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**Kuna will be a  
connected community  
through strong  
transportation and  
infrastructure systems**

# Goal Area 4: Kuna will be a connected community through strong transportation and infrastructure systems.

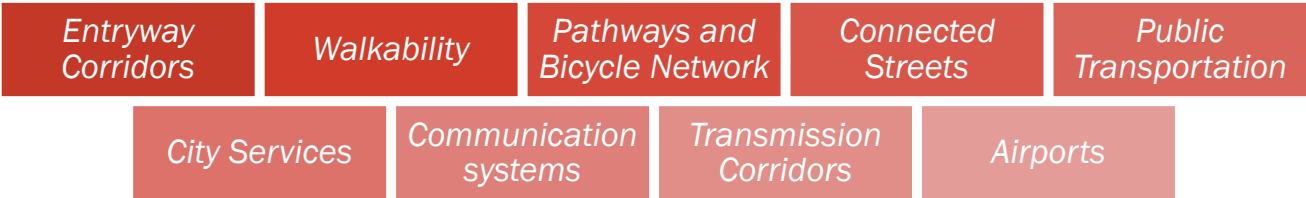
## Connected: Planning Principles

This goal is aimed at building upon the community’s connected transportation and infrastructure systems and developing policies to support expansion in a sustainable and responsible manner. Kuna’s current transportation system is standard in many ways, with arterial roads located essentially every mile, but unique in other ways compared to surrounding communities, with the addition of mid-mile collectors as development occurs. Several canals, railroad and natural features create challenges for transportation and infrastructure connectivity; however, these challenges also create opportunities for trail systems and other community amenities. Kuna plans to capitalize on these opportunities, and address connectivity issues, including improving access across the railroad tracks, Indian Creek and canals via planned road connections, utility extensions, overpasses and footbridges.

## Connected: Goals, Objectives and Policies

The following goals, objectives and policies are intended to guide Kuna toward a connected and strong transportation and infrastructure systems future.

### Connected AT-A-GLANCE:



## **Goal 4.A Use overlay districts to create mixed-use entryway corridors with strong character and managed access.**

The purpose of corridor overlay districts is to incorporate aesthetic features, promote consistent street frontage improvements, improve and extend bicycle and pedestrian facilities and manage access. The intent of this policy existed in the last version of the Kuna Comprehensive Plan; however, Envision Kuna incorporates additional elements including an updated Entryway Corridor Overlay map, framework for each corridor type, and direction for implementation.

Rapid growth is not only increasing demand on entryway corridors and commuter routes (i.e. Meridian Road/Highway 69, Ten Mile Road, etc.), it is also perceived as creating a lack of connectivity and inconsistent improvements along street frontages. Improving roadway functionality, controlling access and incorporating aesthetics will require the City of Kuna, ACHD and ITD to collaborate along key priority corridors and develop clear guidelines for developers.



## Transportation Agencies

Successful implementation of the goals, policies and objectives in this chapter relies upon the coordination of resources and partnerships between the City and State/local transportation agencies. The table below highlights the four agencies that have influence and project authority throughout the planning area.

Transportation Agencies	
<b>State</b>	<b>Idaho Transportation Department (ITD)</b> – statewide transportation department with jurisdiction over state roads throughout Idaho, including jurisdiction over Meridian Road/State Highway 69 in Kuna.
<b>Metropolitan Planning Organization</b>	<b>Community Planning Association of Southwest Idaho (COMPASS)</b> – Metropolitan Planning Organization (MPO) for Ada County and Canyon County. COMPASS develops, or updates, a regional long-range transportation plan (Communities in Motion) for Ada and Canyon Counties every four years. Communities in Motion 2040 (CIM) looks 20+ years into the future to help ensure roads, bridges, and transportation services (buses, etc.) are ready by helping prioritize projects based on public input and how the region is likely to grow. COMPASS also offers technical and financial assistance for funding transportation projects.
<b>Local</b>	<b>Ada County Highway District (ACHD)</b> – roadway jurisdiction for Kuna, including unincorporated Ada County and all the cities within the county. ACHD is governed by five commissioners that are responsible for maintenance and construction of Kuna’s roadways. ACHD receives funding from gas taxes, vehicle registration fees, property tax and impact fees. The Integrated Five-Year Work Program (IFYWP) identifies projects that are programmed to be funded. On an annual basis, Kuna provides transportation project priority lists to ACHD for potential inclusion in the IFYWP.  ACHD also operates CommuterRide offering commuter and employer services to expand transportation options for the Treasure Valley.
<b>Transit</b>	<b>Valley Regional Transit (VRT)</b> – transit authority for Kuna, Ada and Canyon counties. The VRT Board of Directors is composed of 29 members comprised of publicly elected or appointed officials from each jurisdiction.



## **Objective 4.A.1. Preserve Meridian Road/Highway 69, Ten Mile Road, McDermott Road, Cloverdale Road, Lake Hazel Road, Columbia Road, and Kuna Road as Commuter Entryway Corridors using a coordinated, planned approach**

### ***Policies:***

**4.A.1.a.** Ensure that high speeds are maintainable along Meridian Road/Highway 69 to preserve its function as a commuter route.

