



**City of Kuna
Comprehensive Plan
2018
Appendices**

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CITY OF KUNA FUTURE LAND USE MAP

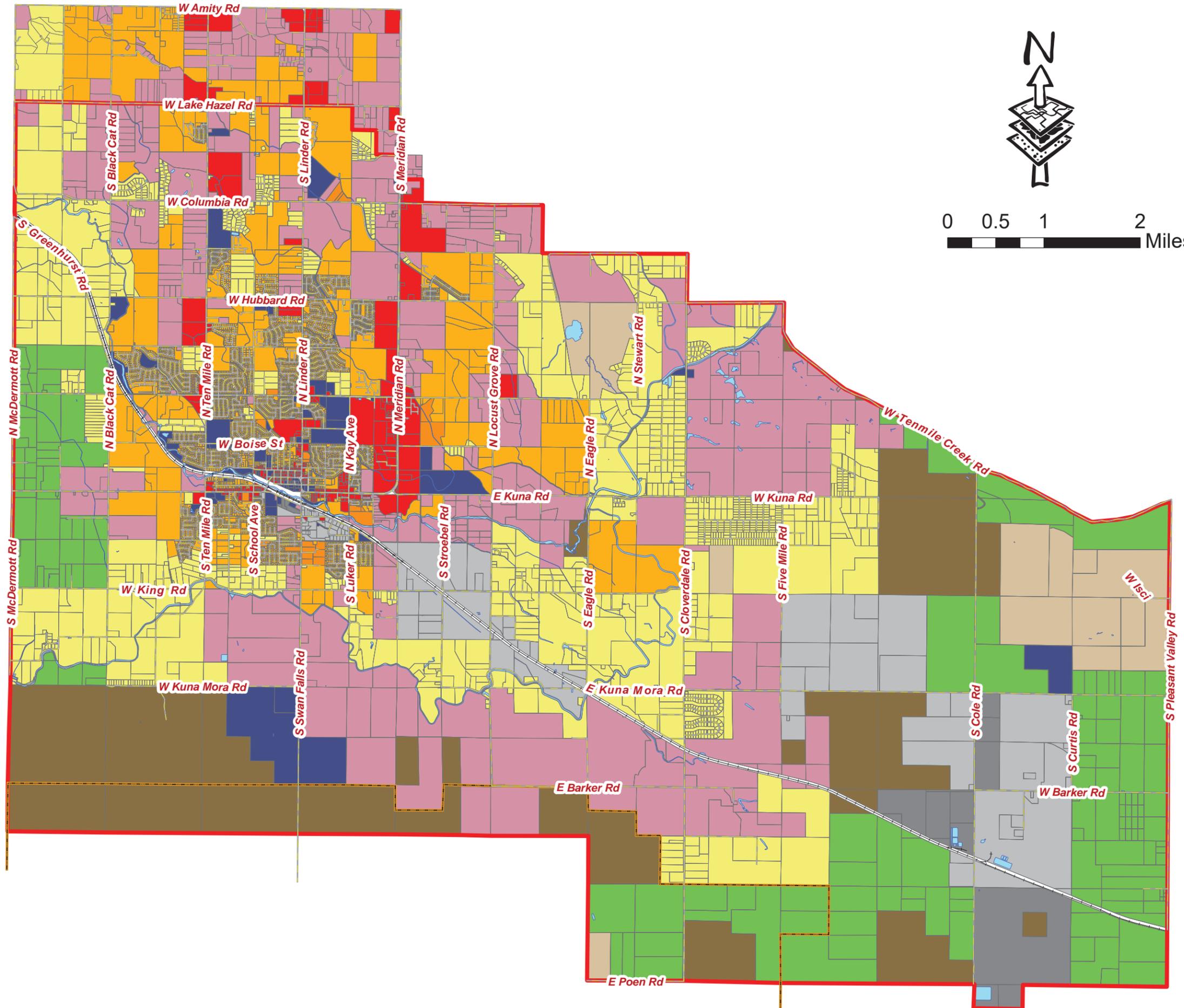
DECEMBER 19th, 2018



0 0.5 1 2 Miles

Legend

-  EXISTING ROADS
-  KUNA AREA OF IMPACT
-  RAILROAD
-  BIRDS OF PREY
-  WATERWAY
- COMPREHENSIVE CLASSIFICATIONS**
-  AGRICULTURE
-  COMMERCIAL
-  HEAVY INDUSTRIAL
-  LIGHT INDUSTRIAL
-  HIGH DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  LOW DENSITY RESIDENTIAL
-  MIXED-USE
-  LOCAL PUBLIC LANDS
-  STATE LAND
-  FEDERAL LAND



