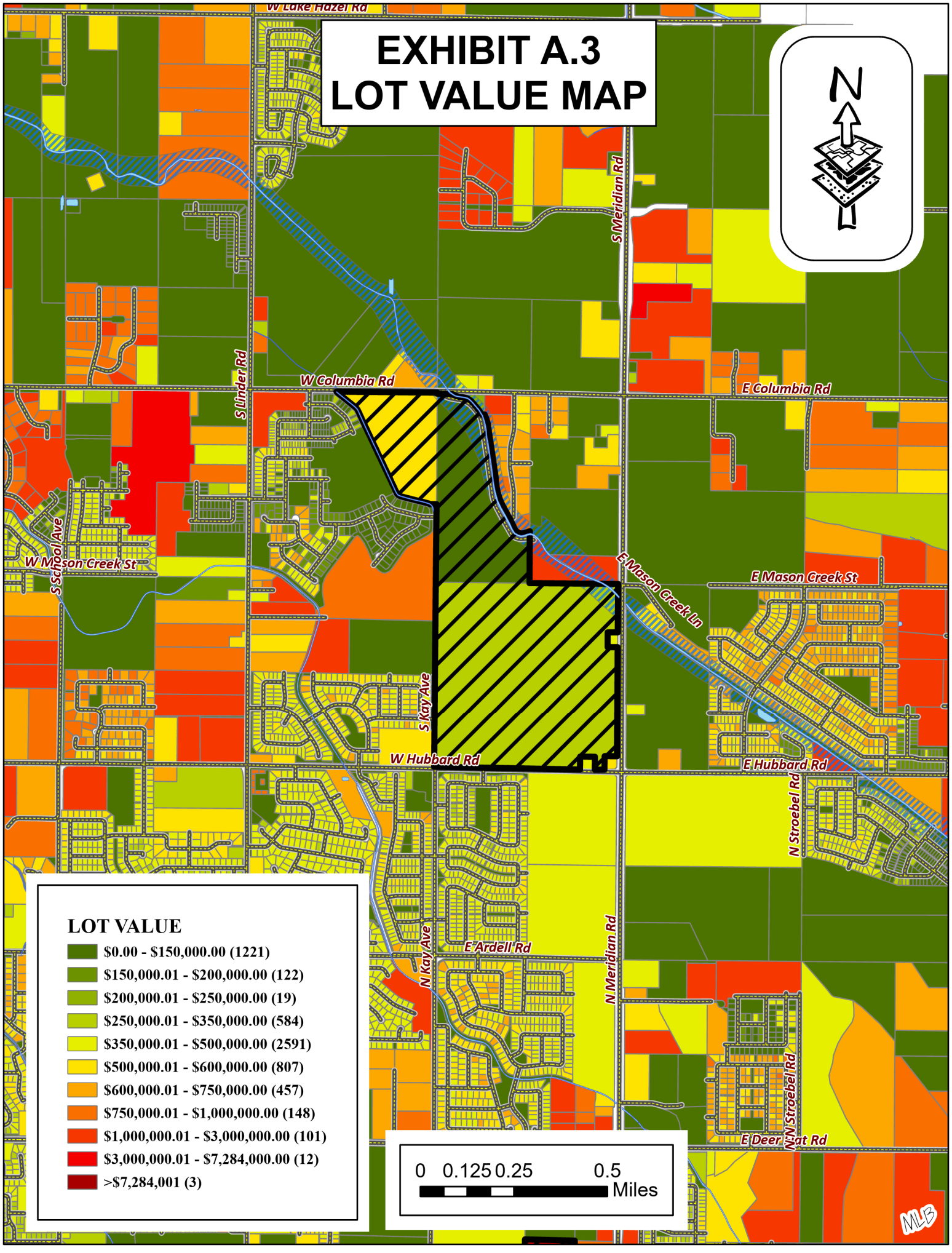
Public Works recommends this property be zoned as requested. Public Works' recommendation is to approve/proceed with this project as it is an enclave parcel which is contiguous to several other large projects in the area and in close proximity to the new commercial corridor in Kuna. Additionally, utilities 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. The construction of the MCTL is essential along with any easements in the interim to build any portions of this line that will help the City prior to Napa Vineyards being constructed.

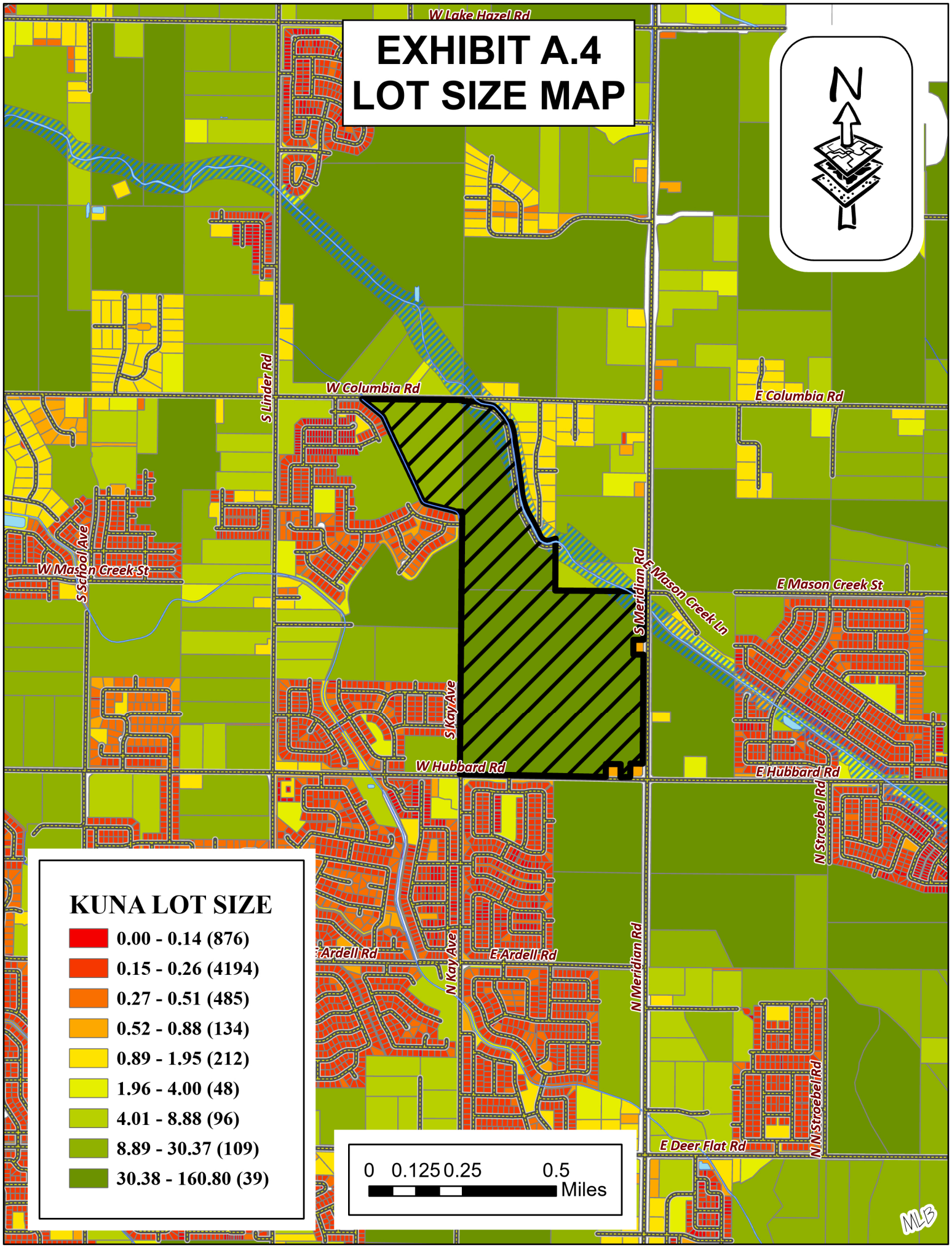
10) Exhibits

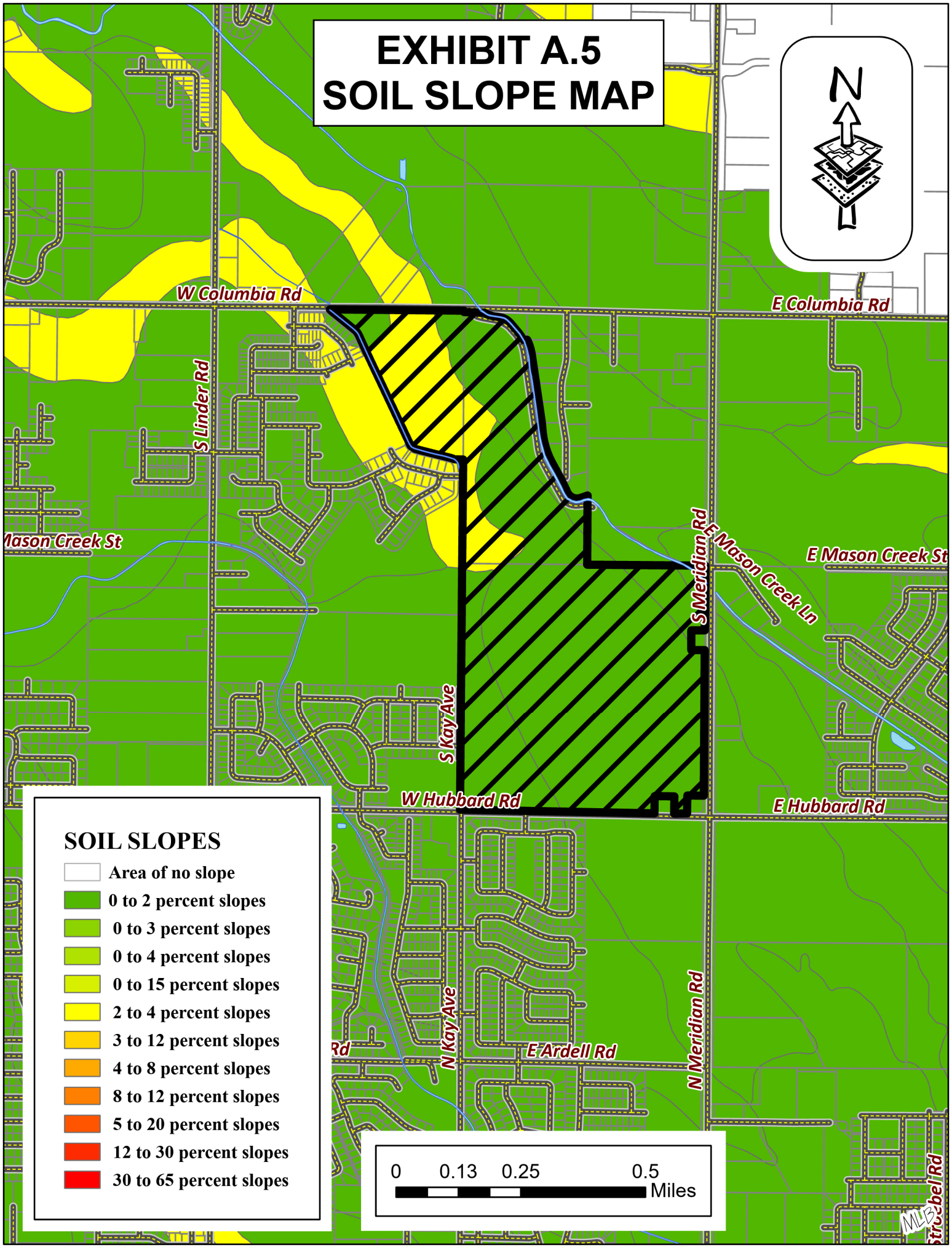
a) Exhibit A.1 – Vicinity Map
b) Exhibit A.2 – Topo Map
c) Exhibit A.3 – Lot Value Map
d) Exhibit A.4 – Lot Size Map
e) Exhibit A.5 – Soil Slope Map
f) Exhibit A.6 – Comp Plan Map
g) Exhibit A.7 – Pathway and Bike Lane Map

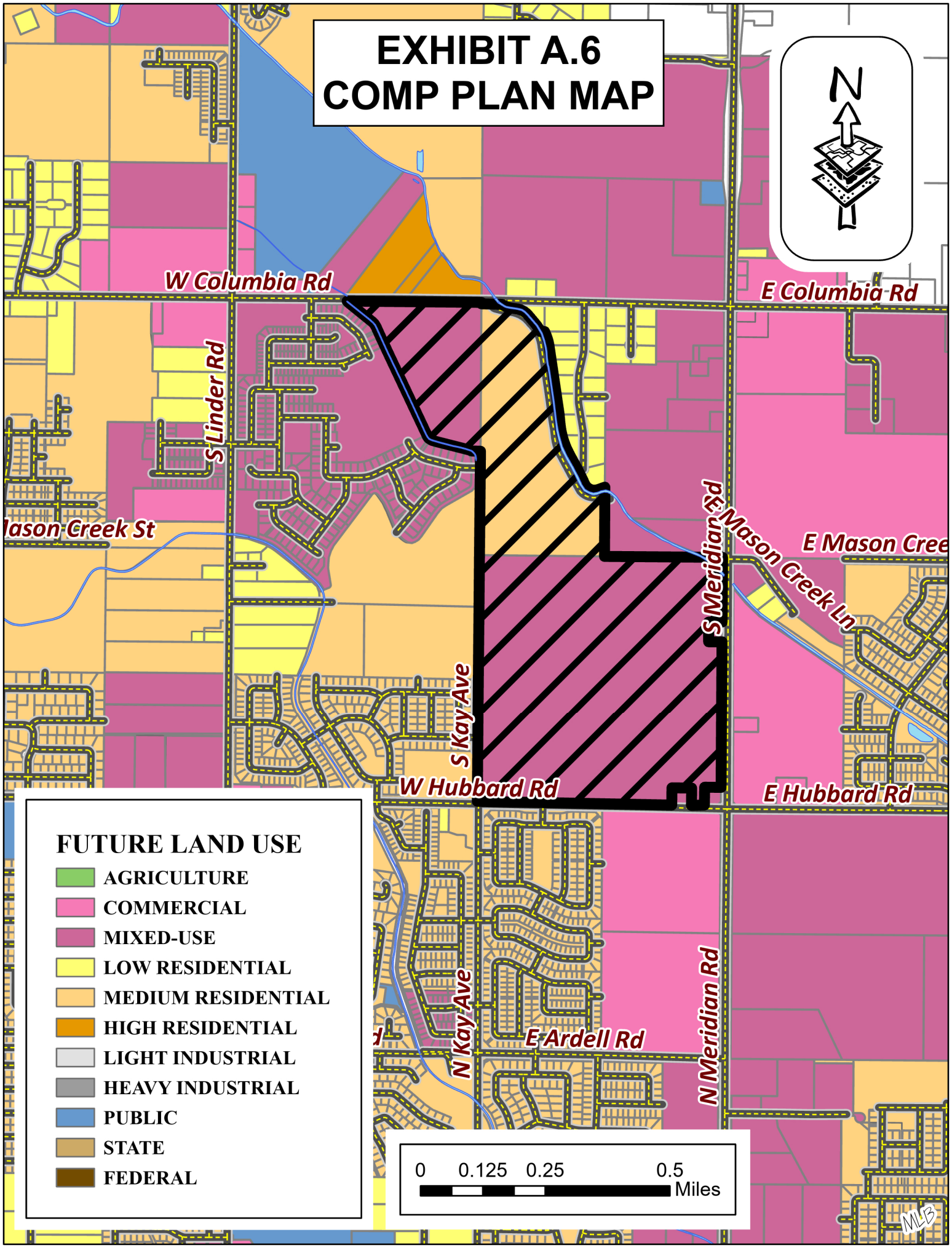

EXHIBIT A.1
VICINITY MAP
N
W Columbia Rd
E Columbia Rd
S Linder Rd
ason Creek St
E Mason Creek St
S Meridian Rd
E Mason Creek Ln
S Kay Ave
W Hubbard Rd
E Hubbard Rd
N Stroebel Rd
ler Rd
N Kay Ave
N Meridian Rd
E Ardell Rd
el Rd
SUBJECT PROPERTY
WATER FEATURES
KUNA PARKS
ROAD CENTERLINE
0 0.125 0.25 0.5
Miles
MLB

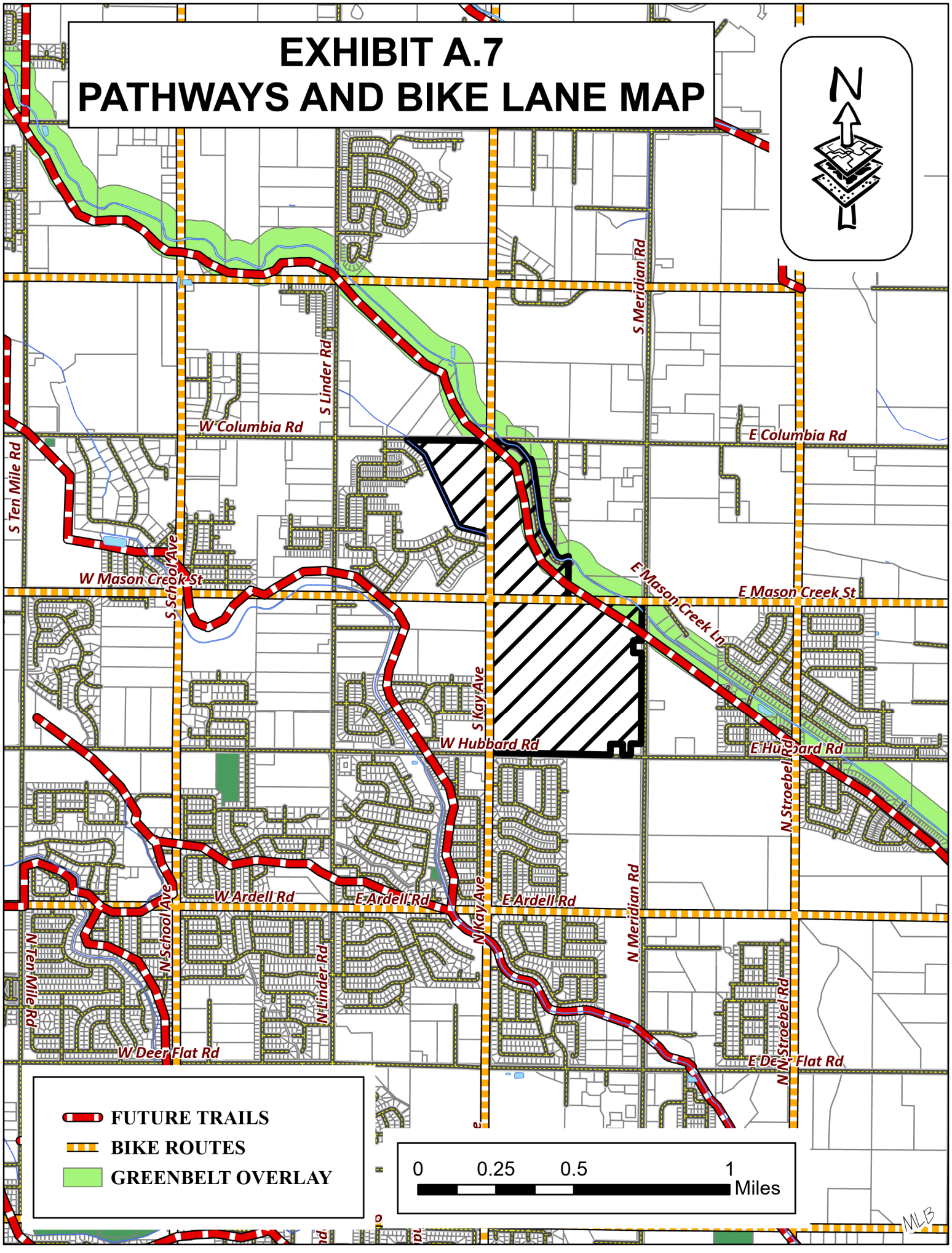

EXHIBIT A.2
TOPO MAP
N
W Columbia Rd
E Columbia Rd
S Linder Rd
S Meridian Rd
W Mason Creek St
E Mason Creek St
E Mason Creek Ln
S School Ave
S Kay Ave
W Hubbard Rd
E Hubbard Rd
N Stroebel Rd
N Meridian Rd
SUBJECT PROPERTY
WATER FEATURES
KUNA PARKS
INDEX CONTOURS
INTERMEDIATE CONTOURS
FEMA AREAS
A ZONE - 1% FLOOD CHANCE (100 YEAR)
X ZONE - MINIMAL CHANCE OF FLOOD
0 0.125 0.25 0.5
Miles
MLB


EXHIBIT A.3
LOT VALUE MAP
N
W Lake Hazel Rd
S Meridian Rd
S Linder Rd
W Columbia Rd
E Columbia Rd
S School Ave
W Mason Creek St
E Mason Creek Ln
E Mason Creek St
S Kay Ave
W Hubbard Rd
E Hubbard Rd
N Stroebel Rd
N Kay Ave
E Ardell Rd
N Meridian Rd
E Deer Flat Rd
N Stroebel Rd
LOT VALUE
$0.00 - $150,000.00 (1221)
$150,000.01 - $200,000.00 (122)
$200,000.01 - $250,000.00 (19)
$250,000.01 - $350,000.00 (584)
$350,000.01 - $500,000.00 (2591)
$500,000.01 - $600,000.00 (807)
$600,000.01 - $750,000.00 (457)
$750,000.01 - $1,000,000.00 (148)
$1,000,000.01 - $3,000,000.00 (101)
$3,000,000.01 - $7,284,000.00 (12)
>$7,284,001 (3)
0 0.125 0.25 0.5
Miles
MLB


EXHIBIT A.4
LOT SIZE MAP
N
W Lake Hazel Rd
S Linder Rd
W Columbia Rd
E Columbia Rd
S School Ave
W Mason Creek St
S Meridian Rd
E Mason Creek Ln
E Mason Creek St
S Kay Ave
W Hubbard Rd
E Hubbard Rd
N Stroebel Rd
E Ardell Rd
N Kay Ave
N Meridian Rd
E Deer Flat Rd
KUNA LOT SIZE
0.00 - 0.14 (876)
0.15 - 0.26 (4194)
0.27 - 0.51 (485)
0.52 - 0.88 (134)
0.89 - 1.95 (212)
1.96 - 4.00 (48)
4.01 - 8.88 (96)
8.89 - 30.37 (109)
30.38 - 160.80 (39)
0 0.125 0.25 0.5
Miles
MLB


EXHIBIT A.5
SOIL SLOPE MAP
N
W Columbia Rd
E Columbia Rd
S Linder Rd
Mason Creek St
E Mason Creek St
S Meridian Rd
E Mason Creek Ln
S Kay Ave
W Hubbard Rd
E Hubbard Rd
N Kay Ave
E Ardell Rd
N Meridian Rd
SOIL SLOPES
Area of no slope
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


EXHIBIT A.6
COMP PLAN MAP
N
W Columbia Rd
E Columbia Rd
S Linder Rd
lason Creek St
S Meridian Rd
Mason Creek Ln
E Mason Cree
S Kay Ave
W Hubbard Rd
E Hubbard Rd
N Kay Ave
E Ardell Rd
N Meridian Rd
FUTURE LAND USE
AGRICULTURE
COMMERCIAL
MIXED-USE
LOW RESIDENTIAL
MEDIUM RESIDENTIAL
HIGH RESIDENTIAL
LIGHT INDUSTRIAL
HEAVY INDUSTRIAL
PUBLIC
STATE
FEDERAL
0 0.125 0.25 0.5
Miles
MLB


EXHIBIT A.7
PATHWAYS AND BIKE LANE MAP
N
S Meridian Rd
S Linder Rd
W Columbia Rd
E Columbia Rd
S Ten Mile Rd
S School Ave
W Mason Creek St
E Mason Creek St
E Mason Creek Ln
S Kay Ave
W Hubbard Rd
E Hubbard Rd
N Stroebel Rd
W Ardell Rd
E Ardell Rd
N Kay Ave
N Meridian Rd
N Ten Mile Rd
N School Ave
N Linder Rd
W Deer Flat Rd
E Deer Flat Rd
N Stroebel Rd
FUTURE TRAILS
BIKE ROUTES
GREENBELT OVERLAY
0
0.25
0.5
1
Miles
MLB

Project/File: **Napa Vineyard / KPP23-0007 / 25-01-PUD 25-04-S 25-02-SUP**
This is a preliminary plat, planned unit development, and design review application for a mixed-use subdivision, consisting of 653 single family building lots, 3 multi-family lots consisting of 842 multi-family units, 79 common lots, 2 school/park lots, and 8 commercial lots on 242 acres.