**4.A.1.b.** Ensure that access is reasonably controlled along Meridian Road/Highway 69 to maintain safety.

**4.A.1.c.** Ensure corridor width is preserved along Ten Mile Road, McDermott Road, Cloverdale Road, Lake Hazel Road, Columbia Road, and Kuna Road to support future widening and capacity improvements.

**4.A.1.d.** Develop corridor-specific design guidelines (i.e. typical sections) for all Commuter Entryway Corridors, particularly Meridian Road/Highway 69- and Ten-Mile Road to ensure consistency in developer-initiated and agency-initiated improvements.

**4.A.1.e** Develop corridors specific guidelines for second tier development corridor areas including Kuna road.

**4.A.1.e.** Ensure improvements to and along Meridian Road/Highway 69, Ten Mile Road and Kuna Road including community value elements such as: art, aesthetically pleasing, or welcoming theme.

**4.A.1.f.** Incorporate safe bicycle and pedestrian routes (i.e. protected, detached, wider, or parallel) along commuter entryway corridors with land use planning decisions and capital improvements.

**4.A.1.g.** Consider public transportation opportunities and needs along all commuter routes with land use planning decisions and capital improvements.

**4.A.1.h.** Collaborate with ACHD and ITD on local, state and federal funding opportunities to implement capital improvements along all commuter entryway corridors especially Meridian Road/Highway 69- and Ten-Mile Road.

### **Kuna Transportation Fast Facts**

- Average Commute Time - 24.4 minutes compared to the 21 minutes for Meridian City residents and 17 minutes for City of Boise residents.
- According to the American Automobile Association (AAA), this increased commute time translates to 29% of a Kuna household income expended on transportation costs.
- The Federal Highway Administration (FHWA) indicates that an average American household spends roughly 19% of their income on transportation, and the average automotive dependent suburban resident spends roughly 25% on transportation costs.

**Objective 4.A.2. Preserve Linder Road as a Neighborhood Entryway Corridor using a coordinated, planned approach.**

**Policies:**

**4.A.2.a.** Ensure adequate corridor width along Linder Road to support neighborhood connectivity, school bus routes and alternative bicycle and pedestrian routes (serves as a central north-west route between Meridian Road/Highway 69- and Ten-Mile Road).

**4.A.2.b.** Develop corridor-specific design guidelines (i.e. typical section) for Linder Road to ensure consistency in developer-initiated and agency-initiated improvements.

**4.A.2.c.** Ensure improvements to and along Linder Road include community value elements (i.e. art, aesthetically pleasing, welcoming theme).

**4.A.2.d.** Ensure distinct downtown connection through enhanced bicycle and pedestrian facilities, wayfinding and welcoming theme improvements.

**4.A.2.e.** Collaborate with ACHD and ITD on local, state and federal funding opportunities to implement capital improvements along Linder Road.

**Objective 4.A.3. Preserve Kuna Mora Road as a Freight/Truck Corridor using a coordinated, planned approach.**

**Policies:**

**4.A.4.a.** Ensure that corridor width is preserved along Kuna Mora Road to support future widening, capacity, and geometric improvements.

**4.A.4.b.** Develop corridor-specific design guidelines (i.e. typical section) for Kuna Mora Road to ensure consistency in developer-initiated and agency-initiated improvements.

**4.A.4.c.** Collaborate with ACHD and ITD on local, state and federal funding opportunities to implement capital improvements along Kuna Mora Road, as the demand increases with agricultural and industrial growth.



## **Goal 4.B Increase sidewalk coverage and connectivity and invest in pedestrian facilities to increase walkability.**

Kuna has emphasized the importance of pedestrian connectivity through wider sidewalk requirements, greenbelts and pathway expansions. Despite these efforts, and due to growth occurring in many different parts of the City, many parts of the community are not well-connected, and the pedestrian network needs to be strengthened.

The City requires wider sidewalks (8') along and 10' sidewalks in the Overlay District on arterial roads, as opposed to 7' attached and 5' detached sidewalks required along arterial roads by ACHD. Current efforts in Downtown Kuna include sidewalk widening from 10' to 15' to promote walkability and enhance the Main Street pedestrian corridor. Envision Kuna proposes to continue these efforts through further corridor planning efforts and street frontage design standards. This will greatly improve pedestrian connectivity and facility functionality.

Kuna requires new developments to meet Americans with Disabilities Act (ADA) standards. A Section 504 Self-Evaluation plan that identifies projects to improve ADA accessibility on city-owned properties, facilities and buildings was recently conducted.

On a regular basis, Kuna coordinates with ACHD to identify and prioritize pedestrian and bicycle improvements. Through these coordinated efforts and ACHD's Community Programs, neighborhood pedestrian enhancement projects are made possible.