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

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



CITY OF KUNA

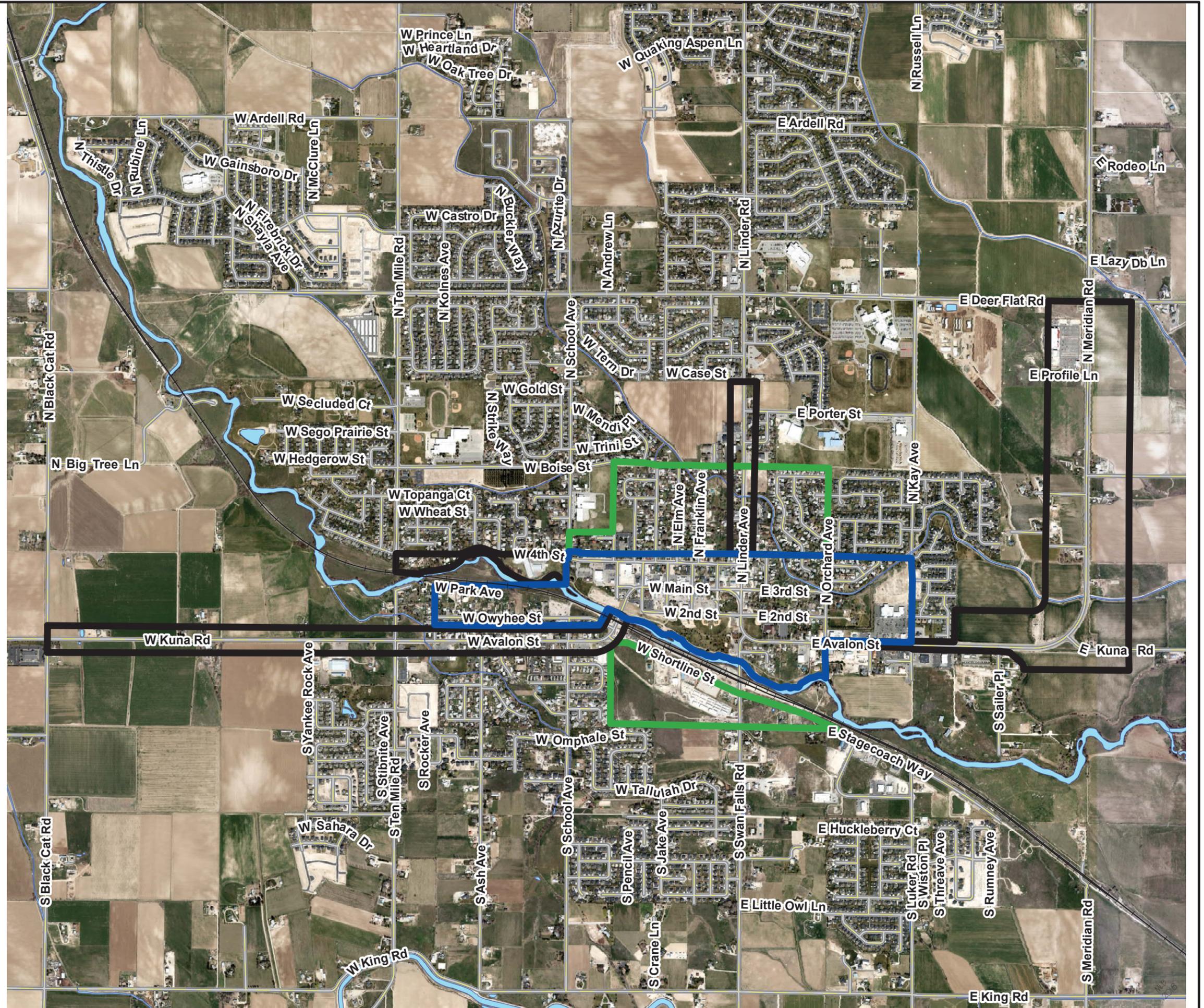
DOWNTOWN OVERLAY MAP



0 0.125 0.25 0.5 Miles

Legend

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





CITY OF KUNA

PATHWAYS

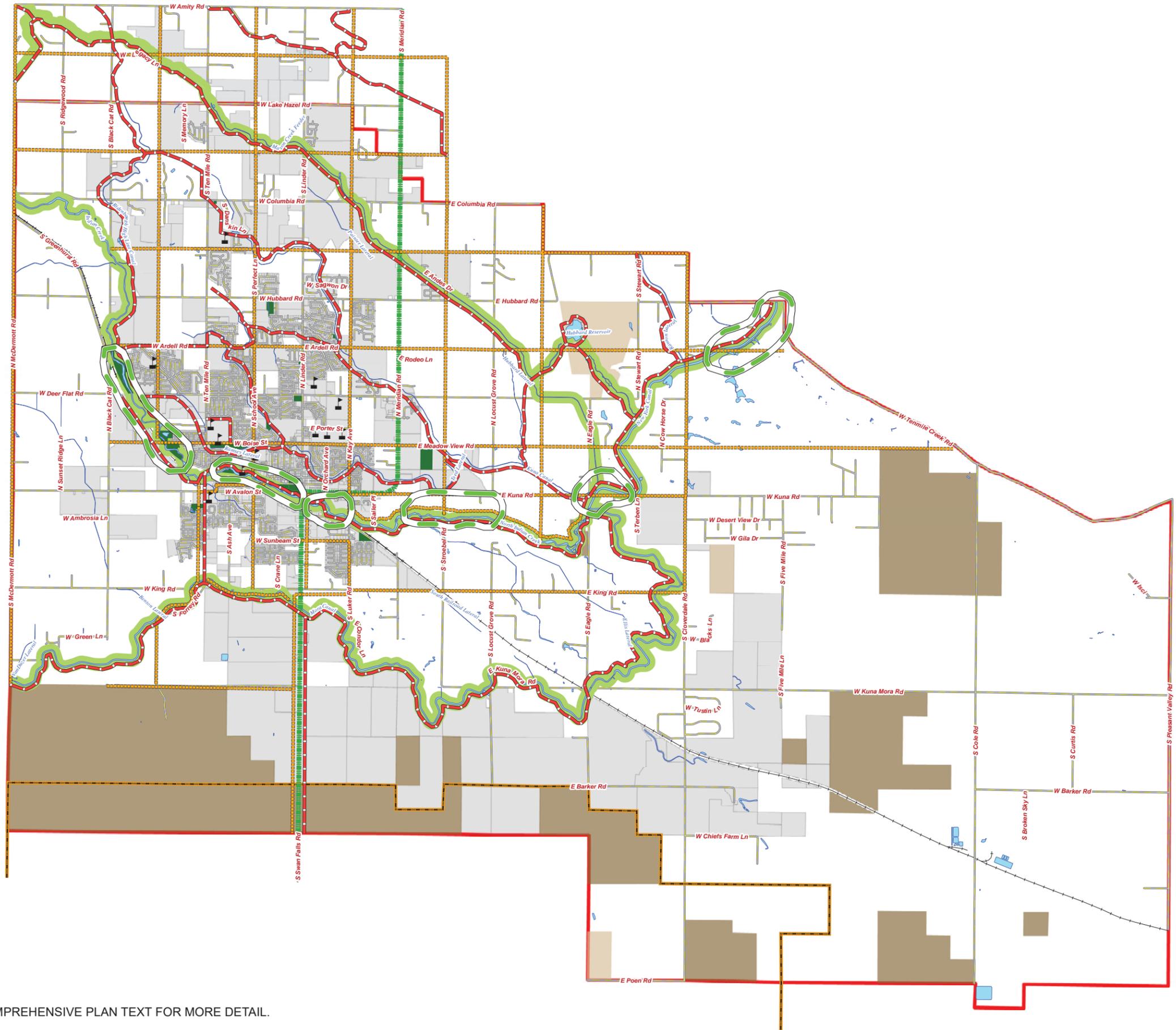
MASTER PLAN



Legend

-  SCHOOLS
-  EXISTING ROADS
-  RAILROAD
-  BIRDS OF PREY
-  FUTURE TRAILS
-  BIKE ROUTES
-  SCENIC BYWAY
-  INDIAN CREEK/WATERWAY DEVELOPMENT NODE*
-  WATERWAY
-  KUNA CITY LIMITS
-  KUNA AREA OF IMPACT
-  KUNA PARKS
-  GREEN BELT OVERLAY
-  STATE LANDS
-  FEDERAL LANDS

* SEE COMPREHENSIVE PLAN TEXT FOR MORE DETAIL.





CITY OF KUNA BEDROCK DEPTHS (APPROXIMATE)