Lead Agency: City of Kuna

Site address: West of Meridian Road from Columbia Road to Hubbard Road

Staff Approval: October 23, 2025

Applicant: Stephanie Hopkins
KM Engineering, LLP
5725 N Discovery Way
Boise, ID 83713

Staff Contact: Mindy Wallace, ACIP
Phone: 208-387-6178
Email: mwallace@achdidaho.org

Sam Standal
Phone: 208-387-6384
Email: sstandal@achdidaho.org

Report Summary:

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Request for Appeal of Staff Decision 39

ACHD Planned Improvements

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

   - Hubbard Road is scheduled in the FYP for a pavement and pedestrian improvement project from Ten Mile Road to Meridian Road/SH-69 in 2025.
   - The intersection of Ten Mile Road and Hubbard Road is scheduled in the FYP to be reconstructed as a single-lane roundabout at a future date.
   - The intersection of Mason Creek Street and Lodi Avenue is scheduled in the FYP for a Rectangular Rapid Flashing Beacon pedestrian crossing across Mason Creek Street at a future date.
   - Hubbard Road is listed in the CIP to be widened to 3-lanes from Meridian Road to Locust Grove Road between 2036 and 2040.

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
Meridian Road / SH-69	2,245-feet	State Highway	1,488	N/A
Columbia Road	1,645-feet	Minor Arterial	399	Better than "E"
Hubbard Road	2,195-feet	Minor Arterial	465	Better than "E"

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

2. **Average Daily Traffic Count (VDT)**

Average daily traffic counts are based on ACHD's most current traffic counts or the provided TIS.

- The average daily traffic count for Meridian Road / SH-69 south of Columbia Road was 29,444 on October 7, 2024.
- The average daily traffic count for Columbia Road west of Meridian Road was 5,970 on September 7, 2021.
- The average daily traffic count for Hubbard Road west of Meridian Road was 7,090 on November 11, 2022.

A. Site Specific Conditions of Approval

1. Work with ITD and the City of Kuna to determine if additional right-of-way dedication or improvements are required onSH-69/Meridian Road abutting the site.

2. Redesign the following roadways to reduce the length of the roadways or to include the use of passive design elements and submit a revised preliminary plat showing the redesigned roadways for review and approval prior to plan submittal for the first final plat.

- Kay Avenue
- Mason Creek Road
- Carignane Avenue
- Chenin Blanc Avenue
- Chappellet Street
- Greensprings Avenue
- Ice Wine Street
- French Oak Street
- Gewurz Avenue
- Grenache Street
- Malbet Avenue
- Napa Valley Street
- Opus One Street
- Petite Syrah Avenue
- Sangiovese Avenue
- Tempranillo Street

Speed humps/bumps and valley gutter will not be accepted as traffic calming.

3. Prior to ACHD's signature on the final plat which contains the 220th lot, install an interim signal within the existing right-of-way at the Hubbard Road / Kay Avenue intersection. Plan approval and a signal agreement with ACHD are required.

The signal agreement shall note that the intersection be designed as 3 X 3 intersection with three 12-foot wide travel lanes; one receiving lane, one dedicated left turn lane, and one thru/right lane on each approach and that the applicant is responsible for all costs associated with the hardware, design, and installation of the interim signal, and that interim improvements are not eligible for reimbursement.

The following items must be in place prior plans acceptance for the final plat which contains the 220th building lot or equivalent trips:

- Signal Agreement
- Full design and approved plans for the intersection

ACHD's MSM identifies a single lane roundabout at this intersection. If there is enough right-of-way to accommodate the construction of a single lane roundabout, then a roundabout may be constructed as an alternative to the signalized intersection. The single lane roundabout shall be designed and constructed consistent with ACHD's Roundabout Design Guideline, section 5188 of the ACHD policy manual.

4. Prior to ACHD's signature on the final plat which contains the 300th lot install an interim signal within the existing right-of-way at the Columbia Road / Kay Avenue intersection. Plan approval and a signal agreement with ACHD are required.

The signal agreement shall note that the intersection be designed as 3 X 3 intersection with three 12-foot wide travel lanes; one receiving lane, one dedicated left turn lane, and one thru/right lane on each approach, and that the applicant is responsible for all costs associated with the hardware, design, and installation of the interim signal, and that interim improvements are not eligible for reimbursement.

The following items must be in place prior plans acceptance for the final plat which contains the 300th building lot or equivalent trips:

- Signal Agreement
- Full design and approved plans for the intersection

ACHD's MSM identifies a single lane roundabout at this intersection. If there is enough right-of-way to accommodate the construction of a single lane roundabout, then a roundabout may be constructed as an alternative to the signalized intersection. The single lane roundabout shall be designed and constructed consistent with ACHD's Roundabout Design Guideline, section 5188 of the ACHD policy manual.

5. Dedicate right-of-way at Columbia Road/Kay Avenue, Hubbard Road/Kay Avenue, and Hubbard Road/Red Ruby Avenue to accommodate the future construction of single lane roundabouts intersections consistent with the MSM. See page 17.

6. Widen Columbia Road with 17-feet of pavement, 3-foot wide gravel shoulder, an 8-foot wide planter strip, and an 8-foot wide concrete sidewalk located a minimum of 45.5-feet from the centerline of Columbia Road abutting the site. Dedicate right-of-way to total 50-feet from the centerline of Columbia Road abutting the site.

7. Construct a dedicated right turn lane on Columbia Road at Dolce Avenue when Dolce Avenue is constructed to intersect Columbia Road.

8. Construct a dedicated right turn lane and a center left turn lane on Columbia Road at Kay Avenue when Kay Avenue is constructed to intersect Columbia Road.

9. Prior to submittal of the final plat that includes 340 single family building lots or equivalent trips (340 PM peak hour trips) provide an updated roadway segment analysis for Columbia Road. Additional improvements may be required as a result of the analysis.

10. Widen Hubbard Road with 17-feet of pavements, 3-foot wide gravel shoulder, an 8-foot wide planter strip, and an 8-foot concrete sidewalk located a minimum of 45.5-feet from the centerline of Hubbard Road abutting the site. Dedicate right-of-way to total 50-feet from the centerline of Hubbard Road abutting the site.

11. Construct a dedicated right turn lane on Hubbard Road at Viognier Avenue when Viognier Avenue is constructed to intersect Hubbard Road.

12. Construct a dedicated right turn lane and center left turn lane on Hubbard Road at Kay Avenue and at Red Ruby Avenue. Construct the turn lanes when Kay Avenue and Red Ruby Avenue are extended to intersect Hubbard Road.

13. Construct Kay Avenue as a complete 36-foot-wide collector street section with vertical curb, gutter, an 8-foot wide planter strip and a 5-foot-wide detached concrete sidewalk from Columbia Road south 1,850-feet where the applicant controls both sides of the roadway.

For the remainder of Kay Avenue, where the applicant controls only the east side of the roadway, construct Kay Avenue as half of a 36-foot wide collector 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 to total 30-feet of pavement, 3-foot gravel shoulder, and a barrow ditch on the west side of the roadway. Right-of-way dedication should encompass the barrow ditch and extend to the west property line.

14. Coordinate with Development Review staff to utilize the road trust deposit to construct Kay Avenue as a complete 36-foot collector street section within the previously dedicated right-of-way dedicated as part of Timbermist Subdivision (KPP14-0003).

15. Construct dedicated right and center left turn lanes on Kay Avenue at Mason Creek. Construct the turn lanes when Mason creek is constructed to intersect Kay Avenue.

16. Construct Mason Creek Road as a complete 36-foot-wide collector street section with vertical curb, gutter, an 8-foot-wide planter strip and a 5-foot-wide detached concrete sidewalk from Kay Avenue east 1,320-feet where the applicant controls both sides of the roadway.

For the remainder of the roadway, where the applicant controls only the south side of the roadway, construct Kay Avenue as half of a 36-foot wide collector street section with vertical curb, gutter, an 8-foot wide planter strip, and 5-foot-wide detached concrete sidewalk on the south side of the roadway, plus 12-feet of additional pavement to total 30-feet, 3-foot gravel shoulder, and a barrow ditch on the north side of the roadway. Right-of-way dedication should encompass the barrow ditch and extend to the north property line.

17. Construct center left turn lanes on Mason Creek Road at Ruby Red Avenue and Malbet Avenue. Construct the turn lanes when the roadways are constructed to intersect Mason Creek Road.

18. Construct Red Ruby Avenue as a complete 36-foot-wide collector roadway with vertical curb, gutter, an 8-foot-wide planter strip, and 5-foot-wide detached sidewalk.

19. Construct center left turn lanes on Ruby Red Avenue at Franc Street and Reisling Street. Construct the turn lanes when the roadways are constructed to intersect Red Ruby Avenue.

20. Parking is prohibited on collector roadways. Coordinate a signage program with District Development Review staff for the installation of “NO PARKING” signs on Kay Avenue, Mason Creek Street, and Red Ruby Avenue.

21. Construct the entry portions of Fran Street and Semillon Street with two 22-foot-wide travel lanes, a 10-foot-wide center landscape island, vertical curb, gutter, an 8-foot-wide planter strip, and 5-foot-wide detached concrete sidewalk. Provide written fire department approval for use of the reduced street sections.

Plat the center landscape islands as right-of-way owned by ACHD. Enter into a license agreement with ACHD for any landscaping placed within the islands.

22. Construct Franc Street, Sangiovese Avenue, and Semillon Street as 36-foot-wide local commercial streets with vertical curb, gutter, and 5-foot-wide attached concrete sidewalk.

23. Construct the following streets as 24-foot-wide minor local street section with vertical curb and gutter:

- East/West between Chenin Blanc Avenue and Carignan Avenue
    i. Frantesca Street
    ii. Rocca Street
    iii. Red Wine Street
- North/South between Ice Wine Street and Petite Syrah Avenue
    i. Malbec Avenue
    ii. Pinot Gris Avenue
    iii. Rockledge Avenue
    iv. Zinfandel Avenue

Provide written fire department approval for use of a reduced street section. Parking is prohibited on both sides of minor local streets. Coordinate a signage program for the installation of "NO PARKING" signs with Development Review staff.

24. Construct the entry portion of Dolce Avenue, Consentino Street, Franc Street (east and west), Semillon Street, Viognier Avenue, and Reisling Street with two 22-foot-wide travel lanes, a 10-foot-wide center landscape island, vertical curb, gutter, an 8-foot-wide planter strip, and 5-foot-wide detached concrete sidewalk. Provide written fire department approval for use of a reduced street section.

Plat the center landscape islands as right-of-way owned by ACHD. Enter into a license agreement with ACHD for any landscaping placed within the islands.

25. Construct all other internal local streets as 36-foot-wide local street sections with rolled curb, gutter, and 5-foot-wide attached concrete sidewalks.

26. Terminate Consentino Court in a cul-de-sac turnaround with a minimum radius of 50-feet.

27. Dedicate right-of-way on all public roads to extend 2-feet behind the back of sidewalk. For detached sidewalk, the applicant may dedicate right-of-way to extend 2-feet behind the back of curb and provide a right-of-way easement from the edge of right-of-way extending to 2-feet behind the back of sidewalk.

28. Construct bulb-outs designed to provide a minimum 24-feet of pavement measured from back of curb to back of curb throughout the site at pathway crossing locations as proposed. The design and location of the bulb-outs will be reviewed and approved through the plan review process. Provide written fire department approval for the use of the reduced street sections.

29. Construct private "H" type alleys; Etude Stret, Amarone Avenue, and Schramsberg Street.

If the City of Kuna approves the private road, the applicant shall be required to pave the private roadway in its full width 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 Boise, 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 road. 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 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 the roads for public ownership and maintenance.

30. Construct Dolce Avenue to intersect Columbia Road located 1,690-feet east of Linder Road.

31. Construct Kay Avenue to intersect Columbia Road at the half mile.

32. Construct Kay Avenue to intersect Hubbard Road at the half mile.

33. Construct Viogner Avenue to intersect Hubbard Road located 1,955-feet west of SH-69/Meridian Road and in alignment with Williamson Avenue on the south side of Hubbard Road across from the site.

34. Construct Red Ruby Avenue to intersect Hubbard Road located 1,240-feet west of SH-69/Meridian Road.

35. Construct Frantesca Street to intersect Kay Avenue located 575-feet south of Columbia Road.

36. Construct Consentino Street to intersect Kay Avenue located 1,035-feet south of Columbia Road.

37. Construct Opus One Street to intersect Kay Avenue located 1,815-feet south of Columbia Road.

38. Construct Mason Creek Street to intersect Kay Avenue at the half-mile between Columbia Road and Hubbard Road.

39. Construct Franc Street to intersect Kay Avenue located 2,125-feet north of Hubbard Road.

40. Construct Semillon Street to intersect Kay Avenue located 1,280-feet north of Hubbard Road.

41. Construct French Oak Street to intersect Kay Avenue located 695-feet north of Hubbard Road.

42. Construct Malbet Avenue to intersect Mason Creek Road located 1,680-feet west of SH-69/Meridian Road.

43. Construct Red Ruby Avenue to intersect Mason Creek Road located 1,245-feet west of SH/69/Meridian Road.

44. Construct Franc Street to intersect the east and west sides of Red Ruby Avenue located 505-feet south of Mason Creek Road.

45. Construct Semillon Street to intersect Red Ruby Road located 1,300-feet north of Hubbard Road.

46. Construct Resling Street to intersect Red Ruby Road located 430-feet north of Hubbard Road.

47. Construct one stub street to the west, Skyracer Drive, located 710-feet south of the site's north property line. Install a sign at the terminus of Skyracer Drive stating that "THIS STREET WILL BE EXTENDED IN THE FUTURE".

48. Construct one paved curb return type driveway onto Red Ruby Avenue located 430-feet north of Hubbard Road and in alignment with Riesling Street on the west side of Red Ruby Avenue across from the site. This driveway is restricted to a maximum width of 36-feet within the right-of-way and the center landscape island shall be located outside of the right-of-way.

49. Construct one paved curb return type driveway onto Red Ruby Avenue located 685-feet north of Hubbard Road. This driveway is restricted to a maximum width of 36-feet.

50. The preliminary plat includes a future school site located on Lots 27 and 28. If a public school is proposed then a traffic impact study and a school site checklist per Idaho Code 67-6519(3) is required or if a public charter school is proposed, then only a school site checklist per Idaho Code 67-6519(3) should be required. Additional improvements to accommodate the school site(s) may be required at that time.

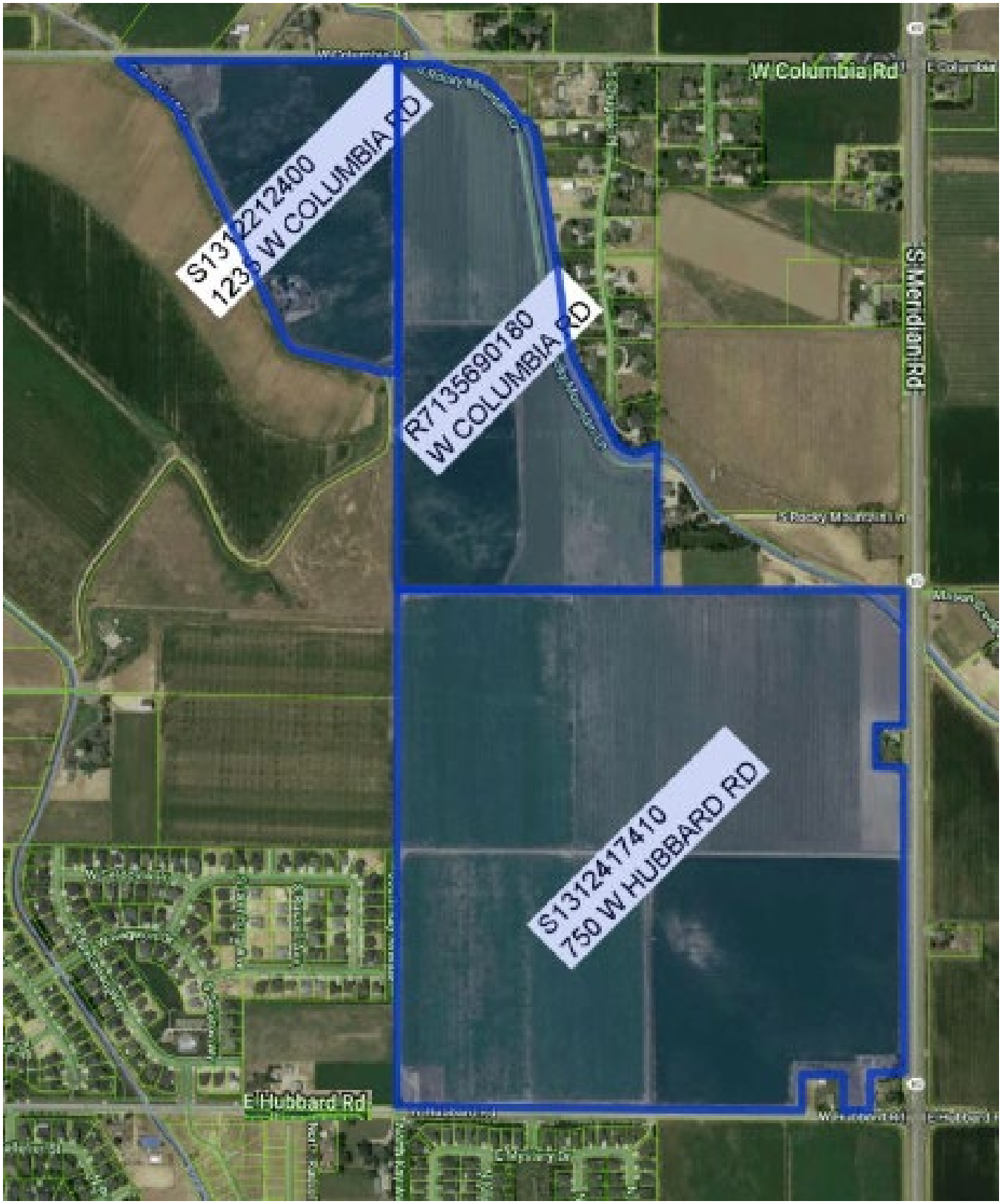
51. Other than access specifically approved with this application, direct lot access is prohibited to Columbia Road, Hubbard Road, Kay Avenue, and Mason Creek Street, and shall be noted on the final plat.

52. 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.