Increasing sidewalk connectivity and walkability is a top community priority. The community has expressed that, in order to access major destinations, pedestrians (and cyclists) have to utilize highly trafficked arterials that are uncomfortable to travel on and/or do not have adequate pedestrian (or bicycle) infrastructure. Alternative and protected pedestrian routes/facilities and pedestrian crossing facilities are also essential for neighborhood connectivity and safety.



### **Objective 4.B.1. Maintain widened sidewalks along arterials and collectors throughout the city.**

#### ***Policies:***

**4.B.1.a.** Expand sidewalk width on all arterial and key collector roads such as: School Street, Kay Avenue, Ardell Road, and all existing and new collector roads surrounding schools through implementation of developments and capital projects.

**4.B.1.b.** Expand widened sidewalks throughout Downtown Kuna along Main Street, all side streets that connect to Main Street, 4th Street, Avalon Street and Linder Road.



## **Objective 4.B.2. Maintain and expand sidewalks and pedestrian facilities within the community.**

### ***Policies:***

**4.B.2.a.** Collaborate with ACHD to maintain and repair existing sidewalks and off-system pedestrian facilities throughout the community.

**4.B.2.b.** Install detached sidewalks and/or protected pedestrian routes/facilities along high trafficked roads as development occurs.

**4.B.2.c.** Promote the installation of off-system pedestrian pathways to create neighborhood connections and reduce non-motorized transportation route lengths.

**4.B.2.d.** Reinvent and improve underutilized alleyways to create key pedestrian connections.

**4.B.2.e.** Create pedestrian connections from Downtown Kuna to the Indian Creek Greenbelt.

**4.B.2.f.** Work with ACHD to develop and implement a pedestrian wayfinding signage plan.

**4.B.2.g.** Coordinate with developers to connect to and/or enhance pedestrian facility connections, including on and off-system pathways, footbridges (across canals, etc.), road bridges, sidewalks, pedestrian crossings and wayfinding signage.

**4.B.2.h.** Evaluate all capital projects for the ability to connect to and/or enhance pedestrian facility connections, including on and off-system pathways, footbridges (across canals, etc.), road bridges, sidewalks, pedestrian crossings and wayfinding signage.

**4.B.2.i.** Consider other pedestrian-related elements (i.e. lighting, benches, mile markers, trash receptacles, water fountains, “you are here” map, restrooms, etc.) when pedestrian facilities are installed with developments and/or capital projects.

**4.B.2.j.** Consider equestrian needs when designing trails and pathways.

**4.B.2.k.** Work with ACHD and COMPASS to identify and pursue local, state and federal funding sources for pedestrian facilities and pathway expansion.

**4.B.2.l.** Rely upon American Association of State Highway and Transportation Officials (AASHTO) and American with Disabilities Act (ADA) design standards for construction of multi-use pathways.



## **Goal 4.C Increase pathway, trail and on-street bicycle facilities to create an expanded and connected bicycle network.**

This goal has similarities with Goal 2.1 in the Health Goal Area of Envision Kuna; however, this goal is focused more on on-system bicycle routes and facilities.

The Kuna Pathways Master Plan primarily identifies off-system routes, with the addition of some on-system bike routes. In addition to the Kuna Pathways Master Plan, the City of Kuna recognizes the ACHD Roadways to Bikeways Plan for additional on-system and future roadway bicycle route connections. As updates are completed to the ACHD Roadways to Bikeways Plan, Kuna will continue to recognize the identified routes and aim to implement improvements through the land use development process as well as capital improvements.



### **Objective 4.C.1. Maintain and enhance existing pathways, trails and on-street bicycle facilities.**

#### ***Policies:***

**4.C.1.a.** Expand the bicycle network as identified in the Kuna Pathways Master Plan and ACHD Roadways to Bikeways Plans through land use developments and capital improvement projects.

**4.C.1.b.** Expand the bicycle wayfinding signage throughout the community.

**4.C.1.c.** Coordinate with ACHD to maintain, restripe and enhance existing bicycle lanes throughout the community.

**4.C.1.d.** Work with ACHD to evaluate feasibility of adding bicycle lanes, bicycle routes and facilities into all roadway maintenance and capital projects.

**4.C.1.e.** Coordinate with developers to connect to and/or enhance bicycle facility connections, including pathways, non-motorized canal crossings, road bridges and wayfinding signage.

**4.C.1.f.** Evaluate all maintenance and capital projects for the ability to connect to and/or enhance bicycle facility connections, including on and off-system pathways, canal crossings, road bridges and wayfinding signage.



### **Objective 4.C.2. Ensure expansion of pathways, trails and on-street bicycle routes.**

#### ***Policies:***

**4.C.2.a.** Install protected bicycle facilities along high trafficked roads.

**4.C.2.b.** Promote the installation of off-system bicycle pathways to create neighborhood connections and reduce non-motorized transportation route lengths.

**4.C.2.c.** Create bicycle connections from Downtown Kuna to the Indian Creek Greenbelt.

**4.C.2.d.** Consider other bicycle-related elements (i.e. bike stations, lighting, benches, mile markers, trash receptacles, water fountains, “you are here” map, restrooms, etc.) when new bicycle facilities are installed with developments and/or capital projects.