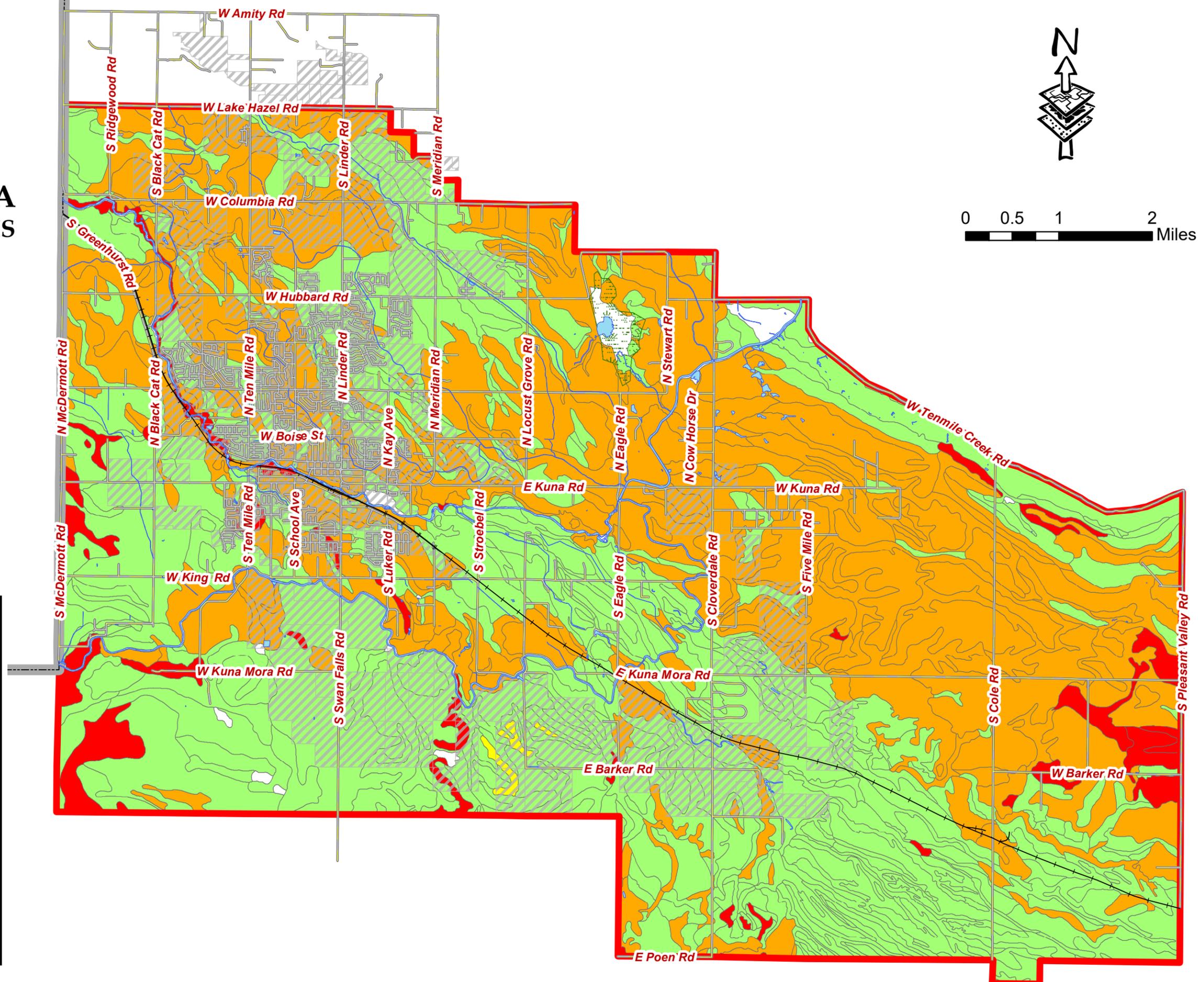


LEGEND

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

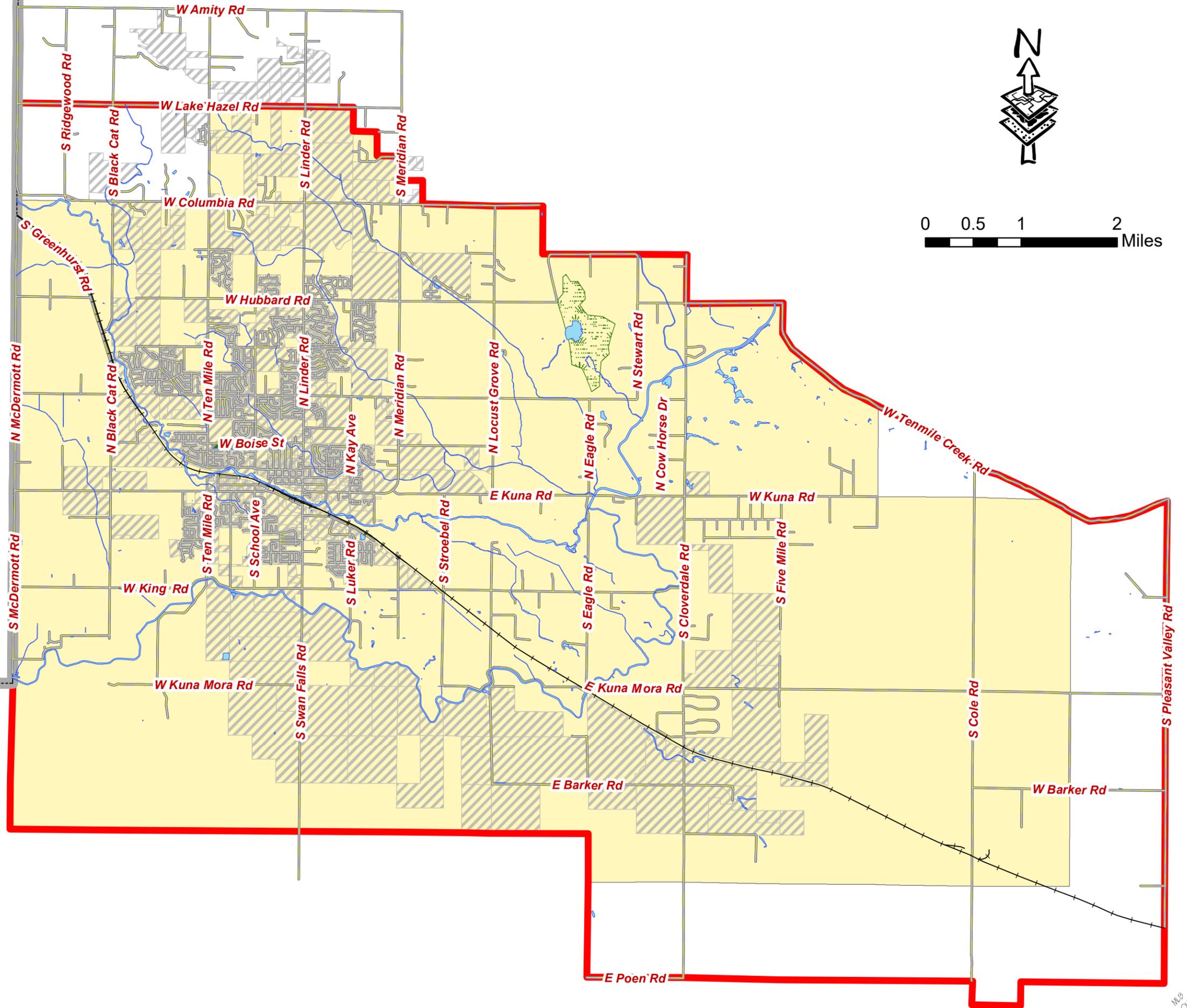
BEDROCK DEPTHS

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





CITY OF KUNA CEMETARY DISTRICT

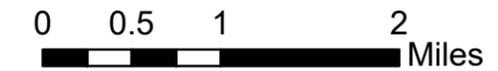


LEGEND

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

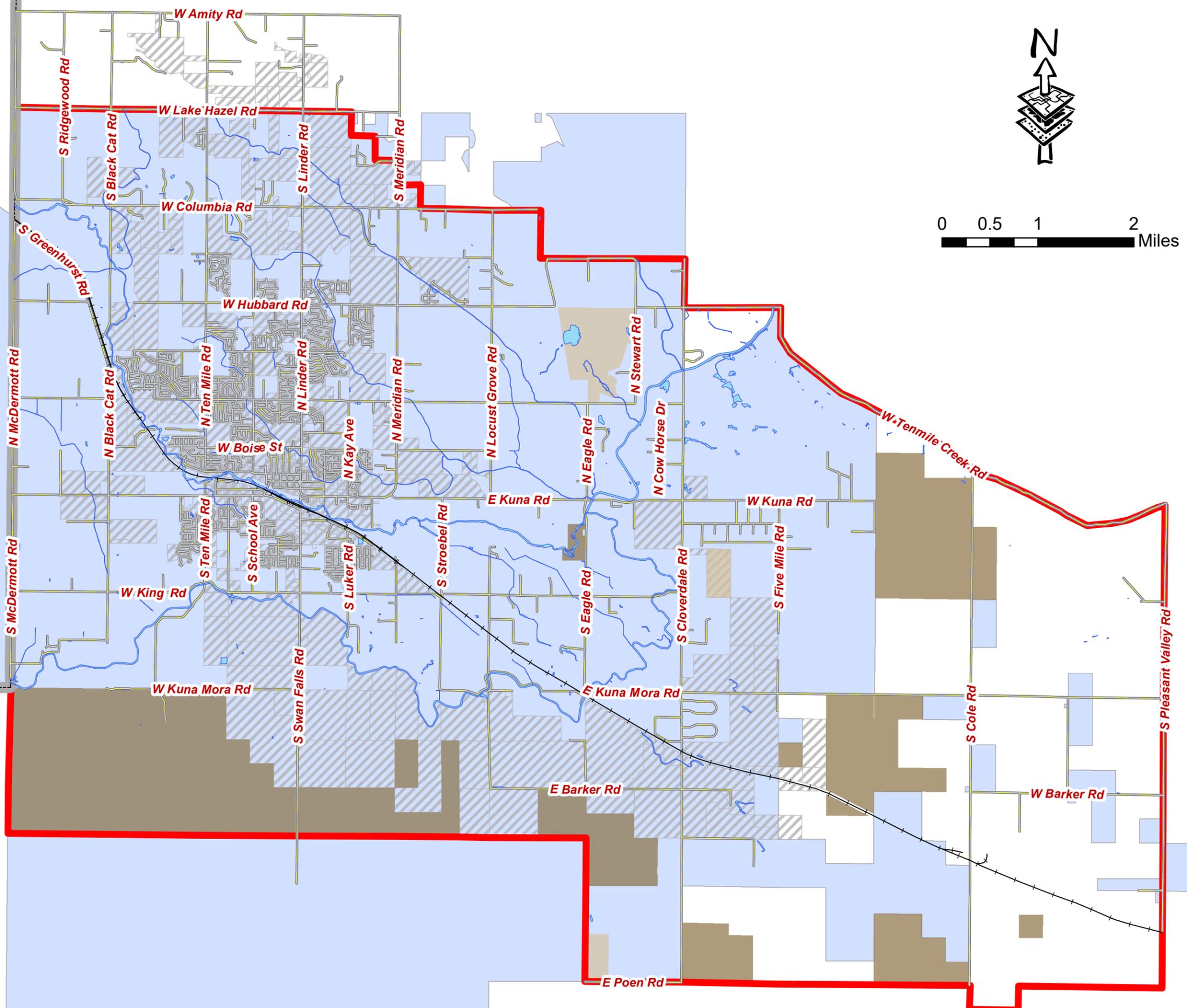


CITY OF KUNA FIRE DISTRICT



LEGEND

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





CITY OF KUNA FUTURE ACQUISITIONS

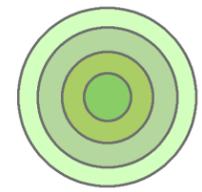


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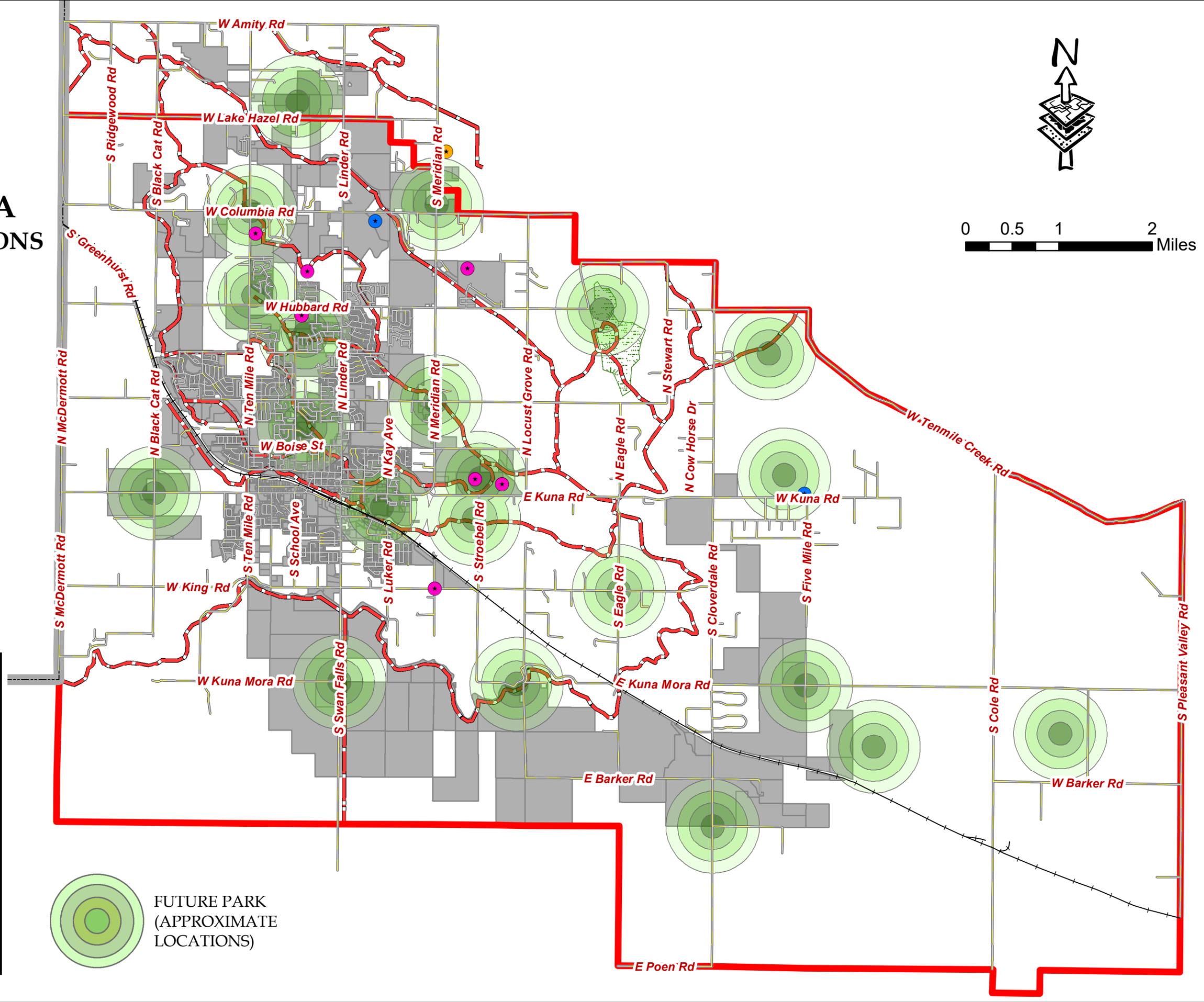
- UNION PACIFIC RAILROAD
- EXISTING ROADS
- IDAHO COUNTIES
- KUNA AREA OF IMPACT
- KUNA WETLANDS
- KUNA CITY LIMITS