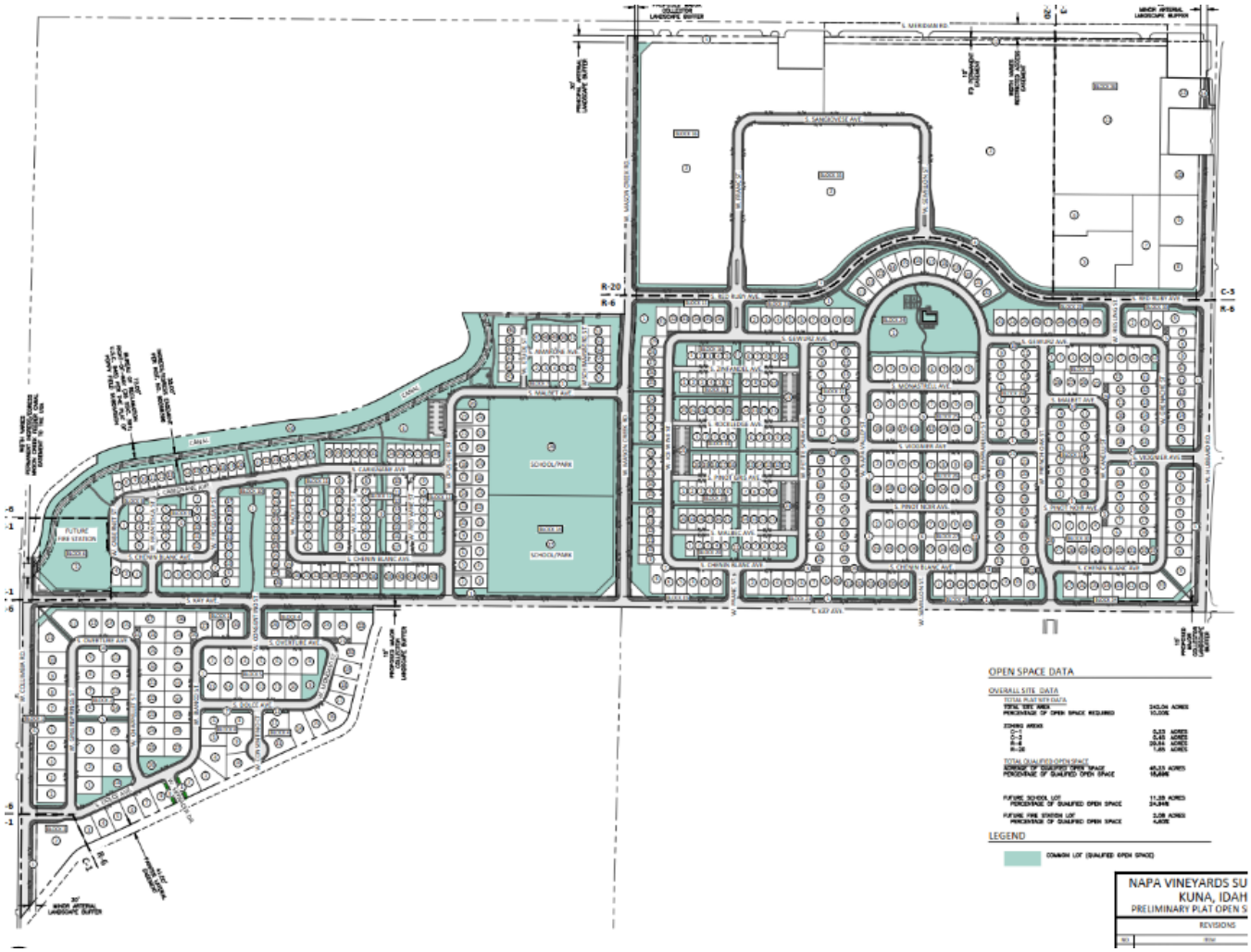
53. There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time. The impact fee assessment will not be released until the civil plans are approved by ACHD.

54. Comply with all Standard Conditions of Approval.

B. Vicinity Map



C. Site Plan


OPEN SPACE DATA
OVERALL SITE DATA
LEGEND
NAPA VINEYARDS SU
KUNA, IDAH
PRELIMINARY PLAT OPEN S
REVISIONS

D. Traffic Impact Study – Summary and Findings

1. Traffic Impact Study

Kittelson & Associates prepared a traffic impact study (TIS) for the proposed Napa Vineyards Subdivision. An executive summary of the findings **as presented by Kittleson & Associates** can be found as attachment A. 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: All study area intersections and roadway segments are expected to operate at an acceptable level of service planning thresholds in the AM/PM peak hours under existing, 2035 background, 2035 buildout, and 2035 total traffic conditions, except for those listed below. The recommended mitigation for total traffic conditions (2035) and staff's recommendations are noted below.

Intersections:

- **SH-69 / Lake Hazel Road:**
  The recommended mitigation includes constructing dedicated eastbound and westbound right turn lanes and widening Lake Hazel Road to two thorough lanes and SH-69 to three through lanes in each direction.

  Total site generated traffic entering the intersection is 4% and the widening of this intersection is listed as funded in the CIP.

- **SH-69 / Columbia Road:**
  The recommended mitigation includes constructing a dedicated eastbound right turn lane, a second eastbound left turn lane, and widening Columbia Road to two through lanes and SH-69 to three through lanes in each direction.

  Total site generated traffic entering the intersection is 6%.

- **SH-69 / Hubbard Road:**
  The recommended mitigation includes constructing a dedicated westbound right turn lane, a second eastbound left turn lane, and widening SH-69 to three through lanes in each direction.

  Total site generated traffic entering the intersection is 10%.

- **SH-69 / Deer Flat Road:**
  The recommended mitigation includes constructing a second eastbound left turn lane and adjustment to the signal timing to include an overlap phase for the southbound right movement.

  Total site generated traffic entering the intersection is 1%.

- **SH-69 / Kuna Road:**
  The recommended mitigation includes signalizing the intersection or constructing a multi-lane roundabout.

  Total site generated traffic entering the intersection is 1%.

- **Linder Road / Columbia Road:**
  The recommended mitigation includes constructing exclusive eastbound and northbound right turn lanes with overlap phases.

  Total site generated traffic entering the intersection is 11%.

- **Kay Avenue / Hubbard Road:**
  The recommended mitigation includes signalizing the intersection or constructing a single-lane roundabout.

Total site generated traffic entering the intersection is 10%.

- **Kay Avenue / Columbia Road**
  The recommended mitigation includes signalizing the intersection or constructing a single-lane roundabout.

  Total site generated traffic entering the intersection is 43%.

- **Kay Avenue / Deer Flat Road:**
  The recommended mitigation includes signalizing the intersection with an exclusive eastbound right turn lane or constructing a single lane roundabout.

  Total site generated traffic entering the intersection is 1%.

Roadways:

- **Columbia Road (Linder Road to SH-69):**
  Recommended mitigation includes widening of Columbia Road to 5-lanes.

  Total site generated traffic entering the roadway is 43%.

- **Hubbard Road (Linder Road to SH-69):**
  Recommended mitigation includes widening of Hubbard Road to 5-lanes.

  Total site generated traffic entering the intersection is 10%.

c. **Staff Comments/Recommendations:** No mitigation is required at the following intersections and roadway segments as the total site generated traffic entering the intersection under total traffic conditions is estimated to be less than 10% and/or listed as funded improvement in the CIP. This is consistent with ACHD's Level of Service Planning Thresholds (7205.3.1) and Alternative Mitigation (7106.7.3) policies which states that if 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 thresholds and that no mitigation is required for roadway segments and intersections and that 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.

Intersections:

- SH-69 / Lake Hazel Road
- SH-69 / Columbia Road
- SH-69 / Hubbard Road
- SH-69 / Deer Flat Road
- SH-69 / Kuna Road
- Kay Avenue / Deer Flat Road

Roadways:

- Hubbard Road, Linder Road to SH-69

Intersections and Roadways which do not meet the policy criteria listed above or that require mitigation are discussed below.

- **Linder Road / Columbia Road**
  In addition to the proposed road widening on Columbia Road, it is recommended to review existing signal timing for safety optimization, construct eastbound and northbound right turn lanes with overlap phases, and construct a southbound left-turn lane.

  Typically, the applicant would be required to improve the intersection of Linder Road and Columbia Road with turn lanes as recommended in TIS. However, as there is not enough right-of-way available to accommodate the recommended mitigation, making this improvement infeasible. Therefore, no mitigation is required at this intersection.

- **Kay Avenue / Hubbard Road**
  Recommended mitigation includes signalizing this intersection or constructing a single lane roundabout when the site generates 222 PM peak hour trips.

  Staff believes this is a feasible improvement and needed to serve the site generated traffic. Therefore, the applicant should be required to install an interim signal (or single lane roundabout) at the Kay Avenue / Hubbard Road intersection prior to signature on the final plat which contains the 220th single family building lot or final platting of commercial or multifamily lots that generate equivalent trips.

- **Kay Avenue / Columbia Road**
  Recommended mitigation includes signalizing this intersection or constructing a single lane roundabout when the site generates 305 PM peak hour trips

  Staff believes this is a feasible improvement and needed to serve the site generated traffic. Therefore, the applicant should be required to install an interim signal (or single lane roundabout) at the Kay Avenue / Columbia Road intersection prior to signature on the final plat which contains the 300th single family building lot or final plating of commercial or multi-family lots that generate equivalent trips.

- **Hubbard Road / Red Ruby Avenue**
  The TIS recommends constructing this access as a full movement intersection which may potentially be signalized to relieve traffic from Site Access K, the intersection of Red Ruby and Mason Creek. No turn lanes were recommended at this intersection.

  The location of Red Ruby's intersection onto Hubbard Road meet's District policy, is shown on the MSM, and should be approved, as proposed. Although not recommended in the study the applicant should be required to construct a dedicated right turn lane and center left turn lane on Hubbard Road at Red Ruby Avenue. The turn lanes at the intersection will allow for safer access to the site without impeding through traffic. The potential mitigation of a signal in this location does not meet ACHD's requirements for signalized collector roadways intersecting a minor arterial, which when allowed requires new signalized intersections (collector onto minor arterial) to be located at the half mile.

- **Columbia Road**

The traffic impact study recommends widening Columbia Road to 5 lanes.

Columbia Road is currently listed on the Master Street Map (MSM) to be improved as a 3-lane minor arterial. Staff would typically recommend the applicant be required to improve this segment of Columbia Road since site generated traffic is anticipated to be 43% of the daily traffic under 2035 total traffic conditions. However, improvements to this roadway segment are not feasible at this time since there is not enough right-of-way to allow for the recommended widening of Columbia Road to five lanes.

To ensure improvements can be made if feasible the applicant should be required to provide an updated roadway segment analysis for Columbia Road prior to approval of the final plat that includes 340 single family building lots or generates equivalent trips (340 PM peak hour trips). The additional analysis should include a feasibility analysis of widening Columbia Road. Based on the updated segment analysis, additional mitigation may be required at that time.

If it is determined through the review of the updated segment analysis for Columbia Road that improvements are infeasible at that time, then alternative mitigation measures should be recommended.

Turn lanes:
The traffic impact study recommends turn lanes at the following intersections:

- Hubbard Road/Kay Avenue – westbound right and eastbound left turn lanes
- Columbia Road/Kay Avenue – westbound right and eastbound left turn lanes
- SH-69/Meridian Road and Mason Creek – southbound right turn lane
- Columbia Road/ Dolce Avenue – westbound left turn lane
- Hubbard Road/Viognier Avenue – westbound right turn lane

Although not recommended in the TIS staff recommends center left turn lanes be constructed at the following intersections:

- On Ruby Red at Reisling, Semillon Street, and Franc Street.
- On Kay Avenue at Mason Creek
- On Mason Creek at Malbet Avenue and Ruby Red

Constructing center turn lanes at these locations along collector roadways will reduce impacts to the traveling public as commercial, multi-family, and the school parcels develop.

E. Findings for Consideration

1. State Highway 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.

The traffic impact study recommends the construction of a dedicated right turn lane on SH-69/Meridian Road at Mason Creek and the signalization of the SH-69/Meridian Road/Mason Creek intersection. If required by ITD, the applicant should construct the improvements as noted in the TIS.

2. Hubbard Road/ Kay Avenue

As noted above, prior to ACHD's signature on the final plat which contains the 220th lot, the applicant should be required to install an interim signal within the existing right-of-way at the Hubbard Road

/ Kay Avenue intersection. The applicant will need to obtain plan approval and enter into a signal agreement with ACHD.

The signal agreement should note that the intersection should be designed to provide a 3 X 3 intersection with three 12-foot wide travel lanes; one receiving lane, one dedicated left turn lane, and one thru/right lane on each approach except for the westbound movement, which should have dedicated left turn, through, and right turn lanes, that the applicant is responsible for all costs associated with the hardware, design, and installation of the interim signal, and that interim improvements are not eligible for reimbursement.

In order to ensure the Hubbard Road / Kay Avenue intersection will be improved when warranted, the following items must be in place prior plans acceptance for the final plat which contains the 220th building lot or equivalent trips:

- Signal Agreement
- Full design and approved plans for the intersection

ACHD's MSM identifies a single lane roundabout at this intersection. If there is enough right-of-way to accommodate the construction of a single lane roundabout, then a roundabout may be constructed as an alternative to the signalized intersection. The single lane roundabout should be designed and constructed consistent with ACHD's Roundabout Design Guideline, section 5188 of the ACHD policy manual.

3. Columbia Road/ Kay Avenue

As noted above, prior to ACHD's signature on the final plat which contains the 300th lot, the applicant should be required to install an interim signal within the existing right-of-way at the Columbia Road/ Kay Avenue intersection. The applicant will need to obtain plan approval and enter into a signal agreement with ACHD.

The signal agreement should note that the intersection should be designed to provide a 3 X 3 intersection with three 12-foot wide travel lanes; one receiving lane, one dedicated left turn lane, and one thru/right lane on each approach except for the eastbound movement, which should have dedicated left turn, through, and right turn lanes, that the applicant is responsible for all costs associated with the hardware, design, and installation of the interim signal, and that interim improvements are not eligible for reimbursement.

In order to ensure the Columbia Road / Kay Avenue intersection will be improved when warranted, the following items must be in place prior plans acceptance for the final plat which contains the 300th building lot or equivalent trips:

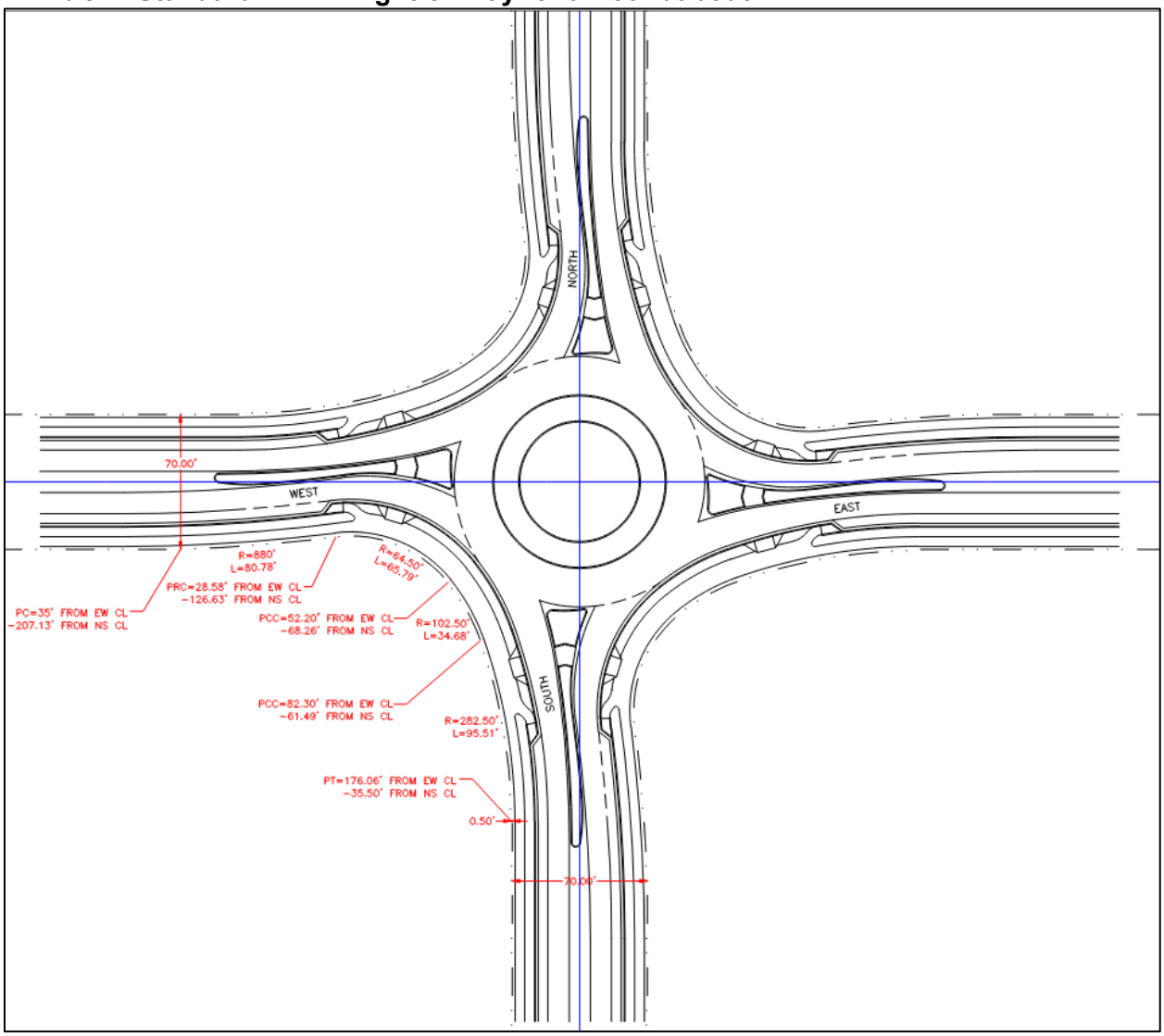
- Signal Agreement
- Full design and approved plans for the intersection

ACHD's MSM identifies a single lane roundabout at this intersection. If there is enough right-of-way to accommodate the construction of a single lane roundabout, then a roundabout may be constructed as an alternative to the signalized intersection. The single lane roundabout should be designed and constructed consistent with ACHD's Roundabout Design Guideline, section 5188 of the ACHD policy manual.

4. MSM Roundabouts

ACHD's Master Street Map (MSM) identifies 3 single lane roundabouts adjacent to the site. The future roundabouts are located at Columbia Road/Kay Avenue, Hubbard Road/Kay Avenue, and the Hubbard Road/Red Ruby Avenue intersections. Consistent with the MSM, the applicant should be required to dedicate additional right-of-way at these intersections to accommodate the future construction of the single lane roundabouts consistent with the exhibit shown below.

Exhibit A- Standard ACHD Right-of-Way for a Roundabout



5. Columbia Road

a. Existing Conditions: Columbia Road is improved with 2-travel lanes, 27-feet of pavement, and no curb, gutter or sidewalk abutting the site. There is 50 to 67-feet of right-of-way for Columbia Road (26-feet from centerline).

b. Applicant Proposal: The applicant is proposing to construct Columbia Road abutting the site as half of a 70-foot-wide street section with vertical curb, gutter, 8-foot-wide detached sidewalk, and 8-feet of landscape buffer. The applicant is proposing to dedicate right-of-way extending to 2-feet behind the back of curb and to provide a right-of-way easement from the edge of right-of-way to 2-feet behind the back of sidewalk.

c. Staff Comments/Recommendations: The applicant's proposal exceeds District Policy, and should not be approved, as proposed. As curb and gutter are not required to be constructed on an arterial roadway. The applicant should be required to widen Columbia Road with 17-feet of pavement, 3-foot wide gravel shoulder, an 8-foot wide planter strip, and a 10-foot wide MUP located a minimum of 38.5-feet from the centerline of Columbia Road abutting the site.

ACHD's MSM identifies Columbia Road as a future 3-lane arterial roadway. However, the submitted traffic impact study indicates that 5-lane roadways will be needed to accommodate traffic at build out of the development in 2035.

Based on information provided in the traffic impact study, if the City approves this preliminary plat application, the MSM will need to be modified to change Columbia Road to a future 5 lane roadway from Linder Road east to Meridian Road/SH-69.

To accommodate the construction of a future 5 lane roadway the applicant should be required to dedicate 50-feet of right-of-way from centerline on Columbia Road abutting the site. Preserving right-of-way for Columbia Road will ensure the roadway will accommodate future traffic volumes and provide design options for the future.

Consistent with the findings above, the applicant should be required to provide an updated roadway segment analysis for Columbia Road prior to approval of the final plat that includes 340 single family building lots or generates equivalent trips (340 PM peak hour trips). Based on the updated segment analysis, additional mitigation may be required at that time.

Based on the recommendations provided in the traffic impact study, the applicant should be required to construct a dedicated right turn lane on Columbia Road at Dolce Avenue and a center left turn lane and dedicated right turn lane on Columbia Road at Kay Avenue. These turn lanes should be constructed when Dolce Avenue and Kay Avenue are constructed to intersect Columbia Road.

6. Hubbard Road

a. Existing Conditions: Hubbard Road is improved with 2-travel lanes, 26-feet of pavement, and no curb, gutter or sidewalk abutting the site. There is 50 to 79-feet of right-of-way for Hubbard Road (27 to 44-feet from centerline).

b. Applicant Proposal: The applicant is proposing to construct Columbia Road abutting the site as half of a 70-foot-wide street section with vertical curb, gutter, 8-foot-wide detached sidewalk, and 8-feet of landscape buffer. The applicant is proposing to dedicate right-of-way extending to 2-feet behind the back of curb and to provide a right-of-way easement from the edge of right-of-way to 2-feet behind the back of sidewalk.

c. Staff Comments/Recommendations: The applicant's proposal exceeds District Policy, and should not be approved, as proposed. As curb and gutter are not required to be constructed on an arterial roadway. The applicant should be required to widen Hubbard Road with 17-feet of pavement, 3-foot wide gravel shoulder, an 8-foot wide planter strip, and a 10-foot wide MUP located a minimum of 38.5-feet from the centerline of Hubbard Road abutting the site.

ACHD's MSM identifies Hubbard Road as a future 3-lane arterial roadway. However, the submitted traffic impact study indicates that a 5-lane roadway will be needed to accommodate traffic at build out of the development in 2035.

Based on information provided in the traffic impact study, if the City approves this preliminary plat application the MSM will need to be modified to change Hubbard Road to a future 5 lane roadway from Linder Road east to Meridian Road/SH-69.

To accommodate the construction of a future 5 lane roadway, the applicant should be required to dedicate 50-feet of right-of-way from centerline of Hubbard Road abutting the site. Preserving right-of-way for Hubbard Road will ensure the roadway will accommodate future traffic volumes and provide design options for the future.

Based on the recommendations provided in the traffic impact study, the applicant should be required to construct a dedicated right turn lane on Hubbard Road at Viognier Avenue. Dedicated center left turn lanes and dedicated right turn lanes should be constructed on Hubbard Road at Kay Avenue and Ruby Red Avenue. These turn lanes should be constructed when Viognier Avenue, Ruby Red Avenue, and Kay Avenue are constructed to intersect Hubbard Road.