**4.C.2.e.** Work with ACHD and COMPASS to identify and pursue local, state and federal funding sources for bicycle facilities and pathway expansion.

**4.C.2.f.** Continue to represent Kuna on the ACHD Bicycle Advisory Committee (BAC).

**4.C.2.g.** Rely upon American Association of State Highway and Transportation Officials (AASHTO) and ACHD standards for construction of bicycle facilities and multi-use pathways.’



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

Although Kuna's transportation system has arterial roads essentially every mile, the addition of mid-mile collectors as the community develops has been critical to improving connectivity throughout Kuna. Mid-mile collectors reduce trip length by reducing the need to travel through several local roads to get to the arterial roadway system.

School Street, Kay Avenue and Ardell Road are examples of mid-mile collectors that have been successfully expanded as growth occurs. Kay Avenue runs parallel to Meridian Road/Highway 69 on the west side, serving as a critical route to help facilitate reduced access points along the highway. As growth occurs on the east side of Meridian Road/Highway 69, Stroebel Road will serve the same function. *Envision Kuna* proposes to further enhance connectivity and preserve the commuter function of Meridian Road/Highway 69 through mid-mile collectors, and frontage or backage roads that run parallel to the highway.

An expanded collector roadway system comes with some challenges, as parcel lines and property ownership can block or inhibit the ability to provide through connections and/or property development. Ongoing collaboration between Kuna, ITD, ACHD and developers will be crucial to working through these issues to come up with solutions that meet the intent of:

1. reducing access to Meridian Road/Highway 69
2. improving connectivity and
3. providing viable access to the growing commercial/mixed-use corridor.

Other connectivity challenges include the active railroad tracks and several large canals, creeks and laterals. A plan to try to determine the most feasible railroad overpass location was completed by ACHD and the City of Kuna in 2014. In some cases, canal crossings may not be built with new developments, but are considered on a case by case basis. The need for an overpass was the most stated/requested transportation enhancement through the *Envision Kuna* process.

### **Objective 4.D.1. Encourage expansion and continuation of section line roads.**

#### ***Policies:***

**4.D.1.a.** Extend and expand section line roads as growth occurs.

**4.D.1.b.** Preserve adequate right-of-way along all section line road alignments.

**4.D.1.c.** Initiate capital projects, including roadway segments and canal crossings, to fill gaps in the section line roadway system.

**4.D.1.d.** Continue to represent Kuna on COMPASS Boards.

**4.D.1.e.** Continue to work with ACHD on all transportation-related matters to improve planning efforts and collaboration.

**Objective 4.D.2. Ensure the continued expansion/development of a mid-mile collector system throughout the community.**

**Policies:**

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

**4.D.2.b.** Preserve adequate right-of-way along all mid-mile roads or other approved alternative location to align roads.

**4.D.2.c.** Initiate capital projects, including roadway segments and canal crossings, to fill gaps in the mid-mile collector roadway system.

**4.D.2.d.** Coordinate traffic control (i.e. signalization, stop-controls, crossings, etc.) needs where mid-mile collectors connect to other roadways.

**4.D.2.e.** Include enhanced bicycle and pedestrian facilities whenever possible.





### **Objective 4.D.3. Preserve commuter function of Kuna Meridian Road/ Highway 69, Ten Mile Road and other key section line roads.**

#### ***Policies:***

**4.D.3.a.** Enhance connectivity and preserve commuter function of Meridian Road/Highway 69 and Ten Mile Road through construction of mid-mile collectors, frontage or backage roads.

**4.D.3.b.** Develop a detailed roadway corridor plan for Meridian Road/Highway 69- and Ten-Mile Road to address future roadway connections between section line roads, access, traffic controls, bicycle and pedestrian access and frontage improvements.

**4.D.3.c.** Enforce Kuna’s Highway 69 overlay district ordinance as development occurs and capital projects are proposed.

**4.D.3.d.** Collaborate with ITD on implementing Kuna’s overlay district ordinance as development occurs and capital projects are proposed.

**4.D.3.e.** Develop overlay district ordinance for Ten Mile Road and other key section line roads to address access, street network circulation and frontage improvements.

**4.D.3.f.** Require shared driveway access where possible.

**4.D.3.g.** Interconnect building entries, parking lots, parks, transit stops, schools and similar facilities with pedestrian routes to reduce the need to travel along high trafficked roads.



### **Objective 4.D.4. Pursue overpass across Indian Creek and the Union Pacific Railroad to improve safety and meet the demands of the community.**

#### ***Policies:***

**4.D.4.a.** Work with ITD, ACHD and COMPASS to identify the preferred location for an overpass.

**4.D.4.b.** Work with ITD, ACHD and COMPASS to identify and pursue all possible local, state and federal funding sources for an overpass.

**4.D.4.c.** Preserve corridors in potential overpass locations as development occurs and as capital projects are completed.