FUTURE ACQUISITIONS

- SCHOOL
- FIRE
- COLLEGE
- FUTURE TRAILS



FUTURE PARK
(APPROXIMATE
LOCATIONS)





CITY OF KUNA HYDROLOGIC GROUPS

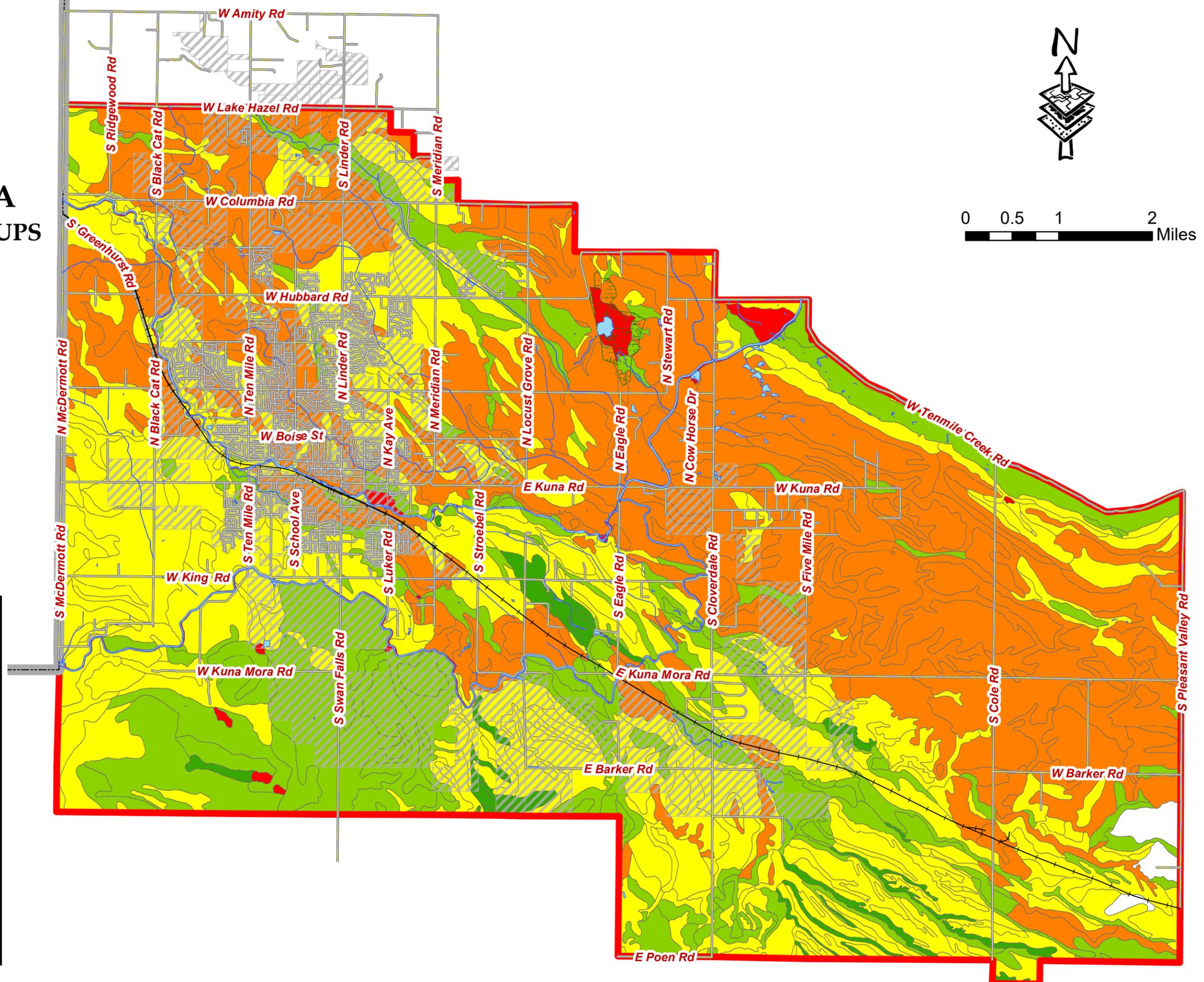


LEGEND

- +— UNION PACIFIC RAILROAD
- EXISTING ROADS
- ▭ IDAHO COUNTIES
- ▭ KUNA AREA OF IMPACT
- ▨ KUNA CITY LIMITS
- ▭ KUNA WETLANDS
- ▭ WATERWAY