7. Kay Avenue

a. Existing Conditions: Kay Ave does not exist abutting or internal to the site. There is 40-feet of unopened right-of-way for Kay Avenue abutting the site's west property line. This right-of-way begins 555-feet north of Hubbard Road and extends 760-feet to the north. It was previously dedicated as part of KPP14-0003, Timbermist Subdivision.

b. Applicant Proposal: From Columbia Road extending south approximately 1,580-feet, where the applicant controls both sides of the roadway, Kay Avenue is proposed to be constructed as a complete 36-foot-wide collector street section with vertical curb, gutter, an 8-foot wide planter strip and a 5-foot-wide detached concrete sidewalk.

For the remainder of the roadway, where the applicant controls only the east side of the roadway, Kay Avenue abutting the site is proposed to be constructed as half of a 36-foot wide collector street section with vertical curb, gutter, an 8-foot wide planter strip, and 5-foot-wide detached concrete sidewalk, plus 12-feet of additional pavement widening beyond centerline.

c. Staff Comments/Recommendations: The applicant's proposal meets District Policy and should be approved, as proposed.

For the half street segment of Kay Avenue, in addition to the 12-feet of pavement on the west side of the roadway, a 3-foot-wide gravel shoulder and barrow ditch are required. Right-of-way dedication should encompass the barrow ditch and extend to the west property line. Parking is prohibited on both sides of a collector roadway. The applicant should be required to coordinate a signage program with District Development Review staff for the installation of "NO PARKING" signs on Kay Avenue.

As part of development of the Timbermist Subdivision located directly west of the site, a road trust was provided to ACHD for the construction of Kay Avenue as half of a 36-foot-wide collector street section abutting that site. The applicant should be required to coordinate with Development Review staff to utilize the road trust deposit to construct Kay Avenue as a complete 36-foot wide collector street section within the previously dedicated right-of-way.

The applicant should be required to dedicate right-of-way on Kay Avenue extending to 2-feet behind the back of sidewalk. For detached sidewalk, the applicant may instead dedicate right-of-way to 2-feet behind the back of curb and provide a right-of-way easement from the edge of right-of-way to 2-feet behind the back of sidewalk.

The applicant should be required to construct a dedicated right turn lane and center left turn lane on Kay Avenue at Mason Creek as this will provide direct access to the future school lots. The turn lane should be constructed when Mason Creek is constructed to intersect Kay Avenue.

8. Mason Creek Road

a. Existing Conditions: Mason Creek Road does not exist internal to or abutting the site.

b. Applicant's Proposal: From Kay Avenue extending east approximately 1,320-feet, where the applicant controls both sides of the roadway, Mason Creek Road is proposed to be constructed as a 36-foot-wide collector street section with vertical curb, gutter, an 8-foot-wide planter strip and 5-foot-wide detached concrete sidewalk.

For the remainder of the roadway, where the applicant controls only the south side of the roadway, Mason Creek Road is proposed to be constructed as half of a 36-foot-wide collector street section with vertical curb, gutter, an 8-foot-wide planter strip, 5-foot-wide detached concrete sidewalk and 12-feet of additional pavement beyond centerline.

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

For the half street segment of Mason Creek Road, in addition to the 12-feet of pavement on the west side of the roadway, a 3-foot wide gravel shoulder and barrow ditch are required. Right-of-way dedication should encompass the barrow ditch and touch the property line for parcels S1312142306 and S1312142304.

Parking is prohibited on both sides of collector roadways. The applicant should be required to coordinate a signage program with District Development Review staff for the installation of "NO PARKING" signs on Mason Creek Road.

The applicant should be required to dedicate right-of-way on Mason Creek Road extending to 2-feet behind the back of sidewalk. For detached sidewalk, the applicant may instead dedicate right-of-way to 2-feet behind the back of curb and provide a right-of-way easement from the edge of right-of-way to 2-feet behind the back of sidewalk.

The applicant should be required to construct center turn lanes on Mason Creek Road at Malbet Avenue and Ruby Red Avenue, as these roadways provide access to the future school, multi-family and commercial lots. The turn lanes should be constructed when Malbet Avenue and Ruby Red Avenue are constructed to intersect Mason Creek Road.

9. Red Ruby Avenue

a. Existing Conditions: Red Ruby Avenue does not exist internal to or abutting the site.

b. Applicant's Proposal: The applicant is proposing to construct Red Ruby Avenue as a complete 36-foot-wide collector roadway with vertical curb, gutter, an 8-foot-wide planter strip and 5-foot wide detached concrete sidewalk.

c. Staff Comments/Recommendations: The applicant's proposal meets District policy and should be approved, as proposed. The MSM identifies a new residential collector roadway in the general location and alignment of Red Ruby Avenue.

Parking is prohibited on both sides of collector roadways. The applicant should be required to coordinate a signage program with District Development Review staff for the installation of "NO PARKING" signs on Red Ruby Avenue.

The applicant should be required to dedicate right-of-way on Red Ruby Avenue extending to 2-feet behind the back of sidewalk. For detached sidewalk, the applicant may instead dedicate

right-of-way to 2-feet behind the back of curb and provide a right-of-way easement from the edge of right-of-way to 2-feet behind the back of sidewalk.

The applicant should be required to construct center left turn lanes on Ruby Red Avenue at Reisling Street, Semillon Street, and Franc Street, as these roadways provide direct access to commercial and multi-family lots. The turn lanes should be constructed when Reisling Street, Semillon Street, and Franc Street are constructed to intersect Ruby Red Avenue.

10. Local Commercial Streets

a. Existing Conditions: There are no existing local commercial streets internal to or abutting the site.

b. Applicant's Proposal: The applicant is proposing to construct Franc Street, Sangiovese Avenue, and Semillon Street as 36-foot-wide local commercial streets with vertical curb, gutter, and 5-foot-wide attached concrete sidewalk. The entry portions of Fran Street and Semillon Street are proposed to be constructed with 22-foot-wide travel lanes, a 10-foot-wide center landscape island, vertical curb, gutter, an 8-foot-wide planter strip, and 5-foot-wide detached concrete sidewalk.

c. Staff Comments/Recommendations: The applicant's proposals meet District policy, as these roadways are anticipated to serve commercial and multifamily portions of the development. The applicant should be required to plat the center landscape islands as right-of-way owned by ACHD and enter into a license agreement with ACHD for any landscaping proposed within the center landscape islands.

The applicant should be required to dedicate right-of-way on all internal commercial streets extending to 2-feet behind the back of sidewalk. For detached sidewalk, the applicant may instead dedicate right-of-way to 2-feet behind the back of curb and provide a right-of-way easement from the edge of right-of-way to 2-feet behind the back of sidewalk.

11. Internal Local Streets

a. Existing Conditions: There are no existing local roads internal to or abutting the site.

b. Applicant Proposal: The applicant is proposing to construct the entry portion of Dolce Avenue, Consentino Street, Franc Street (east and west), Semillon Street, Viognier Avenue, and Reisling Street with two 22-foot-wide travel lanes, a 10-foot-wide center landscape island, vertical curb, gutter, an 8-foot wide planter strip, and 5-foot wide detached concrete sidewalks.

The applicant is proposing to construct the internal local streets as 36-foot-wide local street sections with rolled curb, gutter, and 5-foot-wide attached concrete sidewalks. The applicant is proposing to terminate Consentino Court in a cul-de-sac turnaround.

The applicant is proposing to construct the following streets as 24-foot-wide minor local street sections with vertical curb and gutter, and no sidewalk:

- East/West between Chenin Blanc Avenue and Carignane Avenue
    - Frantesca Street
    - Rocca Street
    - Red Wine Street
- North/South between Ice Wine Street and Petite Syrah Avenue
    - Malbec Avenue
    - Pinot Gris Avenue

- Rockledge Avenue
- Zinfandel Avenue

The applicant is proposing to construct a pathway network though the mews/open space areas adjacent to the building lots to provide pedestrian connectivity in lieu of sidewalks.

c. Staff Comments/Recommendations: The applicant's proposal to construct the entry portions of Dolce Avenue, Consentino Street, Franc Street (east and west), Semillon Street, Viognier Avenue, and Reisling Street with 2 travel lanes and a center landscape island meets District policy and should be approved, as proposed. The applicant should be required to plat the center landscape islands as right-of-way owned by ACHD and enter into a license agreement if landscaping is desired within the islands.

The applicant's proposal to construct the internal local streets as standard 36-foot-wide local street sections meets District policy and should be approved, as proposed. The cul-de-sac at the terminus of Consentino Court should be constructed with a minimum radius of 50-feet.

The applicant's proposal to construct the 24-foot wide minor local streets as noted above meets District policy and should be approved, as proposed, with the exception of the right-of-way width. The applicant should be required to dedicate right-of-way to extend 2-feet behind the back of curb totaling 28-feet. If it is determined by the City of Kuna that the proposed pathways near the above roadways satisfy their requirements for pedestrian connectivity, then no additional pedestrian improvements are required. The applicant should be required to provide written fire department approval for use of the reduced street section.

If the City of Kuna determines that the proposed pathways do not satisfy their requirements for pedestrian connectivity, then consistent with ACHD Policy, the applicant should be required to construct the above roads as 24-foot-wide local street sections with curb, gutter, and 5-foot-wide attached concrete sidewalk.

Parking is prohibited on both sides of minor local streets. The applicant should be required to coordinate a signage program with District Development Review staff for the installation of "NO PARKING" signs on all minor local streets.

The applicant should be required to dedicate right-of-way on all internal local streets extending to 2-feet behind the back of sidewalk. For detached sidewalk, the applicant may instead dedicate right-of-way to 2-feet behind the back of curb and provide a right-of-way easement from the edge of right-of-way to 2-feet behind the back of sidewalk.

12. Private Road

a. Existing Conditions: There are no existing private roads within the site.

b. Applicant's Proposal: The applicant is proposing to construct an "H" type alley that is made up of private roads; Etude Street, Amarone Avenue, and Schramsberg Street.

c. Staff Comments/Recommendations: Staff is supportive of the applicant's proposal to construct the "H" type alleys as private roads, as they do not meet District policy. ACHD's Alley policy doesn't allow for dead-end alleys or for alleys to provide sole access. Additionally, ACHD would not be able to accept the alleys as Minor Local Streets, as ACHD policy requires that a minor local street intersect 2 standard streets on either end (no dead ends).

If the City of Kuna approves the private roads, the applicant shall be required to pave the private roadways 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 be revise and resubmit the preliminary plat to provide public standard local streets in these locations. The roads are restricted to a maximum width of 24-feet within the right-of-way.

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 roads, which are part of this application, will be accepted as a public roads if such a request is made in the future. Substantial redesign and reconstruction costs may be necessary in order to qualify the roads for public ownership and maintenance.

13. Roadway Offsets

a. Existing Conditions: There are no existing streets internal to or abutting the site.

b. Applicant's Proposal: The applicant is proposing to construct the following roadways to intersect Columbia Road:

- Dolce Avenue located 1,690-feet east of Linder Road
- Kay Avenue located at the half mile between Linder Road and SH-69

The applicant is proposing the following roadways to intersect Hubbard Road:

- Kay Avenue located at the half mile between Linder Road and SH-69
- Viognier Avenue located 1,955-feet west of SH-69 and in alignment with Williamson Avenue on the south side of Hubbard Road across from the site.
- Red Ruby Avenue located 1,240-feet west of SH-69

The applicant is proposing to construct the following roadways to intersect Kay Avenue:

- Frantesca Street located 575-feet south of Columbia Road
- Consentino Street located 1,035-feet south of Columbia Road
- Opus One Street located 1,815-feet south of Columbia Road
- Mason Creek Street to intersect Kay Avenue at the half-mile between Columbia Road and Hubbard Road
- Franc Street located 2,125-feet north of Hubbard Road
- Semillon Street located 1,280-feet north of Hubbard Road
- French Oak Street located 695-feet north of Hubbard Road

The applicant is proposing to construct the following roadways to intersect Mason Creek Road:

- Malbet Avenue located 1,680-feet west of SH-69
- Red Ruby Avenue located 1,245-feet west of SH-69

The applicant is proposing to construct the following roadways to intersect Ruby Red Avenue:

- Franc Street on both the east and west sides of Red Ruby Avenue located 505-feet south of Mason Creek Road
- Semillon Street located 1,300-feet north of Hubbard Road
- Riesling Street located 430-feet north of Hubbard Road

c. Staff Comments/Recommendations: The applicant's proposal meets District Policy and should be approved, as proposed, as all of the local streets are proposed to align or offset by a

minimum 660-feet on Columbia and Hubbard Road and 330-feet on Kay Avenue, Mason Creek Road, and Red Ruby Avenue.

14. Stub Streets

a. **Existing Conditions:** There are no stub streets to or from the site.

b. **Applicant Proposal:** The applicant is proposing to construct one stub street to the west, Skyracer Drive, located 710-feet south of the site's north property line.

c. **Staff Comments/Recommendations:** The applicant's proposal meets District Policy and should be approved, as proposed. A temporary turnaround is not required at the terminus of Skyracer Drive, as it does not extend greater than 150-feet. The applicant should be required to install a sign at the terminus of Skyracer Drive stating that "THIS STREET WILL BE EXTENDED IN THE FUTURE".

15. Driveways

15.1 Hubbard Road

a. **Existing Conditions:** There are no existing driveways from the site onto Hubbard Road.

b. **Applicant's Proposal:** The applicant is proposing to construct a paved, 46-foot wide driveway with 2 travel lanes and a center landscape island onto Hubbard Road located 770-feet west of SH-69/Meridian Road.

c. **Staff Comments/Recommendations:** The applicant's proposal does not meet District Access Management Policies, which require that when a site has frontage on more than one roadway that access be taken from the less classified street. In this case, Hubbard Road is classified as a minor arterial roadway, and the applicant will be constructing Red Ruby Avenue which will be classified as a collector roadway. Additionally, the site access analysis provided in the traffic impact study did not include this driveway demonstrating that it is not needed to serve the site.

   Therefore, the applicant's proposal to construct a driveway onto Hubbard Road is not approved and access to the commercial portion of the site should be provided via Red Ruby Avenue.

15.2 Red Ruby Avenue

a. **Existing Conditions:** Red Ruby Avenue is not yet constructed within the site.

b. **Applicant's Proposal:** The applicant is proposing to construct two paved driveways from the site onto Red Ruby Avenue. The first driveway is proposed to be 47-feet wide and constructed with 2 travel lanes and a center landscape island located 430-feet north of Hubbard Road and in alignment with Riesling Street on the west side of Red Ruby Avenue. The second driveway is proposed to be 32-feet wide and located 254-feet north of the first driveway.

c. **Staff Comments/Recommendations:** The applicant's proposal meets District Policy and should be approved. The driveways should be constructed as paved curb return type driveways and are restricted to a maximum width of 36-feet within the right-of-way.

16. Traffic Calming

a. **Applicant's Proposal:** The applicant is proposing to narrow travel lanes with the construction of bulb-outs to a width of 25-feet in locations where a pathway is proposed to cross a street to provide traffic calming. The bulb-outs are proposed on the following streets:

   - Carignane Avenue
   - Chenin Blanc Avenue
   - Chappellet Street
   - Greensprings Avenue

- Ice Wine Street

b. Staff Comments/Recommendations: Staff is supportive of the applicant's proposal to construct bulb-outs at pathway crossing locations. The bulb-outs should be designed to provide a minimum 24-feet of pavement measured from back of curb to back of curb. The applicant should be required to provide written fire department approval for the use of the reduced street sections.

Additionally, there are several long sections of both collector and local roadways proposed within the Napa Vineyards Subdivision, which are greater than 750-feet in length and will need to be redesigned to reduce the length of the roadways or to include the use of passive design elements. The following roadways should be redesigned:

- Kay Avenue
- Mason Creek Road
- French Oak Street
- Gewurz Avenue
- Grenache Street
- Malbet Avenue
- Napa Valley Street
- Opus One Street
- Petite Syrah Avenue
- Sangiovese Avenue
- Tempranillo Street

Speed humps/bumps and valley gutter will not be accepted as traffic calming.

The applicant should be required to submit a revised preliminary plat showing the redesigned roadways for review and approval prior to plan submittal for the first final plat.

17. Future School Site

The preliminary plat includes a future school site located on Lots 27 and 28. If a public school is proposed then a traffic impact study and a school site checklist per Idaho Code 67-6519(3) is required or if a public charter school is proposed, then only a school site checklist per Idaho Code 67-6519(3) should be required.

18. Other Access

Columbia Road and Hubbard Road are classified as minor arterial roadways, Kay Avenue, Red Ruby Avenue and Mason Creek Street are classified as collector 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. Columbia Road and Hubbard 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 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. These segments of Columbia Road and Hubbard Road are designated in the MSM as Residential Arterials with 3-lanes and on-street bike lanes, a 37-foot street section within 78-feet of right-of-way.

5. Kay Avenue, Mason Creek Road, and Red Ruby Avenue

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.

Kay Avenue 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 Kay Avenue on the south side of Hubbard Road and continue north through the property to connect with Columbia Road. The Residential Collector typology as depicted in the Livable Street Design Guide recommends a 2-lane roadway with bike lanes, and on street parking, a 36-foot street section within 66-feet of right-of-way.

Mason Creek Road 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 Commercial Collector. The new collector roadway should align with Mason Creek Road on the east side of Meridian Road and continue through the property to intersect Kay Avenue. The Commercial Collector typology as depicted in the Livable Street Design Guide recommends a 2-lane roadway with bike lanes, and on street parking, a 36-foot street section within 50-feet of right-of-way.

6. Local Commercial Streets- Franc Street, Sangiovese Avenue, and Semillon Street

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.

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.

Landscape Medians Policy: District policy 7208.5.15 states that landscape medians are permissible where adequate pavement width is provided on each side of the median to accommodate the travel lanes and where the following is provided:

- The median is platted as right-of-way owned by ACHD.
- The width of an island near an intersection is 12-feet maximum for a minimum distance of 150-feet. Beyond the 150-feet, the island may increase to a maximum width of 30-feet.
- At an intersection that is signalized or is to be signalized in the future, the median width shall be reduced to accommodate the necessary turn lane storage and tapers.
- The Developer or Homeowners Association shall apply for a license agreement if landscaping is to be placed within these medians.
- The license agreement shall contain the District's requirements of the developer including, but not limited to, a "hold harmless" clause; requirements for maintenance by the developer; liability insurance requirements; and restrictions.
- Vertical curbs are required around the perimeter of any raised median. Gutters shall slope away from the curb to prevent ponding.

7. Internal Local Streets and Minor Urban 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.

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.

Cul-de-sac Streets Policy: District policy 7207.5.8 requires cul-de-sacs to be constructed to provide a minimum turning radius of 50-feet; in rural areas or for temporary cul-de-sacs the emergency service providers may require a greater radius. Landscape and parking islands may be constructed in turnarounds if a minimum 29-foot street section is constructed around the island. The pavement width shall be sufficient to allow the turning around of a standard AASHTO SU design vehicle without backing. The developer shall provide written approval from the appropriate fire department for this design element.

The District will consider alternatives to the standard cul-de-sac turnaround on a case-by-case basis. This will be based on turning area, drainage, maintenance considerations and the written approval of the agency providing emergency fire service for the area where the development is located.

Landscape Medians Policy: District policy 7207.5.16 states that landscape medians are permissible where adequate pavement width is provided on each side of the median to accommodate the travel lanes and where the following is provided:

- The median is platted as right-of-way owned by ACHD.
- The width of an island near an intersection is 12-feet maximum for a minimum distance of 150-feet. Beyond the 150-feet, the island may increase to a maximum width of 30-feet.
- At an intersection that is signalized or is to be signalized in the future, the median width shall be reduced to accommodate the necessary turn lane storage and tapers.
- The Developer or Homeowners Association shall apply for a license agreement if landscaping is to be placed within these medians.
- The license agreement shall contain the District's requirements of the developer including, but not limited to, a "hold harmless" clause; requirements for maintenance by the developer; liability insurance requirements; and restrictions.
- Vertical curbs are required around the perimeter of any raised median. Gutters shall slope away from the curb to prevent ponding.

Minor Local Street Policy: District policy 7207.5.2 states that a minor local street is defined as a reduced width local street that provides direct lot access for residential uses, and in limited circumstances, commercial or mixed use as described below.

Pavement Width and Curb Type: A minor local shall be constructed with a reduced width of 24-feet from back-of-curb to back-of-curb with curb and gutter. Where the minor local street is utilized in a gridded street system with alleys, vertical curb shall be required, and direct lot access shall be restricted. Where the minor local street is utilized, with residential open space scenarios, rolled curb or ribbon curbing (with an inverted crown), is allowed if access to the rear of the parcels is provided from the minor local street.

Sidewalk and Right-of-Way: Five-foot wide concrete sidewalks are required on both sides, unless as otherwise described below or approved by ACHD and the lead land use agency. The sidewalk for this street section may be located within a permanent right-of-way easement. If the sidewalk is located within an easement, the minimum right-of-way width for this street section is 28-feet, to allow for 2-feet behind the back-of-curb on each side. Sidewalk may not be required, or may be required on one side only as determined by the lead land use agency, if the minor local street is used in residential areas where houses accessing the minor local street are built with the front of the house (including the front door) facing the common or open space lots that include a connected system of sidewalks or paved pathways and the lotting pattern is mirrored on both sides of the street.

Parking: Parking is prohibited on both sides of this street section. "No Parking" signs are required. Alternative parking for guests, visitors, auxiliary residential parking, and deliveries shall be provided and shall be designated and located in coordination with the lead land use agency. Typically, this parking will be provided via community parking spaces located within walking distance of these types of residences. Walking distance shall be defined by the lead land use agency.

Requirements (This street section may only be used if the following conditions are met):

- The maximum projected ADT is less than 400.
- The street connects to two other standard size streets.
- There is support from the lead land use agency (either from staff or Commission/ Council).
- Maximum block length of 600-feet.
- In commercial or mixed use areas where urban designs utilizing alleys are desirable but may be impractical due to access restrictions to classified roadways (arterials, collectors, and residential collectors). In this example, the minor local street would parallel the access-restricted roadway and would provide direct access to the commercial or mixed-use lots.
- No portion of a building shall be over 30-feet in height. If any portion of a building is over 30-feet in height, aerial fire apparatus is required and a 26-foot wide street is required (International Fire Code Appendix D Section C105). However, a 26-foot wide street, with a minimum right-of-way of 30-feet, is allowed if all other requirements for a minor local street are met.