**4.D.4.d.** Incorporate aesthetics and community input into the overpass design.

**4.D.4.e.** Involve emergency service agencies in overpass planning and design efforts.

## **Goal 4.E Increase opportunities for public transportation and ride share commuting.**

Currently, there are no transit services in Kuna. As Kuna grows, public transportation options should continue to be explored. The closest access to bus transit services are located at the junction of Highway 69 and Interstate 84- and Ten-Mile Road and Interstate 84, approximately seven miles north of Kuna. Both locations include park and ride lots and bus stop facilities. Valleyconnect 2.0, VRT's most recent plan, shows a possible future transit route through Kuna. Currently, ACHD operates CommuteRide vanpool service out of three park and ride lot locations:

1. City park parking lot at Linder and Deer Flat Roads,
2. Albertson's parking lot at Avalon Street and Kay Avenue, and
3. Ridley's at Meridian Road/Highway 69 and Deer Flat Road.

There are currently seven vans operating out of Kuna that each accommodate 10 to 13 commuters during the weekday AM and PM peak periods. Vanpools are a demand driven program and new vanpools can form anytime, when 10 to 13 commuters, with like commutes, decide to vanpool. ACHD CommuteRide maintains a stock of at least five vans for immediate deployment of new vanpools. ACHD also manages four park and ride facilities located between Kuna and key employment centers, as well as an online ridematching program. The ridematching program identifies all vanpool, carpool, bus and bicycling options that may be available to Kuna residents.

The Kuna Senior Center currently operates a Senior Bus that accommodates up to 12 passengers with a wheel chair lift that can accommodate up to two wheelchairs. There is a set bus schedule that can be adjusted as needs evolve. Through the Envision Kuna outreach process, seniors expressed the need for public transportation services in Kuna.



### **Objective 4.E.1. Enhance opportunities for public transportation options, vanpooling and ride share commuting.**

#### ***Policies:***

**4.E.1.a.** Consider public transportation needs in land use planning decisions, maintenance and capital projects.

**4.E.1.b.** Seek input from VRT, COMPASS and ACHD on land use applications along commuter routes, future transit routes and planned park and ride locations.

**4.E.1.c.** Evaluate public transportation needs with land use applications, particularly for medical facilities, hospitals, recreation centers, higher education and employment center developments.

**4.E.1.d.** Pursue future park and ride locations.

**4.E.1.e.** Continue to represent Kuna on VRT Board.

**4.E.1.f.** Continue to collaborate with ACHD to on expanding CommuteRide services.

 **Objective 4.E.2. Ensure continuation of Kuna Senior Center’s transportation services.**

*Policies:*

**4.E.2.a.** Support Kuna Senior Center’s transportation service.

**4.E.2.b.** Evaluate local, state and federal funding sources to support senior bus maintenance and capital costs.

**4.E.2.c.** Collaborate with Kuna Senior Center’s representatives on expanding senior transportation service as demands increase.



## **Goal 4.F Ensure water, sewer, irrigation, street lighting, storm water and solid waste systems are capable of serving the current and future population.**

The City of Kuna provides potable (drinking) water, sewer and irrigation services to the community.

Kuna's potable water system consists of the following components:

- 10 active groundwater wells
- 2 storage reservoirs
- 2 booster pump stations
- 106 miles of distribution pipelines

Kuna's Water Master Plan was last updated in 2017. Potable water challenges/capacity issues include keeping up with demand, water supply and being strategic on well placement to ensure a viable potable water system.

The Kuna sewer system is comprised of the following components:

- 2 treatment plants to include the membrane sewer lagoons located south of town and a wastewater treatment plant located on the north side of town.
- 5 regional pumping stations - Ten Mile, Crimson Point, Danskin, Memory Ranch, Springhill, with the new Orchard lift station.
- 8 satellite pumping stations.
- 402 acres of land application irrigated property adjacent to the sewer lagoons.
- 30 miles of force main.

Kuna's Sewer Master Plan was last updated in 2017. Sewer challenges/capacity issues include the Ten Mile lift station nearing capacity, keeping up with demand and accommodating steady growth.

The City of Kuna owns and operates a municipal pressurized irrigation system. Irrigation water is provided through a separate pressure irrigation system and a gravity irrigation system. Surface water supplies are diverted from the New York Canal, located east of Kuna and its laterals. The major irrigation canals include the Teed Lateral, Kuna Canal, Kuna Mora Canal and Ramsey Lateral on the north side of Indian Creek, and the South Lateral on the south side of Indian Creek. The Boise-Kuna Irrigation District, Nampa-Meridian Irrigation District, and New York Irrigation District control the surface water; however, all of the system is controlled by the City once the water flow is diverted from the irrigation canals or laterals.

Kuna's Irrigation Master Plan was last updated in 2017. Irrigation challenges/capacity issues include ensuring there is a source and supply for every square mile, system looping and securing water rights with annexation.

Street lighting is managed by the City of Kuna. Kuna has adopted LED street lighting standards for both standard lighting and upgraded/decorative lighting. Standard street lighting is installed by the developer and ultimately owned and maintained by the City of Kuna. Decorative street lighting installed by the developer is typically owned and maintained by a private entity and/or homeowner's association.