HYDROLOGIC GROUPS

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



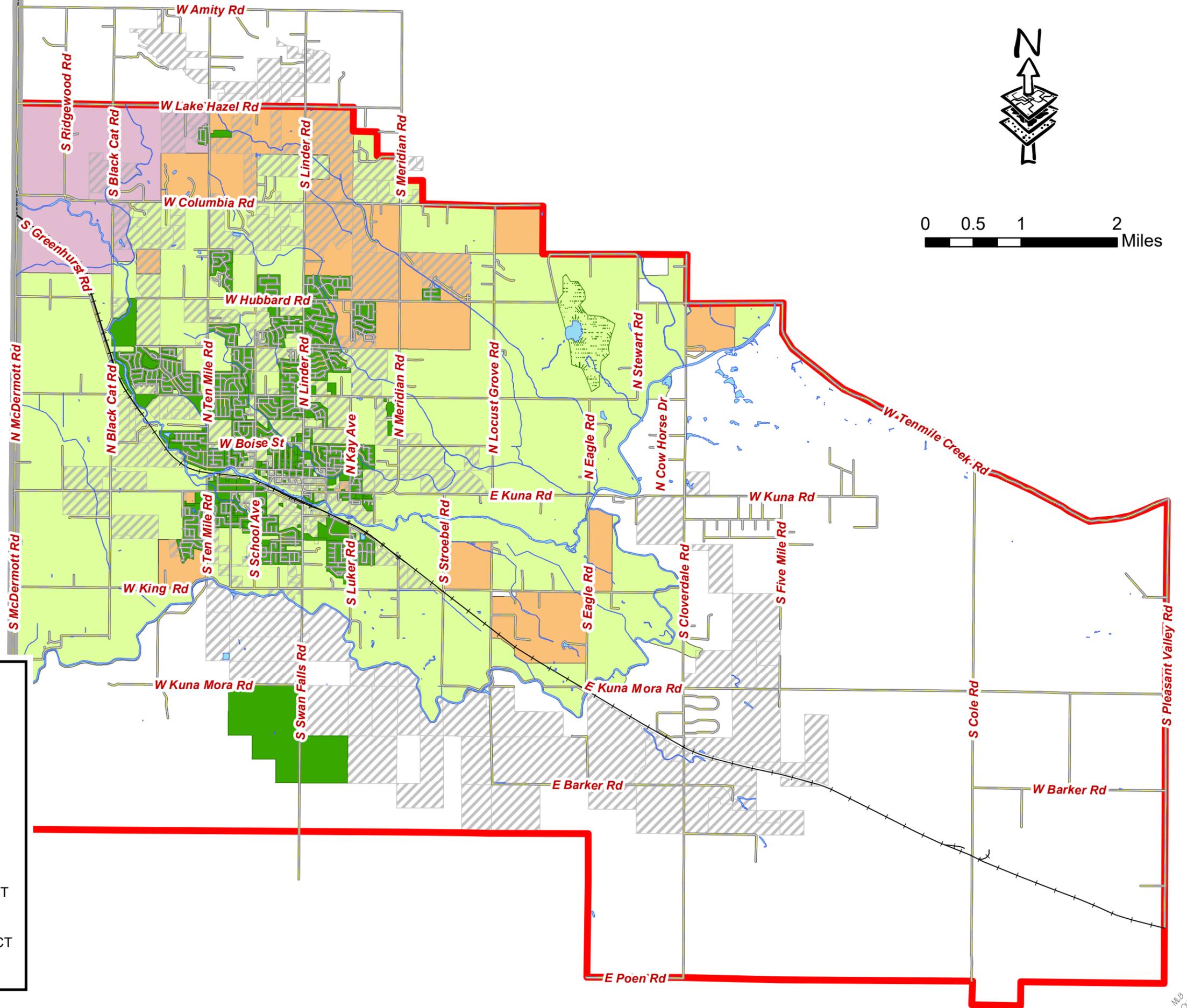


CITY OF KUNA IRRIGATION DISTRICTS



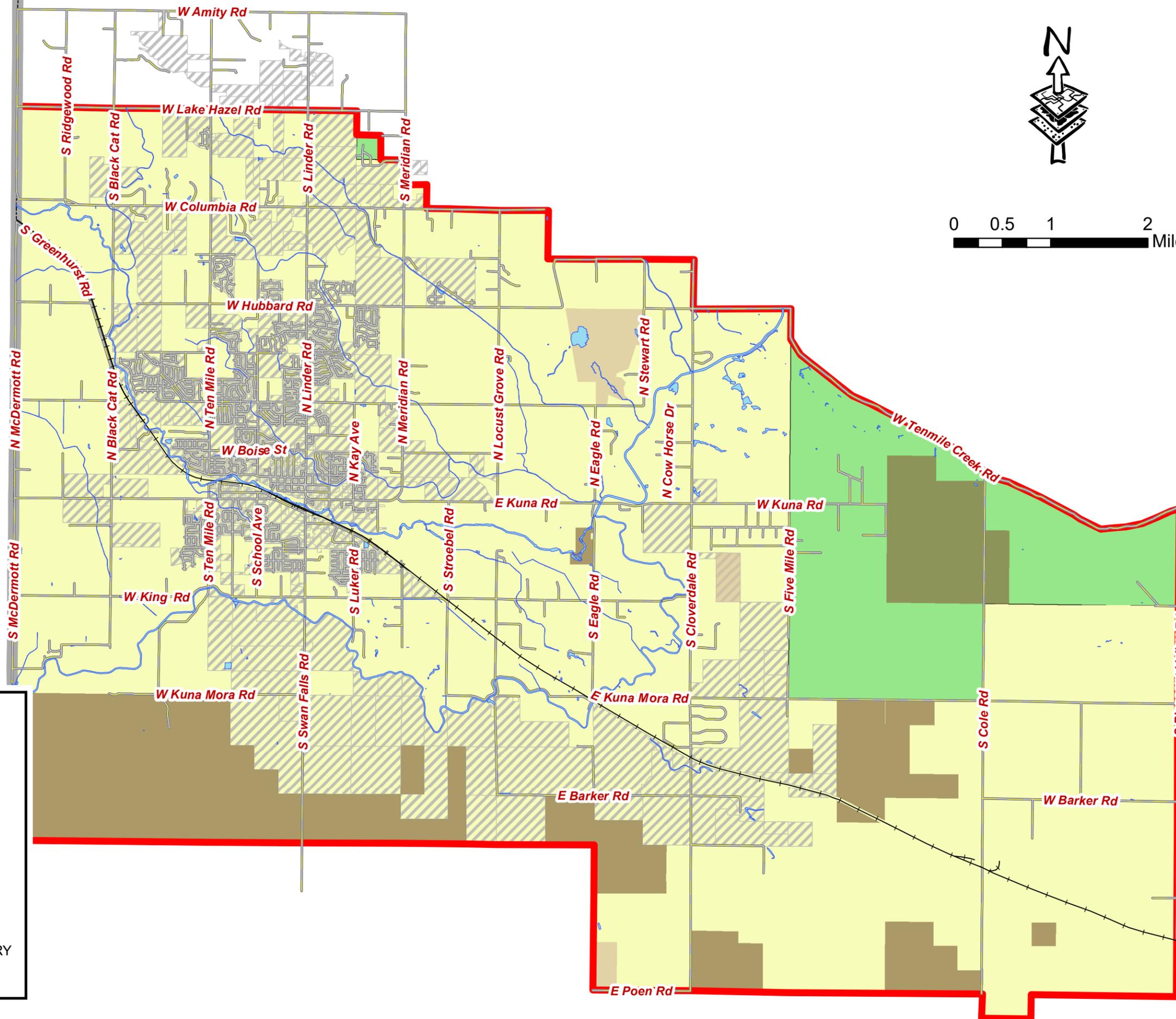
LEGEND

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





CITY OF KUNA LIBRARY DISTRICT



LEGEND

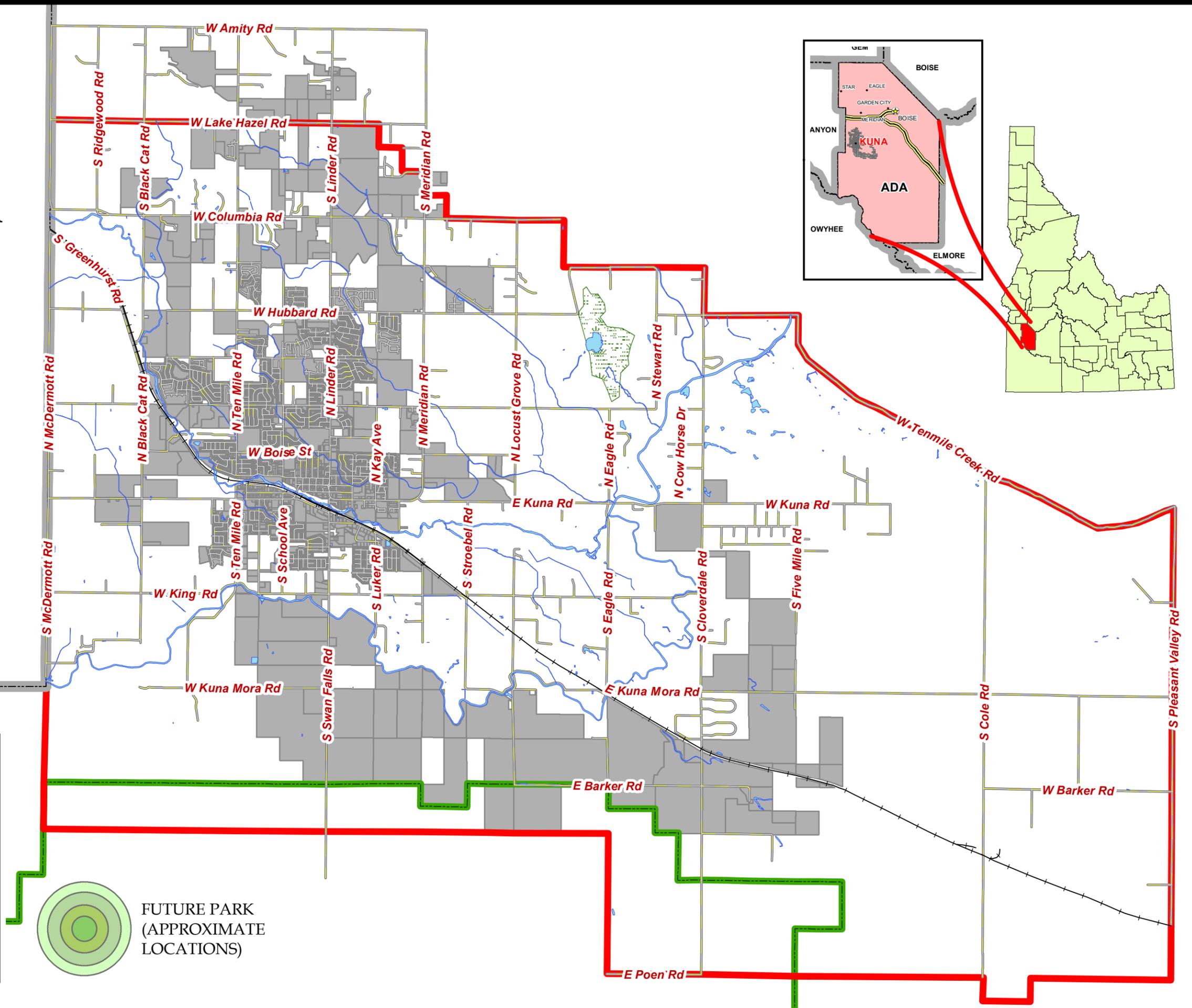
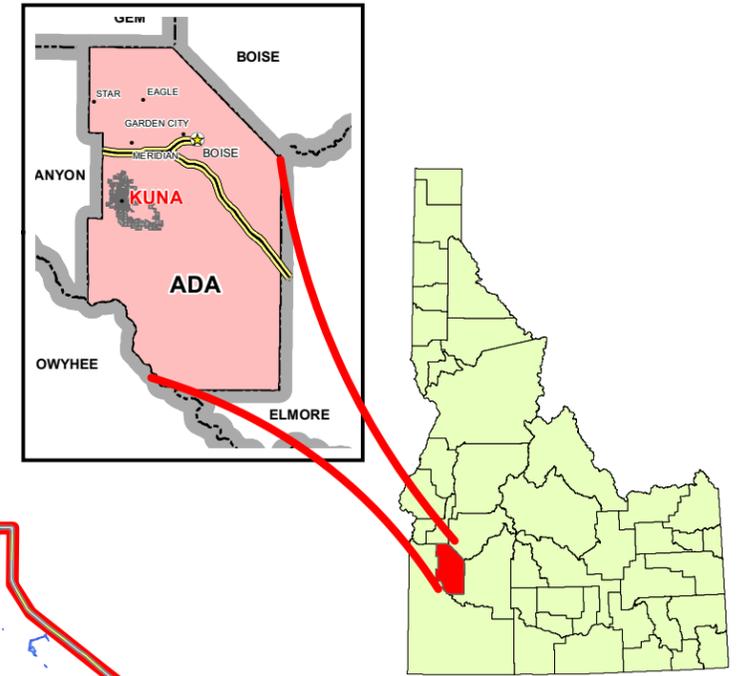
- UNION PACIFIC RAILROAD
- EXISTING ROADS
- IDAHO COUNTIES
- KUNA AREA OF IMPACT
- STATE LANDS
- FEDERAL LANDS
- KUNA CITY LIMITS
- ADA COUNTY FREE LIBRARY
- KUNA SCHOOL COMMUNITY LIBRARY
- WATERWAY



CITY OF KUNA LOCATION MAP

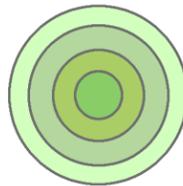


0 0.5 1 2 Miles



LEGEND

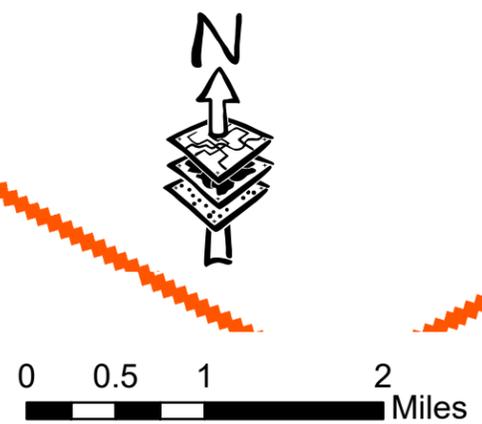
- UNION PACIFIC RAILROAD
- EXISTING ROADS
- IDAHO COUNTIES
- KUNA AREA OF IMPACT
- BIRDS OF PREY BOUNDARY
- KUNA WETLANDS
- KUNA CITY LIMITS
- WATERWAY