8. Roadway Offsets

Local Street Intersection Spacing on Principal 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 1,320-feet as measured from all other existing roadways as identified in Table 1b (7205.4.7).

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 7205.4.2 states that the optimum spacing for new signalized collector roadways intersecting principal 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 7206.4.3 states that access is typically prohibited within the influence area of an existing or future roundabout intersection, which is generally considered the area from the intersection to the far end of the splitter islands.

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).

District policy 7208.4.2, requires commercial roadways intersecting other local streets (residential, industrial or commercial) to provide a minimum offset of 125-feet from any other roadway or intersection (measured centerline to centerline).

District policy 7209.4.2, requires industrial roadways intersecting other local streets (residential, industrial or commercial) to provide a minimum offset of 125-feet from any other roadway or intersection (measured centerline to centerline).

9. Stub Streets

Stub Street Policy: District policy 7207.2.4.3 (local) states that stub streets will be required to provide circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7207.2.4 (local), except a temporary cul-de-sac will not be required if the stub street has a length no greater than 150-feet. A sign shall be installed at the terminus of the stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

In addition, stub streets must meet the following conditions:

- A stub street shall be designed to slope towards the nearest street intersection within the proposed development and drain surface water towards that intersection; unless an alternative storm drain system is approved by the District.
- The District may require appropriate covenants guaranteeing that the stub street will remain free of obstructions.

Temporary Dead End Streets Policy: 7207.2.4.4 (local) requires that the design and construction for cul-de-sac streets shall apply to temporary dead end streets. The temporary cul-de-sac shall be paved and shall be the dimensional requirements of a standard cul-de-sac. The developer shall grant a temporary turnaround easement to the District for those portions of the cul-de-sac which extend beyond the dedicated street right-of-way. In the instance where a temporary easement extends onto a buildable lot, the entire lot shall be encumbered by the easement and identified on the plat as a non-buildable lot until the street is extended.

10. Driveways

10.1 Hubbard 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 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.

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.

10.2 Red Ruby Avenue

Access Policy: District Policy 7206.4.1 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.

District Policy 7206.1 states that the primary function of a collector is to intercept traffic from the local street system and carry that traffic to the nearest arterial. A secondary function is to service adjacent property. Access will be limited or controlled. Collectors may also be designated at bicycle and bus routes.

Driveway Location Policy (Signalized Intersection): District policy 7206.4.3 requires driveways located on collector roadways near a signalized intersection to be located outside the area of influence; OR a minimum of 440-feet from the signalized intersection for a full-access driveway and a minimum of 220-feet from the signalized intersection for a right-in/right-out only driveway. Dimensions shall be measured from the centerline of the intersection to the centerline of the driveway.

Driveway Location Policy (Stop Controlled Intersection): District policy 7206.4.4 requires driveways located on collector roadways near a STOP controlled intersection to be located outside of the area of influence; OR a minimum of 150-feet from the intersection, whichever is greater. Dimensions shall be measured from the centerline of the intersection to the centerline of the driveway.

Successive Driveways: District policy 7206.4.5 Table 1 requires driveways located on collector roadways with a speed limit of 25 MPH and daily traffic volumes greater than 100 VTD to align or offset a minimum of 245-feet from any existing or proposed driveway.

Driveway Width Policy: District policy 7206.4.6 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, 7206.4.6, 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 7206.4.6.

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.

10.3 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.

11. 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.

12. 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.

13. 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.

14. 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. 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.

H. 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

Your Safety • Your Mobility
Your Economic Opportunity

IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 8028 • Boise, ID 83707-2028
(208) 334-8300 • itd.idaho.gov

October 23, 2025

Sonia Hennum Daleiden
Kittelson & Associates, Inc.

RE: Napa Vineyards Subdivision - ITD Development Staff Report

Dear Sonia,

The Idaho Transportation Department (ITD) has completed our review of the Napa Vineyards Subdivision Traffic Impact Study. The proposed development will be located on the west side of SH-69 between Columbia Road and Hubbard Road in Kuna, Idaho.

Development Summary

- The development will include 675 single-family lots with potential for future multi-family and commercial development in the southeast portion of this site. The anticipated buildout of the 675 residential lots is 2035.

ITD Staff Requirements

- At SH-69 & Hubbard Road, construct a southbound right-turn lane with the following specifications:
  - 12' Width
  - 340' Deceleration Length
  - 180' Gap/Taper Length
  - Must be installed prior to residential occupancy permits.
- At SH-69 & Columbia Road, improve the existing southbound right-turn lane to meet current ITD standards and anticipated traffic demand:
  - 340' Deceleration Length
  - 180' Gap/Taper Length
  - Must be improved prior to residential occupancy permits.
- At SH-69 & Mason Creek, install a full movement signal.
  - Must be installed prior to full buildout of site, which includes the multi-family and/or commercial development.

Mitigation Funding

- The developer will be required to enter into a Transportation Mitigation Agreement with ITD for necessary improvements along SH-69. These improvements include future intersection upgrades at SH-69 and Columbia Road, SH-69 & Hubbard Road, and additional lane widening between these intersections. Funding amounts are based on ITD's Corridor Study and cost estimates for said improvements.
  - Based on the estimated project costs and anticipated site traffic contribution, the total contribution amount will be $465,429.23.
  - Permits for the above-mentioned turn lanes shall not be approved prior to the execution of a Transportation Mitigation Agreement.

Right-of-Way (ROW) Dedications

- The developer must dedicate right-of-way equal to all land used in the construction of the right-turn lane. Additionally, ROW dedication is required for any drainage necessary for the construction and operation of the right-turn lane.

Expiration of Staff Report

- This staff report shall expire one 1 year from the date of issuance. Upon expiration, it shall be the burden of the developer to demonstrate that their project is on schedule to meet the original timelines submitted for full build-out and that no substantial changes to the site plan, or traffic data have occurred. If so demonstrated, staff should automatically renew the staff report with the original conditions. Upon expiration, if a developer cannot demonstrate these requirements staff should perform a new review and may require additional or updated analysis as needed. Additionally, if a staff report

IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 8028 • Boise, ID 83707-2028
(208) 334-8300 • itd.idaho.gov

expires and ITD projects or other long-range planning efforts become newly applicable, staff should complete a new staff report and may require additional or updated analysis as needed.

Permit Requirements

- Once Civil Plans have been drafted for any work occurring in ITD's Right-of-Way, submit an access permit application via our online permitting tool here.
    - ITD staff will receive the application and all submitted supportive documents, which should include:
        - Civil Plans
        - Parcel Deed
        - Cross-Access or Access Easement, if applicable
        - Traffic Control Plan designed by a certified Traffic Control Supervisor
    - Access and Utility Permits
        - If required, both access and utility permits will need to be reviewed and approved prior to any work in ITD's ROW.

Notices

- This report does not supersede or nullify any local land use requirements or legal property restrictions. Legal property restrictions include but are not limited to easements, access agreements, deed restrictions, plat restrictions, liens or other encumbrances. Removing, modifying, or establishing legal property restrictions is the responsibility of the developer.
- This report does not constitute permit approval, or denial issued pursuant to IDAPA 29.03.42.
- Any allowance for access/encroachment on a state highway granted in this report is subject to changes in requirements/restrictions, and removal in the future for reasons of safety, capacity, and other ITD planning efforts.

ITD Staff Recommendations are intended to assure that the proposed development will not place an undue burden on the existing State Highway system within the vicinity impacted by the proposed development. Maintaining safety and mobility for Idaho's motorists is of utmost importance to ITD. We appreciate your improvements to livability in Kuna, Idaho, as we want all residents to travel safely and efficiently on the highway system.

If you have any questions, feel free to contact me at Brian.Duran@itd.idaho.gov or Kendra Conder, Development Services Coordinator, at (208) 334-8377 or email Kendra.Conder@itd.idaho.gov.

Sincerely,

Brian Duran
Development Services Manager
Idaho Transportation Department | District 3

CC: Troy Behunin, City of Kuna

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
JUL 24 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

22 July 2025

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

RE: Napa Vineyards **25-01-PUD**
West of Meridian and North of W Hubard Rds.
New York Irrigation District NY-026-002-00, 149-004-00, 149-006-00
Mason Creek 188+70
Painter Lateral 33+50
Sec. 12, T2N, R1W, BM.

Doug Hanson:

The United States' Mason Creek Feeder Canal and Painter Lateral lie within the boundary of the above-mentioned location. The easement for this canal and 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 35 feet both directions from center on the Mason Creek Feeder and 25 feet both directions from the centerline of the Painter Lateral. 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 New York Irrigation District it is important that representatives of this development contact the NYID 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 New York Irrigation District and the City of Kuna 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 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
	Dawn Harmon	Secretary – Treasurer, NYID
	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 25-01-PUD

Development Name/Section Napa Vineyards 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. _____

_____

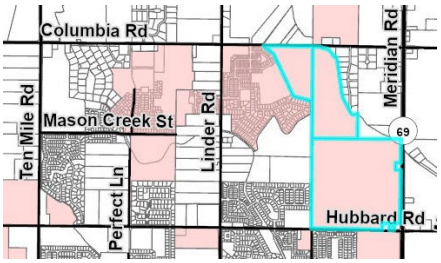
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_____ Reviewed By: Rob Bal Date: 7/22/25

3/22 lb

Communities in Motion (CIM) Development Review Checklist

Development Name:	Napa Vineyards		
CIM Vision Category:	Existing Neighborhood		
Consistent with CIM Vision?	YES		
New Households:	1495	**New Jobs:**	±380





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.

Hubbard 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:
The red and yellow marks in the Convenience section above reflect the current land use. This project is providing land for a public school and a public park. Upon construction of the school and the park, this project would receive a green "Improves performance" checkmark for nearest school and park. Please visit the Idaho Transportation Department's website for more information on the State Highway 69 Corridor Traffic Study. https://itdprojects.idaho.gov/pages/id69corridor

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: 8/18/25

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:	N/A
Primary Use:	
Secondary Use:	

Bicycle and Pedestrian Infrastructure

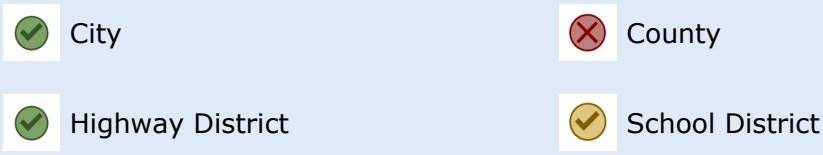
✓ Apply traffic calming measures to discourage speeding on local roads

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

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/*

Long-Term Funded and Unfunded Capital Projects

CIM Priority Corridor:	State Highway 69 (Kuna-Meridian Road) (Columbia Road to Victory Road)

Widening State Highway 69 (Kuna-Meridian Road) from Columbia Road to Victory Road to 6 travel lanes with a center median barrier and detached pedestrian facilities. It is a funded project.

More information on transportation needs and projects based on forecasted future growth is available at: https://cim2050.compassidaho.org/projects-and-priorities/project-priorities/

1445 N Orchard St
Boise, ID 83706 • (208) 373-0550

Brad Little, Governor
Jess Byrne, Director

July 21, 2025

Troy Behunin, Senior Planner
City of Kuna
751 W. 4th Street
Kuna, ID 83634
TBehunin@KunaID.Gov

Subject: Napa Vineyards PUD Request for Official Comments

Dear Mr. Behunin:

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 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

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: 7/21/2025
From: Kuna Rural Fire District

Regarding: Fire District Comments
25-01-PUD, 25-04-S, 25-02-SUP
Napa Vineyards Subdivision

Comments:
The Kuna Rural Fire District can support the proposed project with the following conditions:

- The Fire District shall be included in the subsequent Subdivision review & approval process and commercial building permit review & approval process. Final conditions of approval will be established during a more detailed architectural fire code plan review of each plat of residential subdivision and each individual commercial building permit. See Fire District Website for associated fees.

- Building designs shall comply with the adopted fire code at the time of application for plat approval and commercial building permit by the City of Kuna public works department and building department. If applicable, fire protection system permits will be deferred and issued directly through the Fire District.

- Available firefighting water supply for the project site shall be included with each proposed subdivision plat review and at the building permit application for new commercial structures.

Regards,

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

Kuna School District

Empowering students to lead productive lives.

Date: 08/22/25

RE: Napa Vineyards

Dear Commissioners or City Council Members,

Kuna School District has reviewed the application of Napa Vineyards and provides the following comments for your consideration.

Kuna School District has experienced rapid growth over the last ten years. Our March 2023 bond measure to increase student capacity did not pass. We are currently at or near district capacity in many of our schools, and those populations will continue to grow given the current approvals the City of Kuna, City of Meridian, and County agencies have granted. To be able to serve this development, the Kuna School District Board of Trustees requests that developers assist the taxpayers to mitigate the costs of growth through a partnership, which can be in the form of a donation of land, money, or in-kind facility work. This development will increase the population of Silver Trail, Fremont, and Kuna High School.

School	Educational Capacity by School	2025-26 Current Enrollment	2025-26 Capacity Utilization
Crimson Point	494	410	83%
Hubbard	391	274	70%
Indian Creek	322	262	81%
Reed	676	634	94%
Ross	270	267	99%
Silver Trail	676	598	88%
FMS	473	498	105%
SMS	100	88	88%
KMS	765	723	95%
IPHS	120	120	100%
KHS & SFHS	1688	**1851**	110%
Total	**5897**	**5727**	90%

*Last updated 8/22/25

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 School District
Future Ready

Kuna School District

Empowering students to lead productive lives.

The 2019 City of Kuna Comprehensive Plan, approved by the City Council, provides, as it relates to schools: "School facilities will expand, as needed, to keep pace with Kuna's growing population." In order to expand, the Kuna School District requires partnerships with the developers and, most importantly, the passing of bonds.

To reduce our reliance on bonds and to promote reasonable growth within our district, we generally seek partnerships with residential developers. Partnerships with developers mitigate the impact homes will have on the Kuna School District and our ability to deliver 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 of this project has agreed to partner with Kuna School District; therefore, receives our support for this application.

Regards,

Jason Reddy
Assistant Superintendent

&

Danielle Horras
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

From: Doug Hanson
To: Troy Behunin
Subject: FW: Online Form Submittal: Public Testimony Form
Date: Thursday, August 21, 2025 7:02:08 AM
Attachments: image002.png

DEVELOPMENT SERVICES KUNA IDAHO

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

Doug Hanson
Planning & Zoning Director
City of Kuna | Development Services

Phone: 208-287-1771
Email: dhanson@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.

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Tuesday, August 19, 2025 7:41 PM
To: Doug Hanson <dhanson@kunaid.gov>; City Clerk <cityclerk@kunaid.gov>
Subject: Online Form Submittal: Public Testimony Form

Public Testimony Form

Please complete the form with your testimony for the below referenced case for the Public Hearing record.

Case Number/Description	Case Nos. 25-01-PUD, 25-04-S & 25-02-SUP Napa Vineyards Subdivision
Public Hearing Date	8/26/2025
Will you also be providing in person testimony at the Public Hearing	No
In Favor, Neutral or In Opposition	Neutral
Email	gingeryore@yahoo.com

Phone Number	2082508299
First Name	Ginger
Last Name	Yore
Address1	8799 S. Rocky Mountain Lane
City	Meridian
State	ID
Zip	83642
Written Testimony	My name is Ginger Yore and I live at 8799 S. Rocky Mountain Lane, directly adjacent to the proposed development, bordering the east and south sides of our property. I recognize that growth will happen, but I have serious concerns about the scale of this project and negative impact it will have on not only our property, but traffic, safety, infrastructure and services and compatibility with the surrounding area. Traffic & Safety: The east/west roads are not designed to handle the amount of traffic they experience today, let alone the addition of 1,495 units consisting of 653 single family homes and 842 multi-family units. I understand a traffic study has been completed but last fall they had not received ACHD or ITD's comments on whether they agree or disagree with the proposed requirements. Without completion of major upgrades to the roads prior to the development, we will see extreme congestion, additional accidents, cut-through traffic and unsafe conditions for drivers, cyclists and pedestrians. Additionally, the future trail shown through our property on one of the plats we oppose. Infrastructure and services: I understand that services will be brought to the development, but without proper planning and consideration, this area and future homeowners will be negatively impacted. Kuna has experienced water and sewer issues, including violations by Idaho DEQ in recent years due in part by excessive growth putting a strain on the existing system. It is overburdened with growth already, and I do not want to see the taxpayers footing the bill in the form of higher utility fees in order to build out the infrastructure necessary to support the proposed development. Schools, police and fire services are also already overcapacity in this part of the county, even with the addition of a school and fire station as proposed – the area is growing faster than these services can keep up. Beyond existing easements for public utilities on our property, we are opposed to

the incorporation and establishment of other easements directly affecting our property or requiring access to or through our property without our knowledge or consultation.

Third is compatibility with the surrounding area and aesthetics. This development will forever change the landscape as you enter Kuna. To help transition from existing low-density home sites, I would like to see more open space available in the development, i.e. not include the canal area in calculation of open space, and a transition between existing low density home sites by having larger lots against existing sites (R-4 designation as originally designed) and higher density towards middle of development, away from existing homes. As it sits today, I will have 7 homes looking into my property to the east – even with 65 feet of clearance. I am opposed to a high-density housing project within this development, as well as the placement along Meridian Road and bordering the south side of our property. This development needs to be a clean, livable environment of high quality, visually appealing and create the “wow” factor as you enter Kuna vs. another car-centric sprawl with no character.

Emphasis needs to be placed on taking the necessasry steps to protect the existing property owners’ investments. At a minimum, this project should include buffer areas, intentional landscaping and fencing along the property line to provide separation and preserve the land value, privacy and quality of life for us and others impacted. The increased noise, light pollution and traffic will negatively change the character of the area and take away from the peace we have enjoyed for so many years. Additionally, as submitted previously for hearing on 10/15/24, but I want to reiterate, Rocky Mountain Lane (off Columbia Road) is our legal access, indispensable and follows the Mason Creek feeder canal back to our property and must remain in place along the canal.

Finally, if this project moves forward, I urge the Commission to require enforceable conditions on traffic improvements, infrastructure management, open space and buffering, so these protections are not just developer promises, but binding commitments. We are open to working with the developer to ensure a mutually agreeable outcome for both of us in areas where we are directly impacted.

Thank you for your time and for considering the perspective of homeowners directly affected. Once farmland and open space are lost, they cannot be replaced. Thank you!

By checking the "I agree" box below, you agree and acknowledge that submitting, that this testimony will be a public record and a part of the case file for the governing body. Any testimony submitted after the public hearing Will Not be

considered by the governing body.

Electronic Signature Agreement	I Agree

Email not displaying correctly? View it in your browser.

Recording requested by and when recorded return to:

ADA COUNTY RECORDER Trent Tripple
BOISE IDAHO Pgs=27 VICTORIA BAILEY
CITY OF KUNA, IDAHO

2024-070527
12/12/2024 08:03 AM
NO FEE

(Space Above for Recorder's Use)

FIRST RESTATED AND AMENDED DEVELOPMENT AGREEMENT

Napa Vineyards

Case No. 24-01-DA MOD (08-15-DA, 08-01-PUD, 08-13-AN, 08-06-ZC, 08-02-S)

This Development Agreement (this "**Agreement**") is made effective as of the date identified in Section 7 hereof (the "**Effective Date**") by and between the City of Kuna, Idaho, an Idaho municipal corporation ("**City**") and NE Kuna Farm, LLC, an Idaho Limited Liability Company and Open Door Rentals LLC, an Idaho Limited Liability Company (collectively, "**Owner**").

RECITALS

A. As of the Effective Date, NE Kuna Farm, LLC is the owner of 1235 W Columbia Road (Parcel No. S1312212400) and W Columbia Road, Meridian, Idaho 83642 (Parcel No. R7135690180) and Open Door Rentals LLC is the current owner of the real property located at 750 W Road, Meridian, Idaho 83642 (Parcel No. S1312212400) legally described on Exhibit A, attached hereto and made a part hereof (the "**Property**").

B. On the date this Agreement was entered, the Property was zoned R-6 (Medium Density Residential), R-20 (High Density Residential), C-1 (Neighborhood Commercial) and C-3 (Service Commercial).

C. On April 22, 2009, Owner's predecessor-in-interest applied for and received annexation, zoning and planned unit development ("**PUD**") approval on the Property, which approvals were memorialized in a development agreement dated April 22, 2009 and recorded in the land records of Ada County on April 27, 2009 as instrument no. 109047091 (the "**Original DA**").

D. Owner desires to develop the Property as shown on the Conceptual Site Plan dated July 17, 2024. The Conceptual Site Plan is attached to this Agreement as a portion of Exhibit A.

E. Owner cannot develop the Property according to the Conceptual Site Plan under the terms of the Original DA, and therefore applied to the City for modification of the Original DA.

F. Pursuant to Kuna City Code ("**City Code**") Title 5 and Idaho Code, the City has the authority to enter into and modify development agreements for the purpose of obtaining, from

a developer, "a written commitment concerning the use or development of the subject parcel." I.C. § 67-6511A.

G. A development agreement may only be modified after providing notice and a public hearing pursuant to the provisions of I.C. § 67-6509. Kuna City Code 5-8-407.

H. City has properly noticed and held the public hearings required by law for the annexation and zoning and development of the Property, and for this Agreement.

I. It is the intent of the Parties to enter into this Agreement to amend and replace the Original DA and obtain the Owner's written commitment concerning the use or development of the Property so that the Property may be developed as provided in this Agreement, subject to the terms and conditions hereof.

AGREEMENT

NOW THEREFORE, in consideration of the above recitals and the covenants, duties and obligations herein set forth, the sufficiency of which consideration is hereby acknowledged, City and Owner agree as follows:

1. **Prior Development Agreement.** That the Original DA is hereby repealed and replaced in its entirety by this Agreement.