Kuna is covered under ACHD’s National Pollutant Discharge Elimination System (NPDES) permits issued by the Environmental Protection Agency (EPA). These permits require ACHD to implement programs to ensure water flowing off the roads and through the storm drain system is cleaned before entering receiving surface waters. For proposed developments, ACHD typically requires all drainage to be retained on-site with underground and above-ground seepage beds.

Solid waste management services are provided by J&M Sanitation. J&M Sanitation has a multi-year franchise agreement (expires in 2024) with Kuna to provide solid waste management services. Solid waste is disposed of at the Hidden Hollow Landfill, located on Seaman’s Gulch Road in Ada County. A curbside recycling program is also provided by J&M Sanitation as part of Kuna’s solid waste management services. J&M hosts “Kuna Clean-up” events annually, allowing for the disposal of chemicals, appliances and large items.



### **Objective 4.F.1. Provide adequate water, sewer and irrigation services for all Kuna residents and businesses.**

#### ***Policies:***

**4.F.1.a.** Update master plans regularly to evaluate needs for the current system through capital projects and routine maintenance.

**4.F.1.b.** Conduct utility user fee studies that coincide with master plan updates.

**4.F.1.c.** Expand pressurized irrigation services to older parts of town.



### **Objective 4.F.2. Plan for growth in advance of demands for water, sewer and irrigation services.**

#### ***Policies:***

**4.F.2.a.** Update master plans regularly to evaluate future system needs to accommodate growth.

**4.F.2.b.** Re-evaluate master plans with any Future Land Use Map (FLUM) change.

**4.F.2.c.** Conduct utility connection fee studies that coincide with master plan updates.

**4.F.2.d.** Develop cost sharing/reimbursement agreements with developers for system upgrades and/or expansions, when practicable.

**4.F.2.e.** “To and Through”; require developments to carry utilities to the furthest extent of their development to facilitate connection to subsequent additions to the City.

**4.F.2.f.** Satisfy Kuna Fire Department requirements for fire hydrant connections and placement.

**4.F.2.g.** Comply with the most current zoning and engineering development requirements.

**4.F.2.h.** Serve only annexed properties with City utility services.

**4.F.2.i.** Ensure that all development within City limits connects into the City’s sewer and potable water systems.

 **Objective 4.F.3. Provide improved street lighting throughout the community.**

*Policies:*

**4.F.3.a.** Provide street lighting in accordance with most current City requirements.

**4.F.3.b.** Provide upgraded/decorative street lighting in Downtown Kuna and along the Indian Creek Greenbelt and pathway systems in accordance with the most current City requirements.

**4.F.3.c.** Provide upgraded street lighting within entryway corridor overlays in accordance with the most current City requirements.

**4.F.3.d.** Comply with most recent street lighting inventory-related requirements.

**4.F.3.e.** Maintain street lighting inventory system.

**4.F.3.f.** Maintain and fix City street lights as needed.

 **Objective 4.F.4. Accommodate stormwater demands and improve water quality.**

*Policies:*

**4.F.4.a.** Preserve natural/historic surface drainage channels through properties as they redevelop.

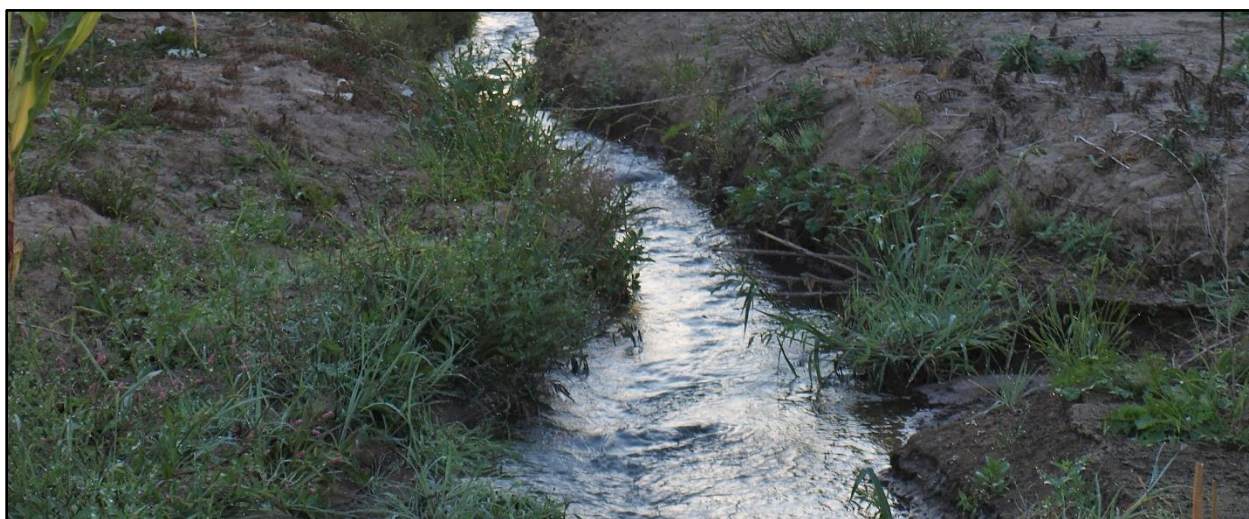
**4.F.4.b.** Develop a stormwater drainage plan for Downtown Kuna.