FUTURE PARK
(APPROXIMATE
LOCATIONS)



CITY OF KUNA NATURAL HAZARDS

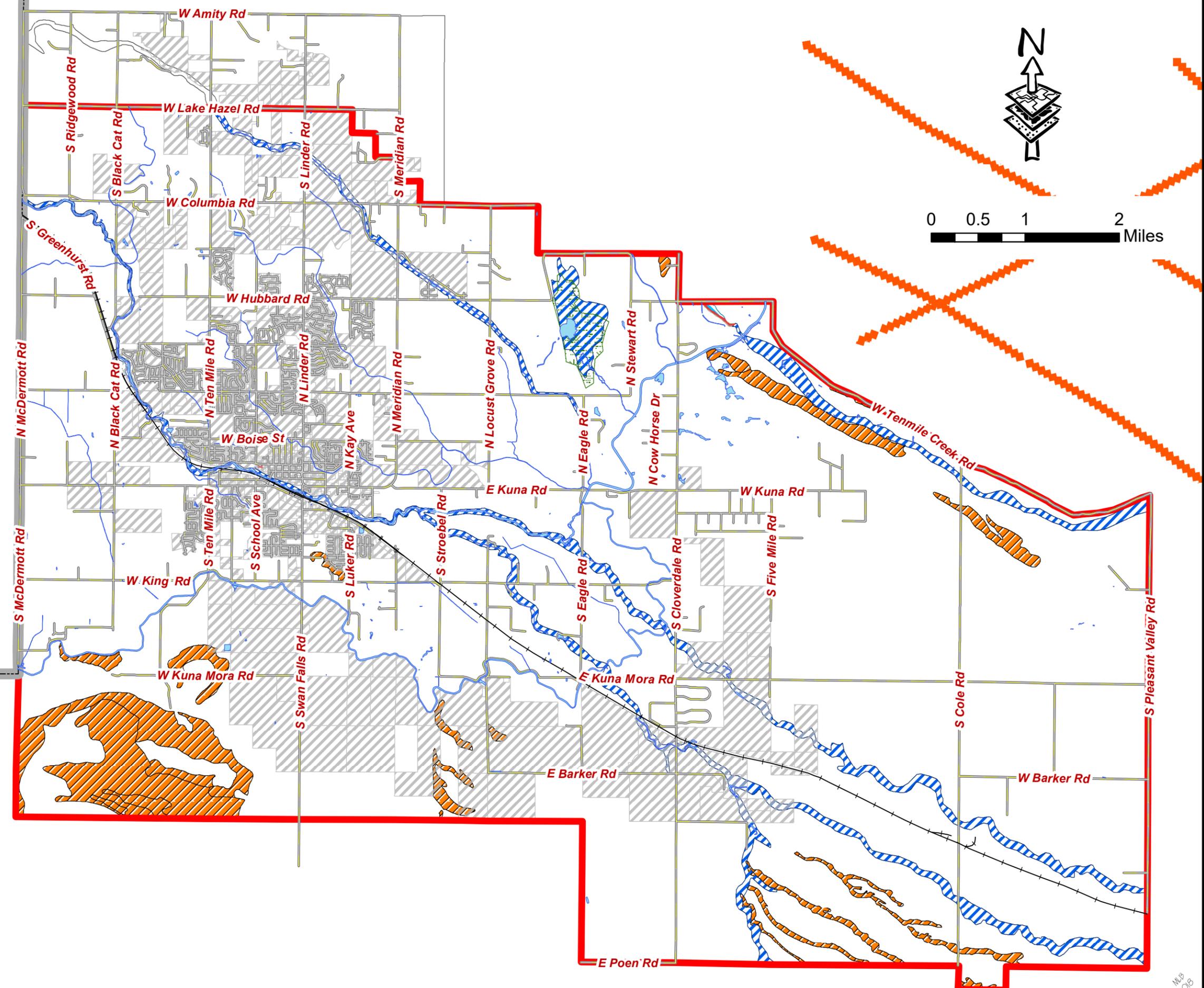


LEGEND

- +— UNION PACIFIC RAILROAD
- EXISTING ROADS
- ▭ IDAHO COUNTIES
- ▭ KUNA AREA OF IMPACT
- ▨ KUNA CITY LIMITS
- ▨ KUNA WETLANDS
- WATERWAY
- ◆ FAULT LINES
- KUNA_FLOODWAY
- ▨ 500 YEAR FLOODPLAIN (0.02%)
- ▨ 100 YEAR FLOODPLAIN (010%)
- ▨ ZONE AE
- ▭ ZONE X

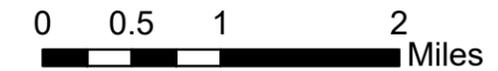
STEEP SLOPES

- ▨ 8 TO 12 PERCENT SLOPES
- ▨ 12 TO 30 PERCENT SLOPES
- ▨ 30 TO 65 PERCENT SLOPES





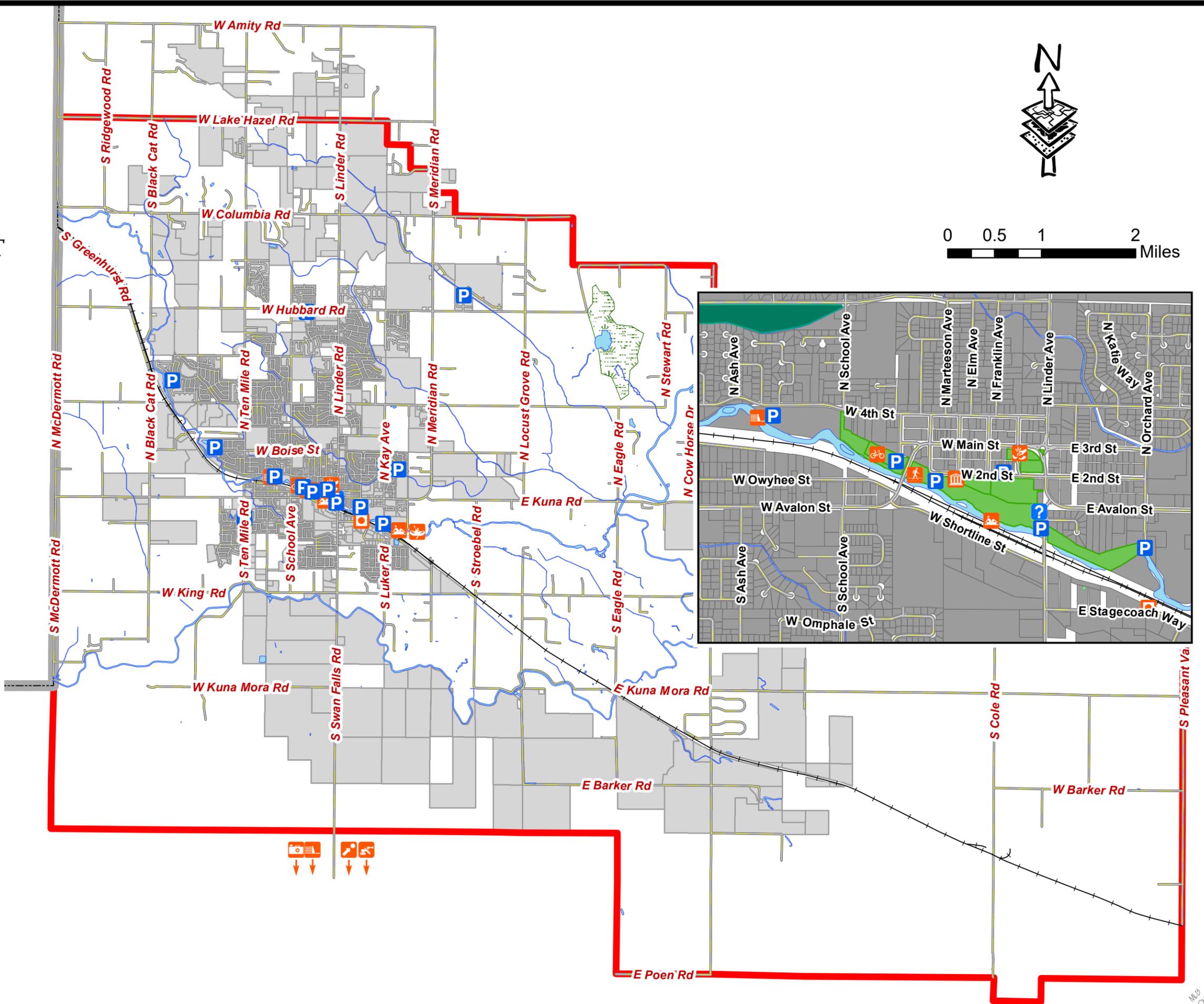
CITY OF KUNA POINTS OF INTEREST



LEGEND

POINTS OF INTEREST

- BIKING
- PIONEER CEMETARY
- DAM
- INFORMATION
- INNER TUBING
- MUSEUM
- PARKING
- RAFTING
- SKATING
- VENDING
- WALKING
- DAM DOWN THE ROAD
- SURVEY MERIDIAN OF IDAHO
- VIEWING DOWN THE ROAD
- CAVES DOWN THE ROAD
- UNION PACIFIC RAILROAD
- EXISTING ROADS
- IDAHO COUNTIES
- KUNA AREA OF IMPACT
- KUNA WETLANDS
- KUNA CITY LIMITS
- WATERWAY