2. **Property** (Address, Description; Total Acreage; Zoning

Location:

- 1235 W Columbia Road, Meridian, Idaho (Ada County Parcel No. S1312212400) consisting of +/- 29.40 acres; and
- No Address W Columbia Road, Meridian, Idaho (Ada County Parcel No. R7135690180) consisting of +/- 57.17 acres.
- 750 W Hubbard Road, Meridian, Idaho (Ada County Parcel No. S1312212400) consisting of +/- 152.50 acres

Legal Description(s): As set forth on Exhibit A.
Size: +/- 240 acres
Zoning: C-1, C-3, R-6 and R-20

3. **Development of the Project.** Any new improvements and site work to be constructed on the Property pursuant to this Agreement (the "**Project**") will be:

a. Generally, in accordance with the Conceptual Site Plan (dated July 17, 2024), Landscape Plan (dated June 27, 2024) and Open Space Exhibit (dated June, 2024) attached hereto as Exhibit B and made a part hereof (the "**Preliminary Plans**");
b. In compliance with the conditions of approval set forth in Exhibit C (the "**Conditions of Approval**");
c. Consistent with the development standards set forth in Section 4 below; and
d. Otherwise in compliance with applicable law.

City may decline to grant any building permits that are inconsistent with this Section 3. Construction of any new improvements in violation of this Section 3 will constitute a material default of this Agreement.

4. **Development Standards**. The following provisions, requirements and conditions will apply to the development of the Project on the Property:

a. **Development Type and Density**. The Property shall be developed substantially in compliance with the concept described and illustrated in the Preliminary Plans in Exhibit B and as conditioned in Exhibit C.

b. **Building Form and Scale**. Future development of the residential phases will be subject to the Conditions of Approval and the version of City Code in effect at the time of development, as applicable.

c. **Lot Dedication.**

i. Fire Station: The Owner will dedicate to the Kuna Rural Fire District a lot for the purpose of constructing and locating a fire station. The lot to be dedicated is located at the southwest corner of W Columbia Road and S Kay Avenue, Lot 5, Block 6 as shown on the Preliminary Plans in Exhibit B.

ii. School Site: The Owner will dedicate Lot 27, Block 14 as shown on the Preliminary Plans in Exhibit B for public purposes. The primary intent of the Parties is that this lot will be dedicated to the Kuna Joint School District #3 to be used as a public school site. In the event such dedication is not accepted by the Kuna School District #3, the Owner may pursue efforts to dedicate the lot to public charter school. In the event all, or any portion of the subject lot is not dedicated to the Kuna Joint School District #3 or a public charter school, the lot (or the remaining portion) shall be dedicated to the City for development and use as a City Park.

d. **Mason Creek.** The Owner shall dedicate an easement for the Mason Creek Trunkline on the Property to the City. The easement boundaries must be approved through a project infrastructure agreement by the City prior to dedication and approval of the final development plans for the Property.

5. **Default.**

a. Owner will be in material default of this Agreement if Owner uses or develops the Property in violation of the terms of this Agreement (e.g., changes or expands the use of the Property beyond that permitted by this Agreement), or if Owner otherwise fails to faithfully comply with all of the terms and conditions of this Agreement. Further, a material default by the Owner shall constitute a "failure of the requirements in the commitment," as that language is used in I.C. § 67-6511A.

b. Neither party will be deemed to be in default of this Agreement until the non-defaulting party gives the defaulting party a written notice specifying the asserted default in reasonable detail and providing the defaulting party thirty (30) days to cure such default; provided, however, if the default cannot reasonably be cured within such 30-day period, the defaulting party will have a reasonable period to cure such default. In the event of a default by Owner that creates an emergency that threatens public health and safety, then City's notice obligations and the cure period will be as City determines to be reasonable in light of the circumstances.

c. If Owner is in default, then City may (1) seek specific performance of Owners' obligations; (2) withhold issuance of any development permits, building permits, or other approvals until such default is cured; (3) exercise the special remedies in Section 6 hereof; and/or exercise the remedies provided in I.C. § 67-6511A.

d. If City defaults, Owner may seek specific performance of City's obligations.

6. **City's Special Remedies.** In the event of an uncured default by Owner, City may exercise any of the following special remedies after compliance with the applicable requirements of City Code:

a. **Amendment**. If the Kuna City Council determines that Owner's default warrants an amendment to this Agreement, then the Kuna City Council will have the unilateral power to amend this Agreement to condition, restrict or eliminate any permitted uses. Upon adoption and recordation of such an amendment, Owner will comply with this Agreement as so amended, and any failure to comply will be a material default of this Agreement.

b. **Termination**. If the Kuna City Council determines that Owner's default warrants the termination of this Agreement, then the Kuna City Council will have the power to terminate this Agreement by adoption and recordation of a termination instrument. In such event, Owner shall cause all uses which are not consistent with the prior zoning to cease, except as otherwise approved by City. **Owner hereby acknowledges and agrees (for itself and any future owner of the Property) that, if City terminates this Agreement for Owner's default, then City will have the right to rezone of the Property to a lawful zoning classification(s) the City deems appropriate for the Property.**

7. **Effective Date**. This Agreement will be effective on the date it is recorded in the land records of Ada County, Idaho.

8. **Notices**. All notices required to be given by either party under this Agreement must be in writing and will be deemed delivered upon personal service (if delivered by hand or courier) or when mailed by United States certified mail, return receipt requested, addressed as follows:

To City: Planning and Zoning Director
City of Kuna
751 W 4th Street
Kuna, Idaho 83634

To Owner: NE Kuna Farm, LLC
1691 S Grand Fork Way,
Meridian, Idaho, 83642

Open Door Rentals, LLC
1977 E Overland Road,
Meridian, Idaho, 83642

City may change its address by notice to Owner or general notice to public (including updates on City's public website). Owner agrees to keep its current mailing address on file with City, the Ada County Assessor, and Idaho Secretary of State.

9. **Shared Legal Defense Costs.** In the event that any legal or equitable action or other proceeding is instituted by a third-party challenging the validity of any provision of this Agreement, the Parties will reasonably cooperate in defense of such action or proceeding. The City and Owner may agree to select mutually agreeable legal counsel to defend such action or proceeding with the Parties sharing equally in the cost of such joint legal counsel, or each Party may select its own legal counsel at each Party's expense. All other costs of such defense(s) shall be shared equally by the Parties. Each Party retains the right to pursue its own independent legal defense.

10. **Attorneys' Fees**. Should any litigation be commenced between the parties hereto concerning this Agreement, the prevailing party will be entitled, in addition to any other relief as may be granted, to court costs and reasonable attorneys' fees as determined by a court of competent jurisdiction. Any fees or costs award must in comply with the provisions of I.C. § 12-117. This provision will be deemed to be a separate contract between the parties and will survive any default, termination, or forfeiture of this Agreement.

11. **Governing Law and Venue**. The rights and obligations of City and Owner under this Development Agreement shall be governed by, construed under, and enforced in accordance with the laws of the State of Idaho. Venue for any litigation pertaining to the subject matter hereof shall be exclusively in Ada County, Idaho.

12. **Modification.** Except as set forth in Section 6, this Agreement may not be modified except with the consent of City and Owner, and then only by written instrument duly executed, acknowledged and recorded in the real property records of Ada County, Idaho.

13. **Binding upon Successors**. This Agreement will be binding upon every successor in interest, assign, and/or person or entity having any fee, leasehold or other interest in the Property. This Agreement shall run with the land.

14. **Release Upon Transfer.** The term "Owner" means only the then-current fee simple owner of the Property. Upon the sale or transfer of the Property, selling Owner shall be released from its obligations and other terms and conditions of this Agreement to be performed on or after the date of transfer. The purchasing Owner will assume responsibility for the obligations and other terms and conditions of this Agreement to be performed on or after the date of transfer.

15. **Joint and Several Liability**. If Owner is composed of more than one person or entity, then all persons or entities comprising Owner will be jointly and severally obligated to perform the obligations of Owner under this Agreement.

16. **Recordation**. City will record this Agreement (including all exhibits attached hereto) in the real property records of Ada County, Idaho.

17. **Invalid Provisions**. If any provision of this Agreement is invalid, illegal, or unenforceable under the applicable law, then the provision will be deemed to be excised from this Agreement and the validity and enforceability of the remaining provisions of this Agreement will not be affected thereby.

18. **Force Majeure.** A Party will not be in default of this Agreement for any reason beyond the Party's reasonable control and ability to avoid such that it is impossible or imminently

impracticable to perform the Party's obligations ("**Force Majeure Event**"). A Force Majeure Event may include but is not limited to acts of God, war, terrorism, strikes, riots, natural disasters, pandemic or epidemic outbreaks, government action or regulation, or similar events. Economic circumstances and conditions do not constitute a Force Majeure Event. Reasonable extensions, proportionate to the extent of the Force Majeure Event, will be provided without penalty or additional cost to either Party.

19. **Interpretation.** Where the context requires, words importing the singular will include the plural and vice versa, and words importing persons will include entities. Headings are for convenience of reference only. Where the context requires, any reference to a person, entity or party will include the person's, entity's or party's successors and permitted assigns. The words "include" or "including" are to be construed without limitation. Each party has been represented by legal counsel in drafting and negotiating this Agreement, so the parties agree that the normal rule of construction that any ambiguities are to be resolved against the drafting party will not be employed in the interpretation of this Agreement.

20. **No Third-Party Beneficiaries.** City and Owner are the only beneficiaries of this Agreement. No person will be a third-party beneficiary hereof, and no tenant will have the right to enforce this Agreement. If any person believes that Owner has not complied with the terms of this Agreement, then the person may notify City thereof. Nothing in this Development Agreement will give rise to a damages claim against Owner or City, it being the intent that the exclusive remedies for default are set forth above.

21. **Counterparts.** This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together constitute one and the same instrument. The signature pages from one or more counterparts may be removed from such counterparts and such signature pages all attached to a single document so that the signatures of all Parties may be physically attached to a single document.

22. **Further Acts.** Each of the Parties shall promptly execute and deliver all such documents and perform all such acts as reasonably necessary, from time to time, to carry out the matters contemplated by this Agreement.

[End of text; Counterpart signature pages and Exhibits follow]

COUNTERPART SIGNATURE PAGE

IN WITNESS WHEREOF, the parties to this Agreement have caused it to be executed.

Dated this 11th day of December, 2024.

City: **CITY OF KUNA, IDAHO,**
an Idaho Municipal Corporation

By: _____
Joe Stear
Mayor

ATTEST:

By: _____
Nathan Stanley
City Clerk

CITY OF KUNA CORPORATE SEAL STATE OF IDAHO

STATE OF IDAHO)
) ss.
County of Ada)

This record was signed before me on December 11, 2024 by Joe Stear as Mayor, and by Nathan Stanley as City Clerk, of City of Kuna, Idaho.

CORTNEE P. MANNING
COMMISSION #59666
NOTARY PUBLIC
STATE OF IDAHO
MY COMMISSION EXPIRES 10/04/2029

_____
Notary Signature

COUNTERPART SIGNATURE PAGE

IN WITNESS WHEREOF, the parties to this Agreement have caused it to be executed.

Dated this 27 day of November, 2024.

Owner: **NE KUNA FARM, LLC**

an Idaho Limited Liability Company

By: _____

Name: Timothy W Eck

Title: Manager

STATE OF Idaho)
) ss.
County of Ada)

This instrument was acknowledged before me on November 27, 2024 by Timothy Eck as Manager for the NE Kuna Farm, LLC, an Idaho Limited Liability Company.

BRITTANY M SOFRO COMMISSION NUMBER 20212366 NOTARY PUBLIC STATE OF IDAHO

_____

Signature of Notary Public

COUNTERPART SIGNATURE PAGE

IN WITNESS WHEREOF, the parties to this Agreement have caused it to be executed.

Dated this 2nd day of December, 2024.

Owner: **OPEN DOOR RENTALS, LLC**
an Idaho Limited Liability Company

By: _____
Name: Corey Barton
Title: Member

STATE OF Idaho)
) ss.
County of Ada)

This instrument was acknowledged before me on December 2, 2024 by Corey Barton as Member for the Open Door Rentals, LLC, an Idaho Limited Liability Company.

_____
Signature of Notary Public

ADAIR KOLTES
Notary Public - State of Idaho
Commission Number 30052
My Commission Expires 06-05-2028

EXHIBIT A
LEGAL DESCRIPTION OF THE PROPERTY

EXHIBIT A-1
LEGAL DESCRIPTION; R-20

OPEN DOOR RENTALS LLC
MUNICIPAL ANNEXATION AND ZONING

A parcel located in the SE ¼ of the SE ¼ of Section 7, Township 2 North, Range 1 East, Boise Meridian, Ada County, Idaho, and more particularly described as follows:

BEGINNING at an Aluminum Cap monument marking the southeast corner of said Section 7, from which a 5/8 inch diameter iron pin marking the southeast corner of the SW ¼ of Section 8 of said Township 2 North, Range 1 East bears S 89°47'24" E a distance of 2639.68 feet;

Thence N 89°25'45" W along the southerly boundary of the SE ¼ of said Section 7 a distance of 1325.73 feet to the southwest corner of the SE ¼ of the SE ¼ of said Section 7;

Thence along the westerly boundary of said SE ¼ of the SE ¼ N 0°28'57" E a distance of 966.80 feet to a point;

Thence leaving said boundary S 89°19'13" E a distance of 1326.03 feet to a point on the easterly boundary of said SE ¼ of the SE ¼;

Thence along said easterly boundary S 0°30'01" W a distance of 964.27 feet to the **POINT OF BEGINNING.**

EXCLUDING THEREFROM the following described parcel:

A parcel located in the SE ¼ of the SE ¼ of Section 7, Township 2 North, Range 1 East, Boise Meridian, Ada County, Idaho, and more particularly described as follows:

Commencing at an Aluminum Cap monument marking the southeast corner of said Section 7, from which a 5/8 inch diameter iron pin marking the southeast corner of the SW ¼ of Section 8 of said Township 2 North, Range 1 East bears S 89°47'24" E a distance of 2639.68 feet;

Thence N 42°57'57" W a distance of 731.41 feet to the **POINT OF BEGINNING**;

Thence N 89°19'13" W a distance of 397.91 feet to a point of curvature;

Thence a distance of 78.37 feet along the arc of a 50.00 foot radius curve right, said curve having a central angle of 89°48'10" and a long chord bearing N 44°25'08" W a distance of 70.59 feet to a point of tangency;

Thence N 0°28'57" E a distance of 240.17 feet to a point;

Thence S 89°19'13" E a distance of 497.98 feet to a point;

Thence S 0°30'01" W a distance of 239.84 feet to a point of curvature;

Thence a distance of 78.70 feet along the arc of a 50.00 foot radius curve right, said curve having a central angle of 90°10'46" and a long chord bearing S 45°35'24" W a distance of 70.82 feet to the **POINT OF BEGINNING.**

EXHIBIT A-2
LEGAL DESCRIPTION; C-3
OPEN DOOR RENTALS LLC
MUNICIPAL ANNEXATION AND ZONING

A parcel of land lying in the SE 1/4 of Section 12, T.2N., R.1W., B.M., Ada County, Idaho, more particularly described as follows: Commencing at an aluminum cap monument marking the East 1/4 corner of said Section 12, from which the Southeast corner of said Section bears South 00°22'43" West, 2658.79 feet; Thence along the East line of said Section South 00°22'43" West, 1915.87 feet to the **REAL POINT OF BEGINNING.**

Thence continuing South 00°22'43" West, 519.54 feet;

Thence departing said line North 89°37'15" West, 238.36 feet;

Thence South 01°05'05" West, 188.69 feet to a point on the North right-of-way of Hubbard Road;

Thence along said right-of-way South 87°50'26" west, 119.10 feet;

Thence South 01°05'05" West, 25.00 feet to a point on the South line of said Section 12;

Thence along said line North 88°54'55" West, 17.28 feet;

Thence North 01°05'05" East, 208.71 feet;

Thence North 88°54'55" West, 208.71 feet;

Thence South 01°05'05" West, 208.71 feet to a point on the South line of said Section 12;

Thence North 88°54'55" West, 651.84 feet;

Thence North 00°34'32" East, 727.67 feet;

Thence South 89°37'17" East, 1235.23 feet to the Point of Beginning. Containing 18.57 acres, more or less.

EXHIBIT A-3
LEGAL DESCRIPTION; R-6
OPEN DOOR RENTALS LLC

Combined with

EXHIBIT A-4
LEGAL DESCRIPTION; R-6
NE KUNA FARM LLC
MUNICIPAL ANNEXATION AND ZONING

A portion of the NW 1/4, NE 1/4, and SE 1/4 of Section 12, and a portion of Lot 13, Block 2 of Poppy Field Subdivision, as same is recorded in Book 70 of Plats at Page 7195, Ada County records, all in T.2N., R.1W., B.M., Ada County, Idaho, more particularly described as follows: **BEGINNING** at an aluminum cap monument marking the South 1/4 corner of said Section 12 from which the Southeast corner of said section bears South 88°54'55" East, 2644.74 feet;

Thence North 00°29'28" East, 2635.28 feet to the center of said Section 12;

Thence continuing along the North-South mid-section line North 00°26'46" East, 1119.79 feet to a point which bears South 00°26'46" West, 230.07 feet from the C-N 1/16 corner of said Section 12;

Thence North 89°01'39" West, 157.43 feet to a point in the center of the Painter Lateral;

Thence along the center of said lateral North 75°49'02" West, 345.63 feet;

Thence 109.27 feet along the arc of a curve to the right, having a radius of 122.00 feet, a central angle of 51°19'00", and a long chord bearing North 50°09'32" West, 105.65 feet;

Thence North 24°30'02" West, 274.53 feet;

Thence North 25°10'02" West, 494.78 feet;

Thence North 25°20'02" West, 299.24 feet;

Thence North 24°20'02" West, 187.48 feet;

Thence 69.71 feet along the arc of a curve to the left, having a radius of 150.00 feet, a central angle of 26°37'35", and a long chord bearing North 37°38'50" West, 69.08 feet;

Thence North 50°57'37" West, 385.49 feet to a point on the North boundary of said Section 12;

Thence along said North boundary South 89°32'42" East, 1457.14 feet to the North 1/4 corner of said Section 12;

Thence South 00°26'46" West, 411.36 feet;

Thence South 89°33'14" East, 702.69 feet to a point on the Easterly boundary of Lot 13, Block 2 of Poppy Field Subdivision;

Thence along said Easterly boundary 78.39 feet along the arc of a non-tangent curve to the right, having a radius of 544.10 feet, a central angle of 08°15'16", and a long chord bearing South 12°26'57" East, 78.32 feet;

Thence South 08°19'17" East, 715.90 feet;

Thence South 05°11'27" East, 100.01 feet;

Thence 351.91 feet along the arc of a curve to the left, having a radius of 868.00 feet, a central angle of 23°13'45", and a long chord bearing South 16°48'19" East, 349.50 feet;

Thence South 28°25'12" East, 236.82 feet;

Thence South 24°20'40" East, 112.32 feet;

Thence 167.43 feet along the arc of a curve to the left, having a radius of 113.00 feet, a central angle of 84°53'37", and a long chord bearing South 66°47'29" East, 152.53 feet;

Thence North 70°45'43" East, 78.54 feet;

Thence South 00°27'12" West, 732.22 feet to the Southeast corner of said Lot 13;

Thence along the mid-section line South 89°25'28" East, 92.03 feet;

Thence departing said line South 00°34'32" West, 747.80 feet;

Thence 255.22 feet along the arc of a curve to the left, having a radius of 300.00 feet, a central angle of 48°44'34", and a long chord bearing South 23°47'45" East, 247.59 feet to a point of reverse curve;

Thence 797.98 feet along the arc of a curve to the right, having a radius of 469.00 feet, a central angle of 97°29'09", and a long chord bearing South 00°34'32" West, 705.15 feet to a point of reverse curve;

Thence 255.22 feet along the arc of a curve to the left, having a radius of 300.00 feet, a central angle of 48°44'34", and a long chord bearing South 24°56'49" West, 247.59 feet;

Thence South 00°34'32" West, 743.77 feet to a point lying on the South line of said Section 12;

Thence along said line North 88°54'55" West, 1406.92 feet to the Point of Beginning. Containing 173.88 acres, more or less.