**4.F.4.c.** Assure developers employ stormwater mitigation strategies that retain storm waters onsite except for natural/historic pass through flows.

**4.F.4.d.** Follow ACHD's stormwater policy for developments and capital projects.

**4.F.4.e.** Incorporate green infrastructure elements into developments and capital projects whenever possible.

**4.F.4.f.** Work with ACHD and Idaho Department of Environmental Quality to develop and obtain funding for stormwater improvement projects.



 **Objective 4.F.5. Maintain solid waste service for Kuna residents and evaluate needs as the city grows.**

**Policies:**

**4.F.5.a.** Plan for future solid waste needs as the community grows.

**4.F.5.b.** Evaluate solid waste disposal needs, facilities and methods with land use applications.

**4.F.5.c.** Continue providing recycling options for Kuna residents.

**4.F.5.d.** Work with the Kuna School District on educational clean-up opportunities.

**4.F.5.e.** Maintain adequate access to commercial and multi-family trash enclosures.

**4.F.5.f.** Provide screening for trash receptacles/enclosures in commercial, industrial, mixed-use and multi-family developments.

**4.F.5.g.** Seek input from J&M Sanitation on land use planning applications when trash collection services will need to be provided.



## **Goal 4.G Maintain serviceability of communication systems including broadband internet, phone and cable.**

Available communication systems providers within Kuna are outlined below:

- Broadband Internet: Cable One, CenturyLink, Hugh's Net
- Phone: Verizon, Sprint, T-Mobile, AT&T, CenturyLink, Cable One
- Cable: Direct TV, Dish Network, Cable One

There are several cell phone companies with service areas in Kuna. Kuna has one cell tower, owned by Spectrasite Communications LLC through American Towers LLC, located off Shortline Road between W Avalon Street and S Swan Falls Road. There's also a number of antenna towers throughout Kuna.

Kuna currently has a franchise agreement with Cable One that is set to expire in 2025.

### **Objective 4.G.1. Provide adequate communications services for all Kuna residents and businesses.**

#### ***Policies:***

**4.G.1.a.** Maintain and re-evaluate franchise agreements with existing and new communication companies/service providers on a regular basis.

**4.G.1.b.** Coordinate with service providers to expand broadband internet service to areas not currently served.

### **Objective 4.G.2. Plan for growth and demands for cell towers, broadband internet, phone and cable.**

#### ***Policies:***

**4.G.2.a.** Coordinate with service providers to expand broadband internet service to growing areas, particularly commercial and industrial areas.

**4.G.2.b.** Encourage proposed cell tower design and placement to blend in with the surrounding environment.

**4.G.2.c.** Provide adequate distance separation from residences for cell towers or other tall utilities.

**4.G.2.d.** Encourage utility company (retail, commercial, warehouses, call centers, etc.) placement/expansion to and within Kuna.

## **Goal 4.H Ensure National Interest Electric Transmission Corridors (NIETC), as well as power and gas transmission corridors, are considered in land use planning decisions, and minimize the adverse impacts of transmission corridors in the community.**

Idaho Power Co., a subsidiary of IDACORP, Inc., is the electrical utility which provides power to the City of Kuna and Ada County. The company was established in 1916 and is engaged in the generation, transmission, distribution, sale and purchase of electric energy. The company is regulated by the Federal Energy Regulatory Commission (FERC) and the Idaho Public Utilities Commission (IPUC). In general, Idaho Power serves 24,000 square miles of service territory and over 1,000,000 people in southern Idaho and eastern Oregon. In the City of Kuna, the company serves approximately 21,000 customers in residential, commercial, industrial, irrigation and other customer classes. Kuna currently has a franchise agreement with Idaho Power that is set to expire in 2025.

There are no existing or known proposed NIETC's in Kuna's Area of Impact. Idaho Power's Eastern Treasure Valley Electrical Plan (2012) shows the following existing and planned facilities:

- Existing 138kv transmission line proposed to be upgraded to 230kv that parallels Cloverdale Road from the City of Meridian to the Snake River Birds of Prey.
- Existing 138 kV transmission line extending from E Avalon Street south down S Swan Falls Road.
- Primary 138 kV transmission line located along W King Road.
- Secondary alternative transmission line shown extending along the existing S Swan Falls Road transmission corridor.

Expanding renewable energy opportunities is of interest to Kuna. Idaho's first utility-scale solar farm, Idaho Solar 1, came to Kuna in 2016, located at the southeast corner of Cloverdale Road and Barker Road in south Kuna. The facility is sized to supply enough electricity for 9,000 homes a year.

Intermountain Gas Company is the sole distributor of natural gas in southern Idaho and provides natural gas services to the City. Kuna currently has a franchise agreement with Intermountain Gas that is set to expire in 2023.