CITY OF KUNA SLOPE AVERAGES

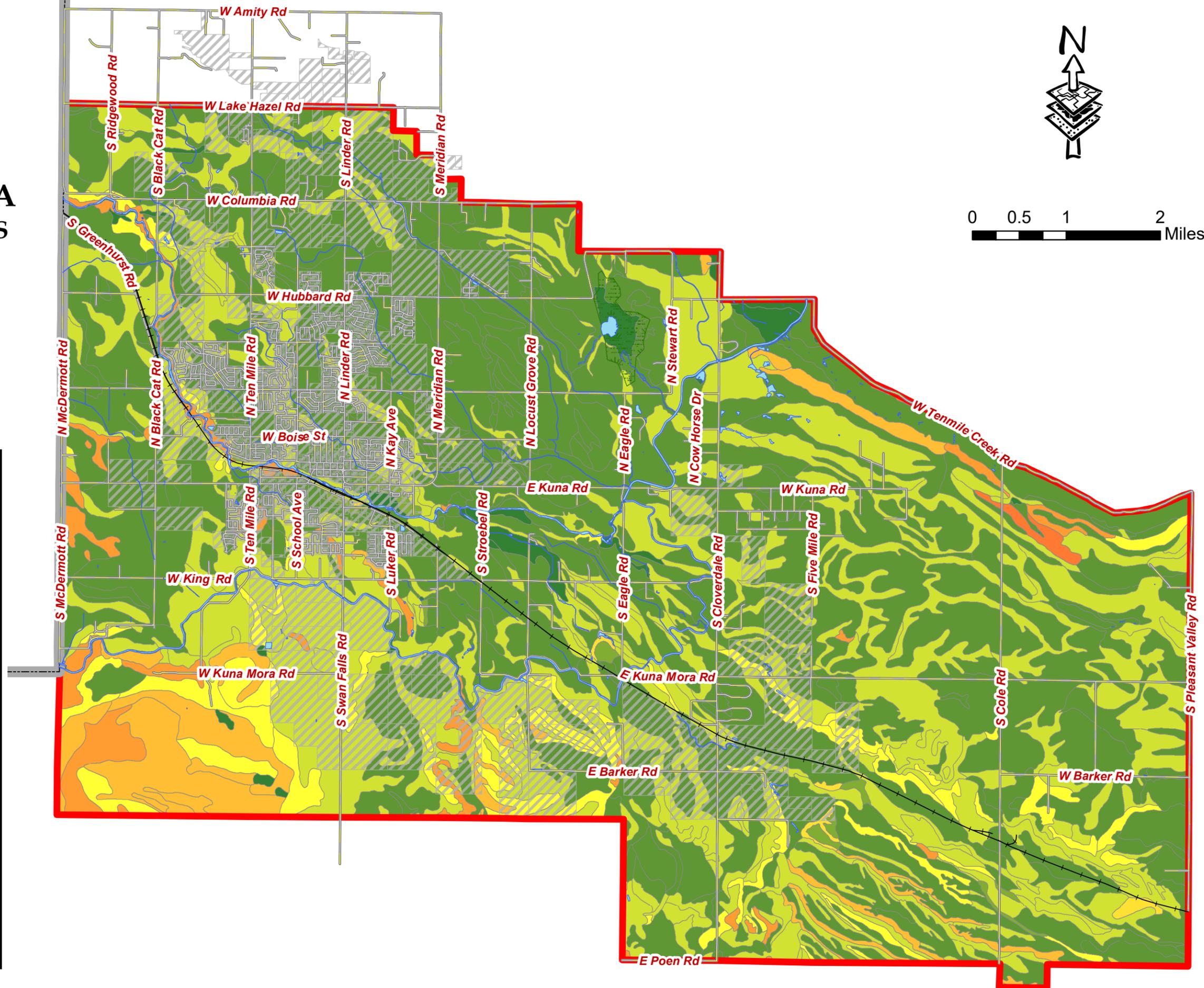


LEGEND

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

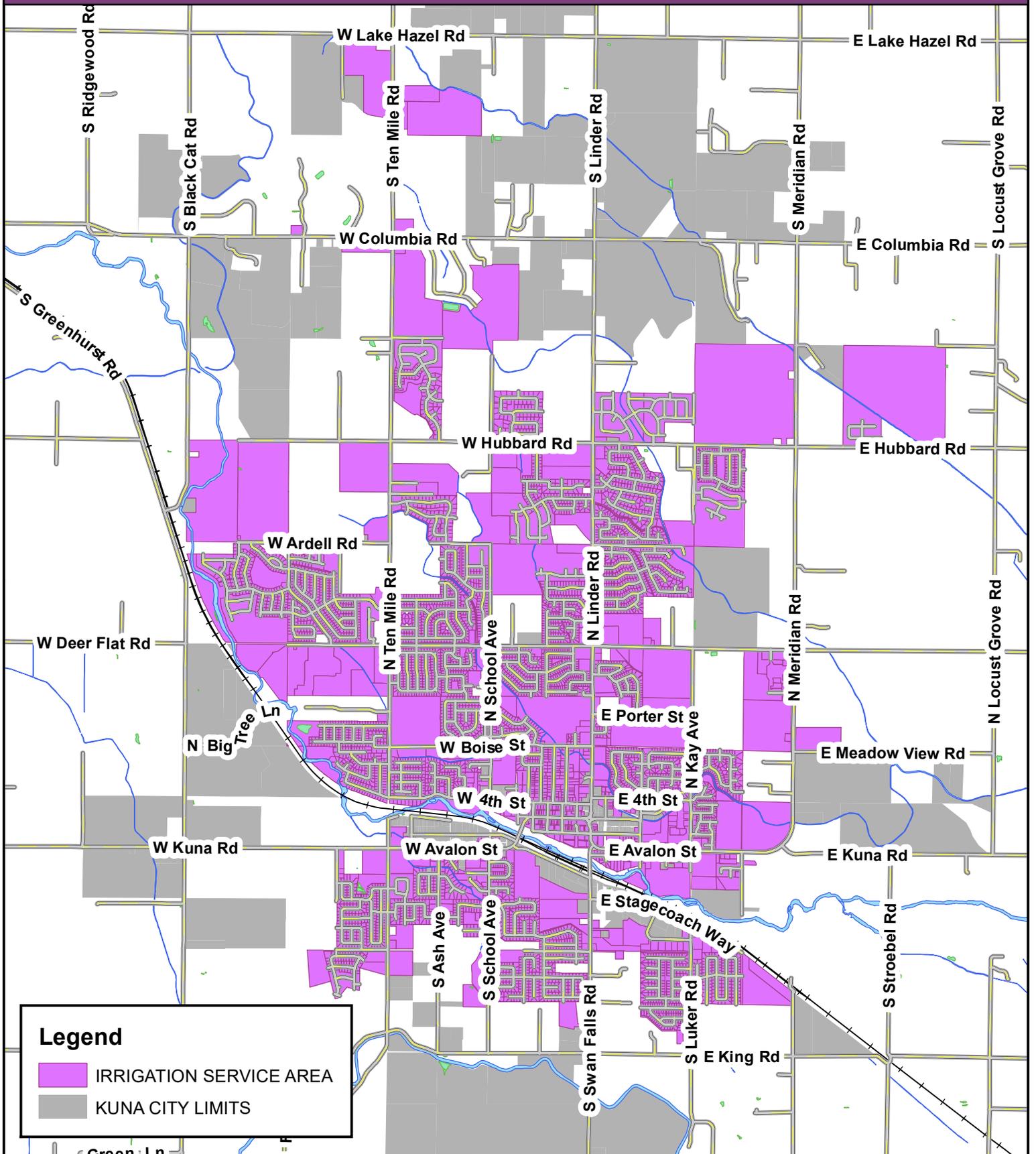
SLOPE AVERAGES

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



CITY OF KUNA

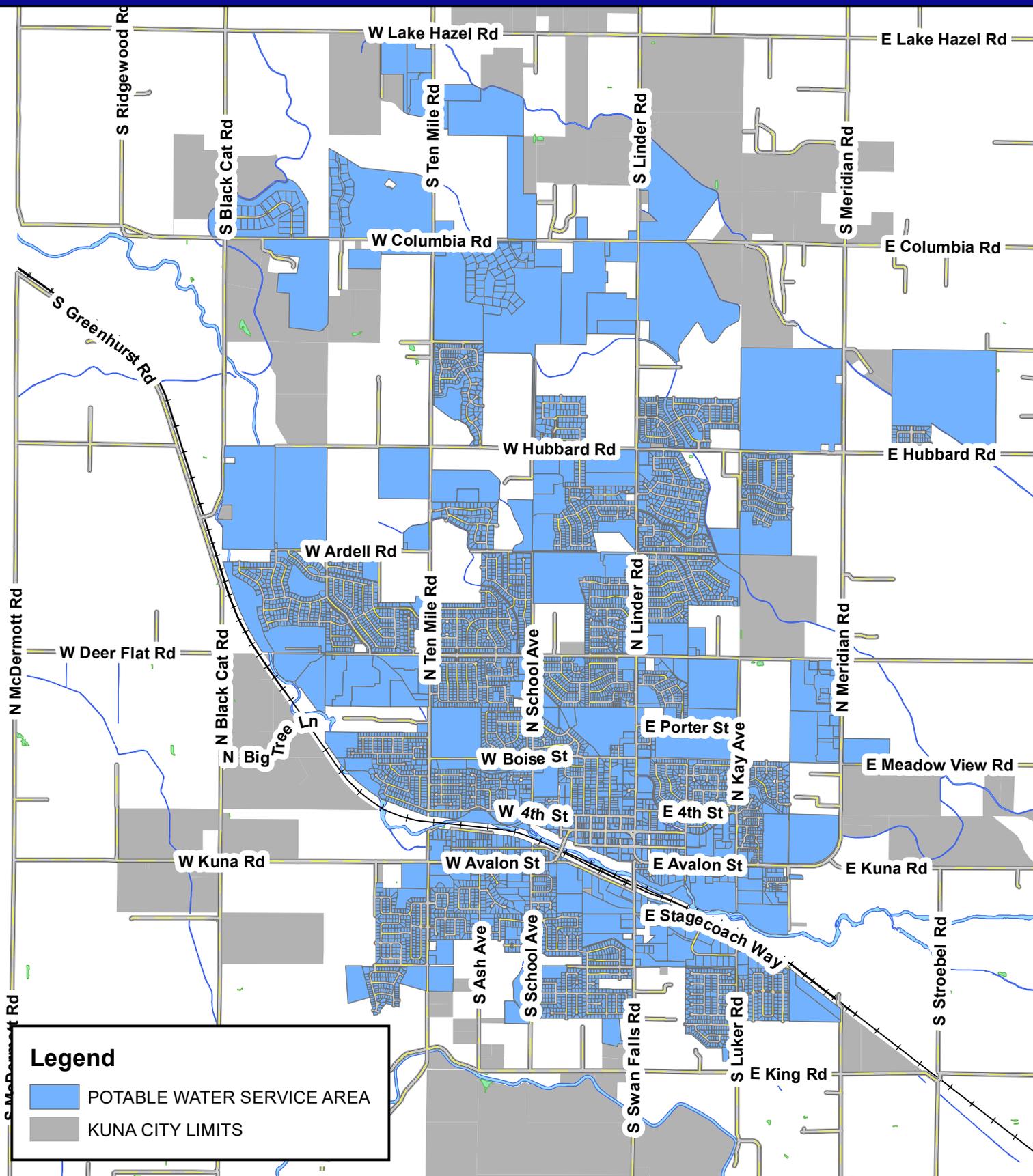
AUGUST 1ST, 2018



EXISTING SERVED AREA - IRRIGATION

CITY OF KUNA

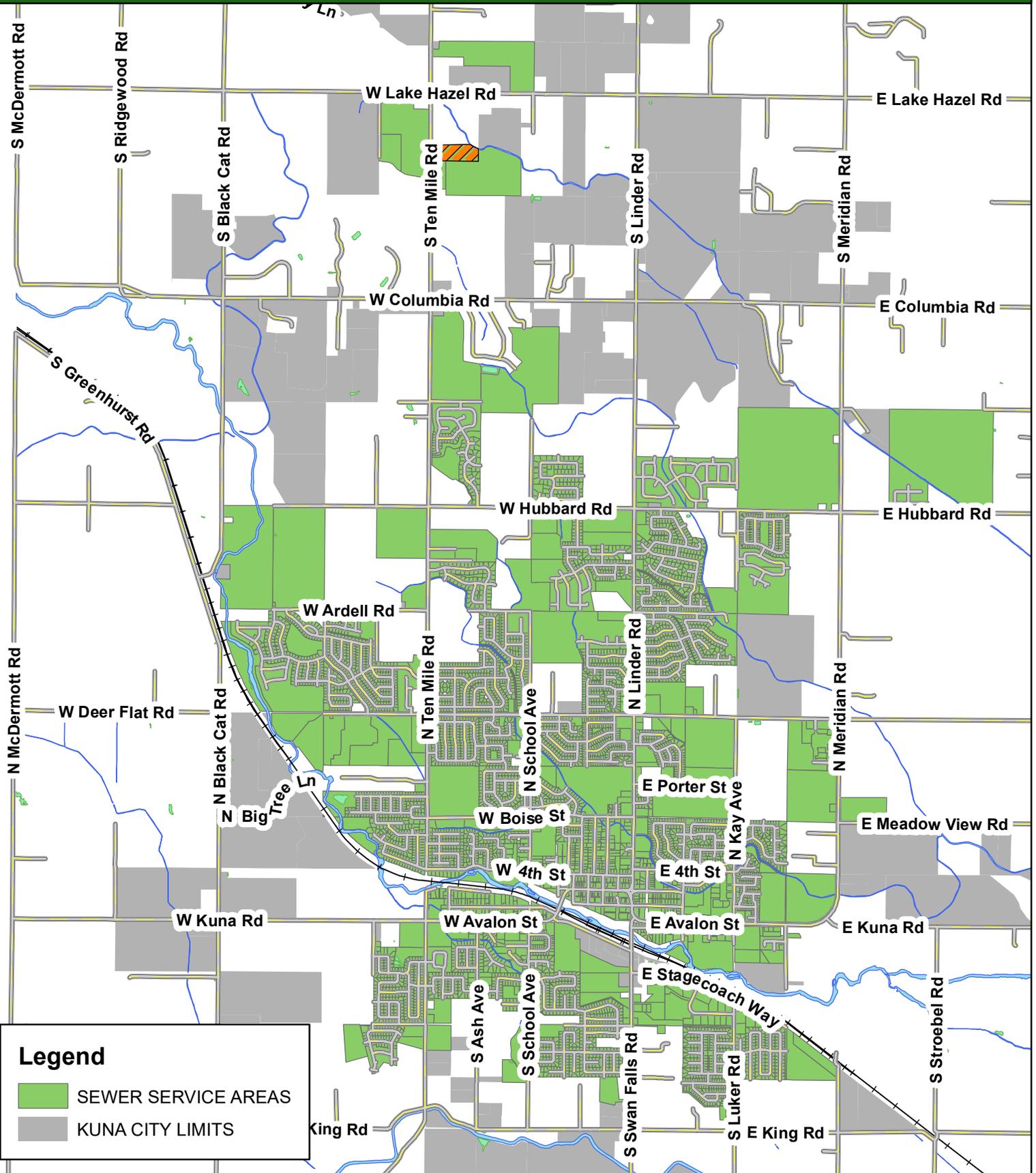
AUGUST 1ST, 2018



EXISTING SERVED AREA - POTABLE WATER

CITY OF KUNA

AUGUST 1ST, 2018



Legend

-  SEWER SERVICE AREAS
-  KUNA CITY LIMITS

EXISTING SERVED AREA - SEWER

Appendix B – Context and Existing Conditions



City of Kuna Comprehensive Plan

Listening & Learning Summary Report

December 2017



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



THE
LANGDON
GROUP



GATEWAY
MAPPING
INC.

OTHER J-U-B COMPANIES



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Introduction

Purpose and Organization of the Report

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

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

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

This document is divided into three main parts:

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

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

Comprehensive Planning Process

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

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

Figure 1: Envision Kuna Project Phases and Milestones



Please note: text below in blue indicates a data point that needs additional fact-checking and/or input on its relevance.

Data Trends

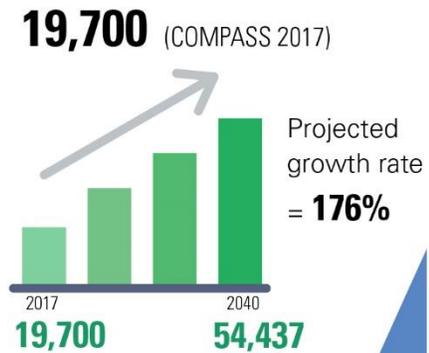
Key Trends and Emerging Themes

GENERAL THEMES

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

- Kuna's population grew from 5,382 in 2000 to 19,700 in 2017¹.
- Population growth estimates put the population of Kuna at 54,237 in 2040²