EXHIBIT A-5
LEGAL DESCRIPTION; C-1
NE KUNA FARM LLC
MUNICIPAL ANNEXATION AND ZONING

A portion of Lot 13, Block 2 of Poppy Field Subdivision in the NW 1/4 of the NE 1/4 of Section 12, T.2N., R.1W., B.M., Ada County, Idaho, as same is recorded in Book 70 of Plats at Page 7195, records of Ada County, Idaho, more particularly described as follows: Commencing at the North 1/4 corner of said Section 12, from which the Northeast corner of said section bears South 88°31'57" East, 2636.76 feet; Thence South 00°26'47" West, 40.01 feet to the Northwest corner of said Lot 13 and the **REAL POINT OF BEGINNING.**

Thence along the North line of said lot South 88°31'57" East, 215.71 feet to a point in the center of the Mason Creek Feeder Canal;

Thence 112.73 feet along the center of said canal and along the arc of a non-tangent curve to the left, having a radius of 237.00 feet, a central angle of 27°15'10", and a long chord bearing South 68°51'18" East, 111.67 feet;

Thence South 82°28'54" East, 54.00 feet;

Thence 141.21 feet along the arc of a curve to the right, having a radius of 190.00 feet, a central angle of 42°34'55", and a long chord bearing South 61°11'28" East, 137.98 feet;

Thence South 39°54'02" East, 114.00 feet;

Thence 104.67 feet along the arc of a curve to the right, having a radius of 507.00 feet, a central angle of 11°49'43", and a long chord bearing South 33°59'12" East, 104.48 feet;

Thence departing said centerline South 89°35'04" East, 41.67 feet to the Southwest corner of Lot 12, Block 2 of said Poppy Field Subdivision;

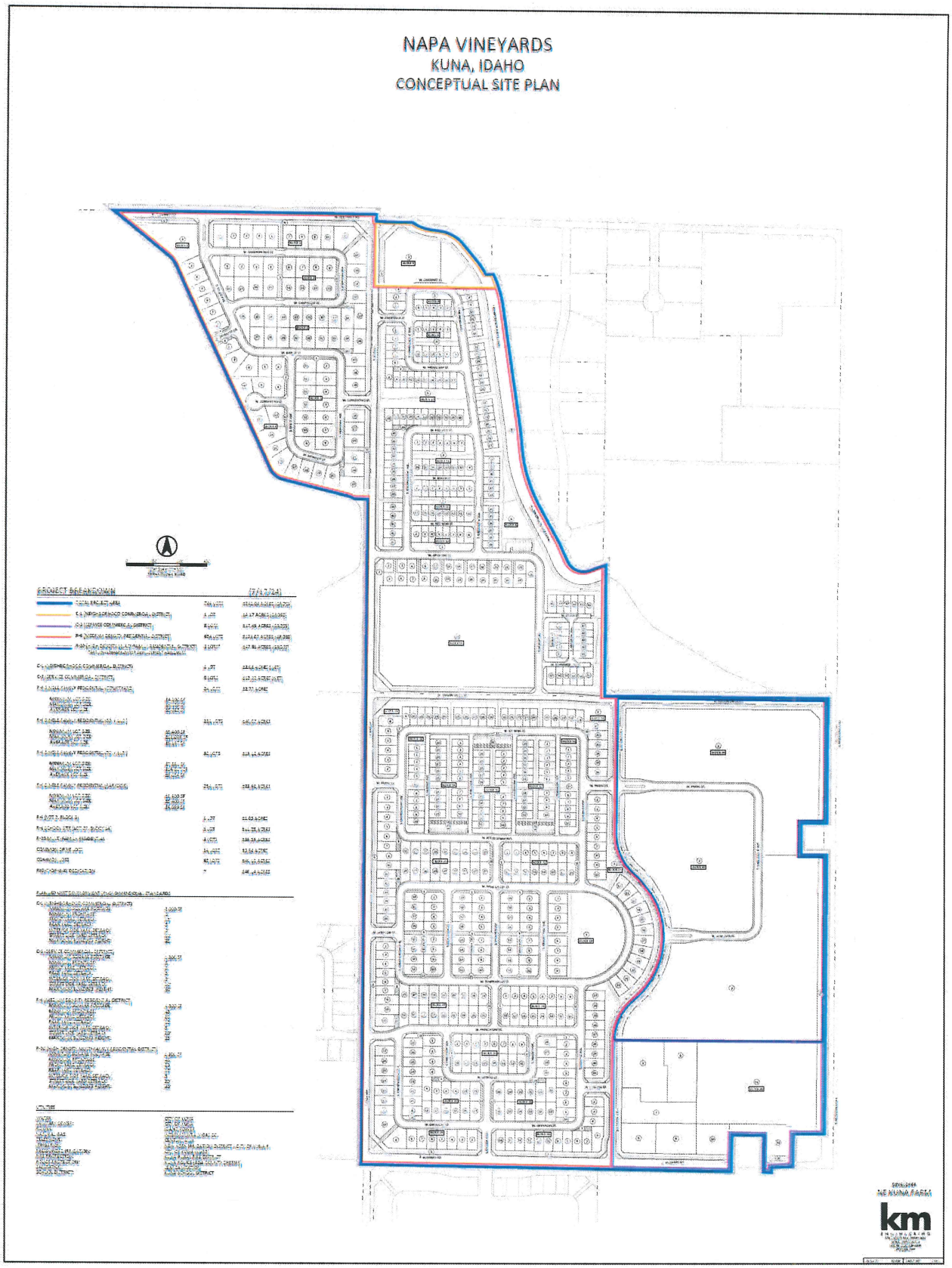
Thence along the easterly boundary of said Lot 13, a distance of 89.23 feet along the arc of a non-tangent curve to the right, having a radius of 544.10 feet, a central angle of 9°23'46", and a long chord bearing South 21°16'28" East, 89.13 feet;

Thence departing said easterly boundary North 89°33'14" West, 702.69 feet to a point on the West boundary of said Lot 13;

Thence North 00°26'46" East, 371.35 feet to the Point of Beginning. Containing 4.53 acres, more or less.

EXHIBIT B
PRELIMINARY PLANS

NAPA VINEYARDS
KUNA, IDAHO
CONCEPTUAL SITE PLAN



PRELIMINARY PLAT LANDSCAPE COVER
NAPA VINEYARDS SUBDIVISION
KUNA, IDAHO
PRELIMINARY PLAT - NOT FOR CONSTRUCTION

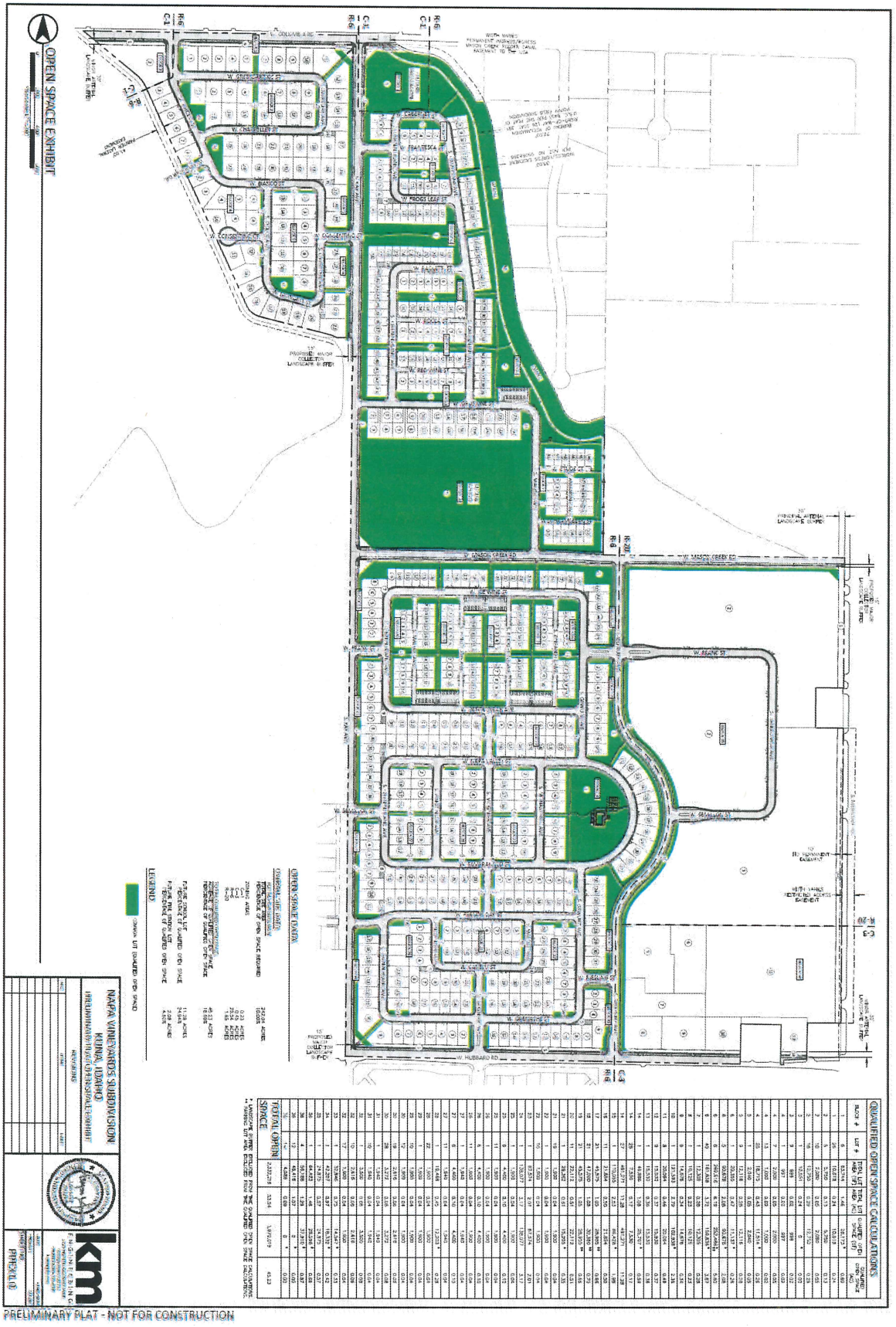

OPEN SPACE EXHIBIT
NAPA VINEYARDS SUBDIVISION
KUNA, IDAHO
PRELIMINARY PLAT - NOT FOR CONSTRUCTION

EXHIBIT C
DECISION AND REASONED STATEMENT CITY COUNCIL
(with Conditions of Approval)

BEFORE THE CITY COUNCIL
CITY OF KUNA, ADA COUNTY, IDAHO

IN THE MATTER OF THE APPLICATION OF **NE KUNA FARM LLC** **OPEN DOOR RENTALS LLC** *Related to the development of real property located at 1235 W Columbia Road, W Columbia Road, and 750 W Road, Meridian, Idaho 83642.*	)	**Case No.:** 24-01-DA MOD (08-15-DA) Development Agreement Modification **DECISION AND REASONED STATEMENT FOR NAPA VINEYWARDS DEVELOPEMNT AGREEMENT MODIFICATION APPLICATION.**

SECTION 1
INTRODUCTION AND PROCEDURAL BACKGROUND

THESE MATTERS came before the City Council of the City of Kuna (the "Council") for Public Hearing on October 15, 2024.

This Decision and Reasoned Statement was prepared and presented to the Council on November 19, 2024, for formal adoption of the Council decision.

SECTION 2
DECISION

The Kuna Council, having considered the record and listened to the arguments and presentations at the hearing, DOES HEREBY ORDER AND DECIDE:

The Development Agreement Modification Application (Case No. 24-01-DA MOD) is hereby *Approved.*

SECTION 3
RECORD OF EXHIBITS AND WITNESSES

I. List of Exhibits.

	Withdrawn	*Refused*	*Admitted*
COUNCIL STAFF MEMO			X
AFFIDAVIT OF LEGAL INTEREST - NE KUNA FARM, LLC			X

AFFIDAVIT OF LEGAL INTEREST - OPEN DOOR RENTALS LLC			X
APPLICANT PRESENTATION			X
APPLICATION COVERSHEET			X
COMMITMENT TO PROPERTY POSTING			X
CONCEPTUAL SITE PLAN			X
DEVELOPMENT AGREEMENT APPLICATION			X
LANDSCAPE PLAN			X
NAPA VINEYARDS DA 9.4.2024 REDLINES ORIGINAL VERSION			X
NARRATIVE			X
NATURAL FEATURES ANALYSIS			X
NEIGHBORHOOD MEETING CERTIFICATION July 11, 2024			X
NEIGHBORHOOD MEETING CERTIFICATION July 25, 2024			X
OPEN SPACE EXHIBIT			X
ORDINANCE 2024-26 NAPA VINEYARDS ZONING CORRECTION REZONE			X
ORIGINAL FINDINGS OF FACT CONCLUSIONS OF LAW JANUARY 6, 2009			X
PROPOSED DA CHANGES			X
PROPOSED NAPA VINEYARDS DA MODIFICATION			X
RECORDED NAPA VINEYARDS DEVELOPEMNT AGREEMENT			X
RECORDED PUD SITE PLAN			X
SITE RENDERING			X
AGENCY TRANSMITTAL			X
COUNCIL MAILER			X
PROOF OF LEGAL NOTICE MAILER			X
PROOF OF PAPER PUBLISHING			X
PROOF OF PROPERTY POSTING			X
ACHD COMMENTS			X

BPBC COMMENTS			X
ITD COMMENTS			X
PUBLIC WORKS COMMENTS			X
GINGER YORE 10.03.2024			X
KIM SCHULTSMEIER, ANN RICHARDS 10.2.2024			X

II. Public Hearing Witnesses.

Witness Testimony: Those who testified at the Council October 15, 2024, hearing are as follows, to-wit:

a. City Staff:
Doug Hanson, Planning & Zoning Director

b. Appearing for the Applicant:
Elizabeth Koeckeritz, 601 W Bannock Street, Boise, ID 83702

c. Appearing in Favor:
None

d. Appearing Neutral:
Tim Jensen - Kuna School District, 711 E Porter Street, Kuna, ID 83634

e. Appearing in Opposition:
Linda Hibbard, 9365 S Russell Avenue, Kuna, ID 83634
William *Unknown Surname, Unknown Address*
Seumas Hodges, 8105 S Chugiak Place, Meridian, ID 83642
Melissa Dean, 2754 N Hose Gulch Avenue, Kuna, ID 83634

SECTION 4
REASONED STATEMENT

I. Relevant Criteria and Standards Considered

a. Relevant City Ordinance Provisions.

1. Title 5 Kuna City Code, Zoning Regulations

2. Title 6 Kuna City Code Subdivision Regulations

b. Relevant Statutory Provisions.

1. Chapter 65 of Title 67, Idaho Code

    i. I.C. § 67-6511 – Zoning Ordinance
    ii. I.C. § 67-6511A – Development Agreements

c. Pertinent Constitutional Provisions

II. Factual Findings

a. General Factual Findings.

1. Statement of Fact

Parcel Number(s):	S1312212400, R7135690180, S1312417410
Future Land Use Map Designation:	Mixed Use, Medium Density Residential
Existing Land Use:	Bare land
Current Zoning:	R-20, R-6, C-3, C-1
Proposed Zoning:	Same
Development Area:	240 acres
Adjacent Zoning Districts:	**North**: RR (Rural Residential), R-6 (Medium Residential), R-20 (High Density Residential), A (Agriculture); **East**: RR (Rural Residential); South: RR (Rural Residential), R-6 (Medium Density Residential); **West**: RR (Rural Residential), R-4 and R-6 (Medium Density Residential)
Adjacent Street(s) Existing & Proposed:	**North**: W Columbia Road (Existing); **East**: SH 69/ S Meridian Road (Existing); **South**: W Hubbard Road (Existing); **West**: S Kay Avenue (Proposed)
Internal Street(s) Existing & Proposed:	Proposed internal streets as shown in "Conceptual Site Plan"
Adjacent Bike/Pedestrian Facilities:	Mason Creek Pedestrian Pathway (Proposed)
Adjacent Parks:	Proposed Block 24, Lot 1
Land Dedication Requirements:	10.00% open space required, 18.69% open space proposed

2. Procedural Findings:

Neighborhood Meetings	Held on July 11 and 25, 2024. 20 Attendees were present.
Pre-Application Meeting	Held on July 11, 2024.
Agency Comments Request	September 9, 2024.
300 FT Legal Mailer Notice Council	Sent on September 25, 2024.

Idaho Press Newspaper Published Hearing Notice Council	Published on September 26, 2024.
Site Posting Council	Posted on September 25, 2024.
City Council Public Hearing	Held on October 15, 2024.
City Council Written Decision and Reasoned Statement Entered	Entered on November 19, 2024.

b. Relevant Contested Facts.

1. Multiple members of the Public testified;

   i. The Kuna School District (KSD) does not have additional capacity for students.

2. Multiple members of the Public testified;

   i. The current road infrastructure could not support this development.

3. Testimony from the Applicant was that they have prepared a Traffic Impact Study (TIS) is under review both by the Ada County Highway District (ACHD) and Idaho Transportation Department (ITD). The Applicant testified they have donated many school sites to KSD and reiterated the desire to have the option for a charter school to be built within the development.

4. In the Council's deliberation they discussed whether or not the 55 and older age restriction should be removed from 218 lots within the multi-family portion of the project.

c. Council's Factual Findings on Relevant Contested Fact.

1. The Council determined that they would have additional opportunity to review the developments impact on KSD when it returns with a preliminary plat application. The Council determined that KSD should have the first right of refusal for the school site dedication.

2. The Council determined that the road infrastructure and traffic issues would be reviewed through the TIS that would be submitted with the preliminary plat application. The TIS would provide level of service thresholds and road improvements that would be required of the applicant as a result of the development.

3. After the Council deliberated it was determined that the 55 and older age restriction would not be a requirement of the development agreement.

III. Rationale for the Decision Based Upon Facts and Relevant Criteria and Standards Considered.

It is the rationale of the Council that the Development Agreement Modification is consistent with the zoning approved when the subject site was annexed in 2009. The issues with school district capacity could be addressed at the time of preliminary plat application and road infrastructure and traffic issues could be addressed through the TIS which will be submitted with the preliminary plat application.

IV. 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.

SECTION 5
REQUIRED NOTICES TO APPLICANT AND AFFECTED PARTIES

I.C. 6735(2)(b) Any applicant or affected person seeking judicial review of compliance with the provisions of this section must first seek reconsideration of the final decision within fourteen (14) days. Such written request must identify specific deficiencies in the decision for which reconsideration is sought. Upon reconsideration, the decision may be affirmed, reversed or modified after compliance with applicable procedural standards. A written decision shall be provided to the applicant or affected person within sixty (60) days of receipt of the request for reconsideration or the request is deemed denied. A decision shall not be deemed final for purposes of judicial review unless the process required in this subsection has been followed. The twenty-eight (28) day time frame for seeking judicial review is tolled until the date of the written decision regarding reconsideration or the expiration of the sixty (60) day reconsideration period, whichever occurs first.

BY ACTION OF THE CITY COUNCIL of the City of Kuna at its regular meeting held on the 19th day of November 2024.

Joe Stear, Mayor

CASE NO. 25-02-OA (ORDINANCE AMENDMENT)

POLE SIGNS

Planner: Doug Hanson
dhanson@kunaid.gov
208-287-1771

ALL APPLICATION MATERIALS: 25-02-OA POLE SIGNS

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.

DEVELOPMENT SERVICES
KUNA
IDAHO

August 12, 2025

Mayor Stear and Council
City of Kuna
751 W 4th Street
Kuna, ID 83634

SUBJECT: Kuna City Code Text Amendment – Narrative

Mayor and City Council Members,

The City of Kuna Planning and Zoning Department respectfully submits a zoning text amendment application.

The text changes include modifications to the Development Regulations Code for pole signs.

Staff believes that the proposed changes will better serve the intent of the sign code to protect property values and create an attractive community, while encouraging creative, readable, uncluttered and well-maintained signage through requiring special use permit approval for the construction of all pole signs and limiting the zoning districts and locations where pole signs can be constructed.

Sincerely,

Doug Hanson
Planning & Zoning Director

Proposed Development Regulations Code Text Amendments		
KCC Section	**Topic**	**Reason for Change**
5-8-1704-D.	Requirements for Specific Sign Types, Pole Signs	Requiring special use permit approval for all pole signs and limit the zoning districts and locations where pole signs can be constructed.

5-8-1704: REQUIREMENTS FOR SPECIFIC SIGN TYPES:

The regulations contained in this section shall apply to all signs used within any district:

A. *Digital signs:*

1. Digital signs may be permitted as part of a monument sign and shall be prohibited in all other types of signs if the city determines the sign does not comply with the following:
    a. The lighting shall be harmonious with and in accordance with the general objectives, or with any specific objective of Chapter 4 of this title;
    b. The lighting shall be installed, operated and maintained to be harmonious and appropriate in appearance with the existing and intended character of the general vicinity and shall not change the essential character of the area; and
    c. The lighting shall not be intrusive to existing or future neighboring uses.
2. All digital signs that utilize light to create change may change frame content through dissolve, fade or scroll features only. No sign shall be operated in a manner which the sign, sign structure, design or pictorial segment of the sign shows full animation, glowing, flashing, rotating content, or otherwise create an illusion of movement, except for single color text only message displays scrolling or traveling across the sign area.
3. The signs shall only change frame content not more than every eight (8) seconds. The change of content must change immediately within a period of less than one (1) second.
4. Based on brightness measured in NIT (an illuminative brightness measurement equivalent to one (1) candela per square meter measured perpendicular to the rays of the source); digital signs that utilize light to change frames shall contain an auto dimmer allowing for no more than five thousand (5,000) NIT illumination between sunrise and sunset and up to one-hundred (100) NIT illumination between sunset and sunrise.
5. The digital sign portion of any sign should be constructed in a manner in which it is subordinate to the overall design of the sign. The digital sign portion of any sign shall not exceed twenty-five (25) percent of the face of any sign.
6. Where more than one (1) sign is allowed, only one (1) sign may contain a digital sign.
7. The addition of a digital sign to any nonconforming sign is prohibited.

B. *Free-hanging signs:*

1. Free-hanging signs shall not exceed eight (8) square feet, nor shall any such sign extend beyond the porch or canopy to which it is attached.
2. A minimum distance of seven (7) feet six (6) inches shall be required between a walkway or required front yard and the lowest part of any free-hanging sign.

C. *Monument signs:*

1. Single-tenant buildings which are not within the central business district (CBD district), the monument signs shall not exceed eight (8) feet in height and the sign area shall not exceed seventy (70) square feet per side.
2. Single-tenant buildings which are within the CBD district, the monument signs shall not exceed five (5) feet in height with a maximum sign area of forty (40) square feet.
3. Multi-tenant buildings which are not within the CBD district or within a "shopping center," the monument signs shall not exceed twenty (20) feet at the highest point and the sign area shall not exceed one hundred fifty (150) square feet per side.
4. Multi-tenant buildings which are within the CBD district, the monument signs shall not exceed seven (7) feet in height with a maximum sign area of sixty (60) square feet. There shall only be one (1) freestanding monument sign for each building regardless of the number of businesses located in that building.
5. A "shopping center" located on a site less than twenty (20) acres shall be allowed one (1) monument sign per abutting street. "Shopping centers" located on a site twenty (20) acres or greater shall be allowed two (2) signs per classified roadway.
    a. "Shopping center" signs adjacent to a roadway not designated as a state highway shall not exceed twenty (20) feet in height and one hundred fifty (150) square feet per side.
    b. "Shopping center" signs adjacent to roadways designated as a state highway shall not exceed thirty (30) feet in height and two hundred (200) square feet per side.
    c. If the "shopping center" has a single address, the address shall be located on the monument sign and shall be a size that is readable from the street.
    d. Any single-tenant building within a shopping center shall be permitted one (1) monument sign. The height of any such sign shall not exceed eight (8) feet in height. The sign area shall not exceed seventy (70) square feet per side.
6. Residential subdivisions may be permitted one (1) monument sign on each side of any entry road into a subdivision, or within the landscape median if approved by ACHD and the planning and zoning director.
    a. Subdivision monument signs shall not exceed seven (7) feet in height and the sign area shall not exceed sixty (60) square feet per side.
    b. Subdivision monument signs shall comply with clear vision sight triangle standards under KCC § 5-8-502 E.
    c. No residential subdivision monument sign shall contain electronic message centers (EMCs).
7. The minimum distance between monument signs on a single parcel, shall be one hundred (100) feet.