## **Objective 4.H.1. Consider locations of current and future electric transmission corridors as part of land use planning decisions.**

### ***Policies:***

**4.H.1.a.** Promote the development of energy services and public utility facilities to meet public needs.

**4.H.1.b.** Encourage electrical transmission corridors to be located away from urban development.

**4.H.1.c.** Require adequate buffer widths of electrical transmission line corridors to minimize impacts to surrounding neighborhoods, business, etc.

**4.H.1.d.** Collaborate with Idaho Power to ensure National Electric Transmission Corridors do not traverse through the City of Kuna.

**4.H.1.e.** Participate with Idaho Power as updates are made to the Eastern Treasure Valley Electrical Plan to continually address current and future energy and utility needs.

**4.H.1.f.** Comply with Idaho State Code in regard to NIETC planning.



## **Objective 4.H.2. Promote renewable sources of energy and energy efficient design.**

### ***Policies:***

**4.H.2.a.** Support efforts to bring solar and wind facilities to Kuna, in appropriate locations.

**4.H.2.b.** Partner with Idaho Power to develop and promote energy efficiency programs for new construction and development as well as for existing businesses and homes.

**4.H.2.c.** Encourage the enhancement of the capacity and reliability of renewable energy resources.

**4.H.2.d.** Promote conservation of energy through support of public education, incentives and other tools that encourage conservation.

**4.H.2.e.** Develop guidelines, standards and incentives for energy conservation practices and energy efficient designs.

**4.H.2.f.** Incorporate energy conservation approaches to planned unit developments, public and mixed-use projects.

**4.H.2.g.** Encourage LEED™ (Leadership in Environmental and Energy Design) certification for all public buildings.

## **Goal 4.I Encourage public or private airports, airstrips and heliports to strengthen connectivity and to meet the needs of the community.**

The City of Kuna does not currently have an airport within the Area of Impact. The nearest public airport with scheduled airline service is the Boise Airport (BOI) located approximately 10 miles northeast of Kuna. The BOI airport is served by 15 different airlines, charters and commuters. Kuna has three private airstrips located near the following locations:

- Kuna-Mora Road and Eagle Road
- West Ambrosia Lane and South Blackcat Road
- Hubbard Road and Linder Road

It is anticipated that additional airstrips/heliports will be needed east of Meridian Road/Highway 69 to accommodate commercial/industrial growth and agricultural land uses.



### **Objective 4.I.1. Prepare to accommodate new/proposed public or private airports.**

#### ***Policies:***

**4.I.1.a.** Identify future land use and zoning designations that support public or private airports.

**4.I.1.b.** Develop guidelines and standards for public or private airports.



### **Objective 4.I.2. Support the preservation, expansion and addition of new airstrips and heliports.**

#### ***Policies:***

**4.I.2.a.** Consider existing airstrips in land use planning decisions.

**4.I.2.b.** Encourage preservation and expansion of existing airstrips.

**4.I.2.c.** Work with emergency service agencies to identify possible heliport locations.

## Connected Implementation

The following table shows specific projects and actions identified during the comprehensive plan process that would help achieve the goals, objectives, and policies identified in this plan. The top projects and actions for this goal area are listed below. For the purposes of the Comprehensive plan, a priority project is any project or action that the city has identified as actionable within the next one to three years and is anticipated to receive resource allocation to help achieve it's implementation. These priority projects will help guide short-term implementation of this plan, however if a project is not included on the priority projects list that does not preclude it from short-term implementation or resource allocation.

### Top Connected Projects and Actions

1. Apply for Idaho Department of Parks and Recreation Recreational Trails Program (RTP) grants to implement pathway extensions, trailhead improvements and footbridge crossings.
2. Develop a wayfinding system plan for key areas such as Downtown Kuna, Indian Creek Greenbelt, and expanded pathways systems.
3. Design and implement Indian Creek Greenbelt extension projects.
4. Develop a map showing sidewalk gaps to be filled, sidewalk repairs needed, sidewalk expansion areas and pedestrian crossing improvement locations.
5. Develop new overlay ordinance(s) including design guidelines for select entryway corridors.
6. Develop standards to implement welcoming districts or areas along entryway corridors by incorporating art, aesthetically pleasing elements and welcoming theme into entryway corridors.
7. Design and implement sidewalk capital improvement projects in coordination with ACHD.
8. Work with VRT and ACHD to apply for grants to incorporate park and ride facilities and senior bus upgrades.

*Projects and Actions Table 4* on the following page highlights all of the projects and actions that have been identified to implement the objectives and policies in this goal area and includes the top priority projects listed above. Other connected projects and policies that are priorities for the City may not be listed in the table as they are less likely to be actionable implementation items.

### Connected Policy Focus Areas:

Core guiding policy areas for objectives, policies and actions related to this goal area include.

1. Entryway corridors and character improvements
2. Pedestrian and bicycle facilities and connectivity
3. Neighborhood connectivity
4. Infrastructure development and improvement s
5. Public and alternative transportation



# Projects and Actions Table 4: Connected

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

# Projects and Actions Table 4: Connected

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