8. No monument sign shall be any closer than fifty (50) feet from a monument sign, or other freestanding sign, on an adjacent property.

9. Monument signs are permitted to be double-faced.

D. *Pole signs:* Pole Signs are limited to the C-2 and C-3 zoning districts and permitted there by way of a special use permit.

1. Pole signs shall be limited to thirty (30) feet in height with a maximum sign area of one hundred (100) square feet.

2. Pole signs shall only be installed on property fronting the State Highway 69 north-south alignment.

3. There shall be only one (1) freestanding sign for each site, regardless of the number of businesses located in that building or on location.

~~1. *Pole sign (on-premises and less than thirty (30) feet in height):* A freestanding sign (on-premises and up to thirty (30) feet in height) with a maximum sign area of one hundred (100) square feet may be installed to serve a group of business establishments, provided it is placed no closer than ten (10) feet to any street right-of-way or adjoining lot line. There shall be only one (1) freestanding sign for each site, regardless of the number of businesses located in that building or on location.~~

~~2. *Pole signs (on-premises and more than thirty (30) feet in height):* A freestanding sign (on-premises and over thirty (30) feet in height) with a maximum sign area of one hundred (100) square feet may be installed to serve a group of business establishments, provided it is placed no closer than ten (10) feet to any street right-of-way or adjoining lot line through acquisition of a special use permit. There shall be only one (1) freestanding sign for each site, regardless of the number of businesses located in that building or location, unless it is a corner lot in which case you may have one (1) freestanding sign per street.~~

E. *Billboard signs:* Billboard signage: Billboards are limited to the A, M-1 and M-2 zoning districts and permitted there by way of a special use permit.

1. The city considers any sign with more than two hundred (200) square feet of surface area a billboard sign, no billboard sign shall exceed six-hundred (600) total square feet.

2. Billboard signs shall conform to the zoning district's yard and height regulation.

3. Billboard signs within the highway overlay district are not allowed regardless of the zoning district.

4. A nonconforming billboard sign may change the face of the signage only. Any other alterations or upgrades requires the billboard signage to be brought into compliance with current signage standards.

F. *Portable advertising signs (on-premises):*

1. *Commercial portable advertising signs (on-premises):*

a. One (1) portable advertising sign (on-premises) shall be permitted per business. Except that, if the business abuts more than one (1) street it shall be permitted one (1) portable advertising sign (on-premises) per street that it abuts as long as the signs are a minimum of seventy-five (75) feet apart.

b. Portable advertising sign (on-premises), except for feather flag signs, shall be a maximum of sixteen (16) square feet along roadways with three (3) or less travel lanes and twenty-four (24) square feet along roadways with more than three (3) travel lanes.

c. Portable advertising sign (on-premises), shall only be permitted on the parcel where the business is located, or on the adjacent sidewalk (as described below in subsection d), and shall not be permitted on any other parcel except that any multi-tenant site shall have the sign on the site and not on any other site.

d. Portable advertising sign (on-premises), on a public sidewalk abutting the business's parcel may be permitted if a minimum of five (5) feet of unobstructed walkway, or ADA required minimum width/aisle, remains for pedestrians. The sign shall be located so as to not interfere with the flow of pedestrians.

e. If a feather flag sign is used as a portable advertising sign (on-premises), the maximum height shall be twelve (12) feet and maximum width shall be four (4) feet.

f. Vendors and temporary merchants shall comply with all portable advertising sign (on-premises) requirements. However, any such sign shall be allowed only for the length of time that the vendor or temporary merchant is in operation.

g. The display of all portable advertising signs (on-premises) shall be limited to the hours of operation associated with the advertising business; all signs shall be displayed and removed daily.

2. *Residential subdivision portable advertising signs (on-premises):*

a. Signage installed along a residential subdivision's street frontage for advertising purposes shall be limited to the installation of four (4) in-ground signs.

b. Signs shall not exceed twelve (12) square feet in area and ten (10) feet in height.

c. Signs shall only advertise the names of owners, trade names, products sold and/or the business or activity conducted on the premises where such sign is located.

d. If a feather flag sign is used as a portable advertising sign (on-premises) the maximum height shall be twelve (12) feet and maximum width shall be four (4) feet.

e. Signs shall be removed when ninety-five (95) percent of the subdivision's lots have been sold.

3. The sign, copy and materials shall be maintained and kept in good condition and repair to guard against decay, fading, unsafe and poorly maintained signs.

G. *Directional signs (off-premises):*

1. *Commercial directional signs (off-premises):*

a. Shall only be permitted for businesses which are not located on any street designated as an arterial street on the Street Circulation Map in the Kuna Comprehensive Plan.

b. Portable directional signs (off-premises) are allowed only when a change in direction is required to lead customers to the business site.

c. Portable directional signs (off-premises) shall be a maximum of two and one-half (2½) feet in height and four (4) square feet along roadways with three (3) or less travel lanes and three (3) feet in height and six (6) square feet along roadways with more than three (3) travel lanes.

d. Portable directional signs (off-premises) on a public sidewalk may be permitted if ADA required minimum width/aisle, remains for pedestrians of unobstructed walkway. The sign shall be located to not interfere with the flow of pedestrians.

2. *Residential subdivision directional sign (off-premises):*

a. Shall not exceed twelve (12) square feet in area.

b. Shall advertise only the names of the owners, trade names, products sold and/or the business or activity conducted within the subdivision.

c. Residential subdivision directional signs (off-premises) shall be removed when ninety-five (95) percent of the subdivision's lots have been sold.

3. The sign, copy and materials shall be maintained and kept in good condition and repair to guard against decay, fading, unsafe and/or poorly maintained signs.

4. No portable directional sign (off-premises) shall have any exclusive right to any location within a public right-of-way, nor shall any sign be permitted to be placed within any congested area where the signage might impede or inconvenience the public, nor shall any sign be placed within a vision triangle (KCC § 5-8-502 E.5). For the purpose of this paragraph, the judgment of the planning department, or ACHD official, or ITD official, exercised in good faith, shall be deemed conclusive as to whether the area is congested or the public is impeded or inconvenienced.

5. Portable directional signs (off-premises) shall not be illuminated or animated.

6. All portable directional signs (off-premises) placed on property not of applicant's ownership shall have property owner's written permission.

H. *Signs on city-owned property:* No person shall erect a sign upon any property owned or controlled by the city without first having procured prior written permission from the planning and zoning director.

I. *Sign illumination:*

1. The city must find that any illuminated sign permitted under the specific regulations within this article is designed such that brightness levels are controlled to assure a soft, subtle effective light in accordance with other city regulations intended to create and maintain the Kuna architecture theme, while encouraging energy efficient lighting.
2. Floodlighting is permitted only through the use of incandescent and high-pressure sodium light sources. Floodlights are required to face downward and be fully shielded.
3. Exposed neon is permitted when used to create the sign letter(s) or as an architectural element as part of the sign design. A clear covering may be permitted for protection of the neon element.
4. Halo illumination is permitted.
5. Metal halide is not permitted as a light source for signage.
6. Internal illumination is permitted.

J. *Wall signs:*

1. For wall signs within commercial and industrial districts, the total area shall not exceed ten (10) percent of the area of the building face to which it is attached. The total square footage of allowed wall signage may be split into multiple signs; however, no business shall have more than three signs per side of the building.
2. Projection of parallel signage shall not exceed a maximum of twelve (12) inches from the face of the building.
3. Projection of perpendicular signage shall not exceed a maximum of two (2) feet measured from the face of the main building and minimum distance of seven (7) feet six (6) inches shall be required between public rights-of-way or required front yard and the bottom of sign.
4. No wall sign shall extend above a structure's roof line.

K. *Permitted temporary signs:* Written city approval shall not be required for the temporary signs as described and regulated within this subsection unless otherwise noted. Additionally, signs listed under "prohibited signs" of this chapter are also prohibited as temporary signs.

1. *Banner signs:* Banner signs used for limited timeframe promotions of special events, grand openings, or sales of products or services. Said banner signs shall be securely attached to a building, structure or similar permanent fixture and shall not be permitted to be displayed for more than thirty (30) consecutive calendar days with a minimum of sixty (60) consecutive days between placements. Banner signs may be placed on temporary posts inserted into the ground, but posts must

be placed in a fashion and location approved by city staff. No banner sign shall exceed thirty-two (32) square feet. If a banner sign is desired beyond thirty (30) days a sign application shall be submitted to the planning and zoning director for administrative determination.

2. *Construction signs:* Shall be placed on the construction site only between the time that a development application has been filed with the city and final issuance of certificate of occupancy. Contractors' signs may include banks, realtors, subcontractors, etc., and shall not exceed sixteen (16) square feet, expect that thirty-two (32) square feet may be permitted along state highways, unless legally required by governmental contract to be larger, and seven (7) feet shall be the maximum height.
3. *Event signs:* Community events signs shall be permitted for a maximum of thirty (30) days in any calendar year. No requirement within this article shall apply to temporary community event signs; except however, no temporary community event sign shall block ADA accessible sidewalk requirements or violate the sight visibility triangle of any intersection as determined by ACHD or planning and zoning director. (See KCC § 5-8-502 E 5 for clear sight triangle standards.)
4. *Government signs:* Government or other legally required posters, notices or signs.
5. *Grand opening signs:* All signs, except for prohibited signs as regulated in this chapter, are allowed for a grand opening of a new business or enterprise or for a grand opening for a business or enterprise under new management for a maximum period of sixty (60) calendar days.
6. *Holiday signs:* Temporary signs commemorating and/or recognizing a holiday as defined herein, shall be allowed during the time the holiday is typically recognized. Holiday signs shall not advertise a business, product or service. No requirement within this article shall apply to temporary holiday signs; except however, no temporary holiday sign shall block ADA accessible sidewalk requirements or violate the sight visibility triangle of any intersection as determined by ACHD or planning and zoning director. (See KCC § 5-8-502.E.5 for clear sight triangle standards.)
7. *Political signs:* Political signs, freestanding or wall sign providing information relating to a local, state or national election, shall not be posted in any place or in any manner that is destructive to public property upon posting or removal. No political sign shall be posted in public rights-of-way, on public property, nor shall any such sign be posted on a utility or regulatory pole. No political sign shall be posted more than sixty (60) days before an election. All candidates for public office, their campaign committees, or other persons responsible for the posting a sign or campaign material shall remove such material within two (2) weeks following election day.
8. *Real estate signs (on and off-premises):* On- and off-premises signs used for real estate open houses. Said signs shall not exceed six (6) square feet, shall only be used during the open house, and shall be removed immediately after the open house.

9. *Subdivision advertising signs:* Signage installed along a residential subdivision's street frontage for advertising purposes shall be limited to the installation of eight (8) in ground signs that do not exceed twelve (12) square feet in area or ten (10) feet in height. The signs shall advertise only the names of the owners, trade names, products sold and/or the business or activity conducted on the premises where such sign is located. The signs shall be maintained in good condition and removed when ninety-five (95) percent of the subdivision's lots have been sold.

10. *Temporary wall sign (in lieu of permanent wall sign):* A business identification banner, or similar sign, is allowed on a temporary basis, not to exceed one hundred twenty (120) days, during approval and construction of any wall sign for a new business. Said sign shall not be larger than the wall sign that would be permitted per this title, shall only be located on the face of the building where the wall sign would be permitted per this title, and shall be removed when the permanent sign is installed. Subject to approval by an administrative determination by the planning and zoning director.

11. *Temporary sign (in lieu of permanent monument sign):* A business identification A-frame, sandwich board or similar sign, is allowed on a temporary basis, not to exceed one hundred twenty (120) days, during approval and construction of any monument sign for a new business. Said sign shall not be larger than the monument sign that would be permitted per this title and shall be removed immediately when the permanent sign is installed. Subject to approval by an administrative determination by the planning and zoning director.

L. *Exempt signs:* The provisions and requirements of this chapter shall not apply to the following signs, except that no sign shall block ADA accessible sidewalk requirements or the sight vision area of an intersection as determined in part 16 of this chapter. Signs contained in this section are not subject to approval by the planning and zoning director:

1. *Address numbers:* Numbers and letters for address identification.

2. *City entry signs:* Signage identifying City of Kuna or a particular district. Permanent city entry sign shall require a building permit and electrical permit.

3. *Directional signs:* Shall not exceed six (6) square feet in area.

4. *Drive thru menu board signs:* A wall or freestanding sign that lists the foods or other products available at drive through facilities.

5. *Door signs:* Door signs identifying the business, business hours, emergency phone numbers, shall be permitted up to a maximum of two (2) square feet.

6. *Emergency service signs:* Signs for emergency services such as police services, emergency rooms, fire departments, hospitals, etc.

7. *Flag signs:* The flag of the government or noncommercial institution.

8. *Flag sign (commercial):* The flag of a commercial institution, except that no more than one (1) flag is permitted per business, the flag shall not exceed twenty (20) square feet in surface area, shall be left loose to fly in the breeze and shall be a maximum of fifteen (15) feet in height.

9. *Fuel island canopy signs:* Signs affixed to, mounted on or painted on a fuel island canopy.
10. *Interior signs:* Signs located in the interior of any building or within an enclosed lobby or court of any building or group of buildings, which signs are designed and located to be viewed exclusively by patrons such use or uses.
11. *Memorial signs:* Memorial signs or tablets, names or buildings and dates of erection of a building or structure.
12. *Name plate signs (professional):* Professional nameplates not to exceed four (4) square feet in area.
13. *Neon window signs:* A sign containing glass tube lighting in which a gas and phosphorus are used in combination to create a colored light. Neon Signs shall be no larger than four (4) square feet. No more than two (2) neon window signs per street frontage shall be allowed.
14. *Person signs:* Signs worn or held by a person while walking the public ways of the city.
15. *Public convenience signs:* Signs not exceeding six (6) square feet in area, erected for the convenience of the public, such as signs identifying restrooms, public telephones, pathways and similar features or facilities.
16. *Seasonal decorations:* Reasonable seasonal decorations within the appropriate holiday season. Displays shall be removed at the end of the public holiday season within ten (10) calendar days.
17. *Traffic or other municipal signs (signs required by law):* Temporary or permanent traffic signals, railroad crossings signs, legal notices, and temporary emergency or non-advertising signs.
18. *Utility company signs:* Signs of public utility companies indicating danger or which show the location of utility facilities.
19. *Warning signs:* Nonilluminated or externally illuminated, "no trespassing," "no parking," "no dumping" and other warning signs located on the lot to which the sign is appurtenant and not exceeding six (6) square feet.
20. *Window signs:* Window signs are exempt as long as the total window covered does not exceed thirty (30) percent of the total window area of all windows facing public streets.

M. *Prohibited signs:* The following signs and attention attracting devices shall be prohibited within the city, except as may otherwise be specifically stated within this subsection. These signs and other attention attracting devices are subject to removal by the city at the owner's or user's sole expense:

1. Any sign which blocks the Americans with Disabilities Act (ADA) minimum width required for handicap accessibility on a public sidewalk.
2. Bubble machines except for grand openings and community events.

3. Chasing lights, except as may be approved by the city as an integral part of a building or structure, and except for grand openings, community events and seasonal events.
4. Polyurethane and polyvinyl chloride (PVC) style inflatable balloons and blimps, larger than twenty-four (24) inches in diameter, except for grand openings and community events.
5. Reader board signs in excess of twenty (20) square feet.
6. Roof signs.
7. Searchlights, beacons, strobe lights, scintillating lights, and similar lights except for grand openings and community events.
8. Signs which imitate or resemble an official traffic sign or signals.
9. Signs which by reason of their size, location, movement, content, coloring or illumination that may be confused with or construed as a traffic control sign, the light of an emergency vehicle, radio equipment vehicle, or signs which obstruct the visibility of any traffic or street sign.
10. Signs and posters that are tacked, pasted, taped or otherwise affixed in a similar manner upon walls of buildings, trees, poles, posts, fences, hydrants, bridges or other like structures.
11. No sign shall be installed, erected or attached to a fire escape or door or window giving access to a fire escape.
12. Signs in violation of this title.
13. Signs in violation of local, state, or federal law over which the city exercises jurisdiction.
14. Any sign whose permit or approval has expired.

N. *Art Installations:* All art installations including but not limited to sculptures, fountains, mosaics and murals shall be exempt from the provisions and requirements of this chapter provided that art does not incorporate advertising or identification.

1. No art installation shall block ADA accessible sidewalk requirements or the sight vision area of an intersection as determined in KCC § 5-8-502.
2. Art installations are subject to approval by the City of Kuna Art Commission.

Doug Hanson

From: BRO Admin <BRO.Admin@deq.idaho.gov>
Sent: Monday, August 18, 2025 10:11 AM
To: Doug Hanson
Cc: Jennifer Lahmon
Subject: RE: City of Kuna Request for Comment Case No 25-02-OA (Ordinance Amendment)

The Boise Regional DEQ Administration has no comments at this time.

Sincerely,

Carlene Oberg
Administrative Assistant I
Idaho Department of Environmental Quality
1445 North Orchard Street Boise, Idaho 83706
P: (208) 373-0550 | www.deq.idaho.gov

From: Doug Hanson <dhanson@kunaid.gov>
Sent: Tuesday, August 12, 2025 9:36 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>; 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>; COMPASS <gisshared@compassidaho.org>; David Reinhardt <reinhardt.david@westada.org>; BRO Admin <BRO.Admin@deq.idaho.gov>; Eric Adolfson <eadolfson@compassidaho.org>; Erika Olvera (NMID) <eolvera@nmid.org>; Idaho Power (Taylor Dunn) <tdunn@idahopower.com>; 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>; Jason Reddy (KSD) <jjreddy@kunaschools.org>; Jonathon Gillen <gillen.jonathon@westada.org>; Justin Walker <jwalker@kellerassociates.com>; Kuna Fire Office <office@kunafire.com>; lletson@adacounty.id.gov; Lumen - Ebin Barnett <ebin.barnett@lumen.com>; 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 District <nyirrigation@nyid.org>; Niki Benyakhlef ITD <Niki.Benyakhlef@itd.idaho.gov>; Paris Dickerson <PDickerson@idahopower.com>; PWoffice <PWoffice@kunaid.gov>; rreno@kunaschools.org; Sam Feist <SFeist@kunaid.gov>; Scott Arellano (KRFD) <scott@fccnw.com>; Sparklight/Cable One (John Walburn) <john.walburn@cableone.biz>; syarrington@adacounty.id.gov; tejensen@kunaschools.org; TLawrence Kuna Fire <tlawrence@kunafire.com>
Subject: City of Kuna Request for Comment Case No 25-02-OA (Ordinance Amendment)

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.

Agency Transmittal – August 12, 2025

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

CASE NUMBER:	**25-02-OA POLE SIGNS**
PROJECT DESCRIPTION	The City of Kuna Planning and Zoning Department requests a zoning text amendment application. The text changes include modifications to the Development Regulations Code for pole signs.
APPLICANT	City of Kuna 751 W 4th Street, Kuna, ID 83634
SCHEDULED HEARING DATE	Tuesday **September 9, 2025,** at 6:00 P.M.
REVIEWING BODY	Planning & Zoning Commission
STAFF CONTACT	Doug Hanson 208.287.1771 dhanson@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

Doug Hanson
Planning & Zoning Director
City of Kuna | Development Services

Phone: 208-287-1771
Email: dhanson@kunaid.gov
www.kunacity.id.gov

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Doug Hanson

From: Jason Reddy <jjreddy@kunaschools.org>
Sent: Tuesday, August 12, 2025 1:52 PM
To: Doug Hanson
Subject: Re: City of Kuna Request for Comment Case No 25-02-OA (Ordinance Amendment)

Ok, thank you.

On Tue, Aug 12, 2025 at 12:31 PM Doug Hanson <dhanson@kunaid.gov> wrote:

> Jason,
>
> No, signs can only be constructed on parcels outside of the right-of-way and need to meet our standard setbacks for the applicable zoning district.

DEVELOPMENT SERVICES KUNA IDAHO

Doug Hanson

Planning & Zoning Director

City of Kuna | Development Services

751 W. 4th Street

P.O. Box 13

Kuna, ID 83634

Phone: 208-287-1771

Email: dhanson@kunaid.gov

www.kunacity.id.gov

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From: Jason Reddy <jjreddy@kunaschools.org>
Sent: Tuesday, August 12, 2025 11:32 AM
To: Doug Hanson <dhanson@kunaid.gov>
Subject: Re: City of Kuna Request for Comment Case No 25-02-OA (Ordinance Amendment)

Doug,

Will this have an impact on students or parents being able to park on the side of roads around our schools?

Jason

On Tue, Aug 12, 2025 at 9:35 AM Doug Hanson <dhanson@kunaid.gov> wrote:

Agency Transmittal – August 12, 2025

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

CASE NUMBER:		**25-02-OA POLE SIGNS**
PROJECT DESCRIPTION		The City of Kuna Planning and Zoning Department requests a zoning text amendment application. The text changes include modifications to the Development Regulations Code for pole signs.
APPLICANT		City of Kuna 751 W 4th Street, Kuna, ID 83634

SCHEDULED HEARING DATE		Tuesday **September 9, 2025,** at 6:00 P.M.
REVIEWING BODY		Planning & Zoning Commission
STAFF CONTACT		Doug Hanson 208.287.1771 dhanson@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.		

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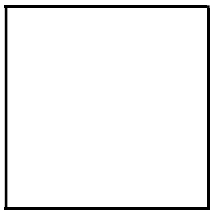
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Jason Reddy

Kuna School District

Assistant Superintendent



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--
Jason Reddy
Kuna School District
Assistant Superintendent



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