- Kuna's population has a larger percentage of individuals between the ages of 5-9 when compared to Ada County and the other incorporated cities. The same is true for populations between the ages of 25-29 and 29-34. The City of Kuna has fewer individuals over the age of 80 when compared to Ada County and the other incorporated cities³.
- 34% of Kuna's population is under the age of 19, compared to 25.1% for the City of Boise and 27.8% for Ada County³
- 61% of Kuna's population is under the age of 40, compared to 55.6% for Ada County and 55.5% for the City of Boise³

Population



Ada county as a whole is projected to grow by 50%

There are 5,335 occupied households in Kuna

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

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

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

¹ Community Planning Association of Southwest Idaho (COMPASS). 2017. Historic Population Estimates by City Limits.

² Community Planning Association of Southwest Idaho (COMPASS). 2017. Forecast Demographic Areas.

³ U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates.

⁴ U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates.

- In 2017, Kuna had a total of 299 crop and animal production positions, but is anticipated to lose 18% of those jobs by 2024. Comparatively Kuna’s governmental sector is expected to grow the number of jobs by 14% by 2020.⁵ The government jobs category covers all publicly funded positions including employment with the Kuna School District, the City of Kuna, Hospitals, recreation centers, parks and maintenance crew members, utility workers, safety inspectors, financial examiners and many other positions.

Employment and economic information

Top employment industries



Government

2,061 jobs



Accommodation and food services

469 jobs



Construction

391 jobs



Crops and animal production

299 jobs



200 businesses licensed in Kuna

66 in home occupations

134 commercial licenses

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

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

⁶ City of Kuna Zoning Percentages. 2017.

Figure 2: Kuna Location Quotient 2010 to 2016.

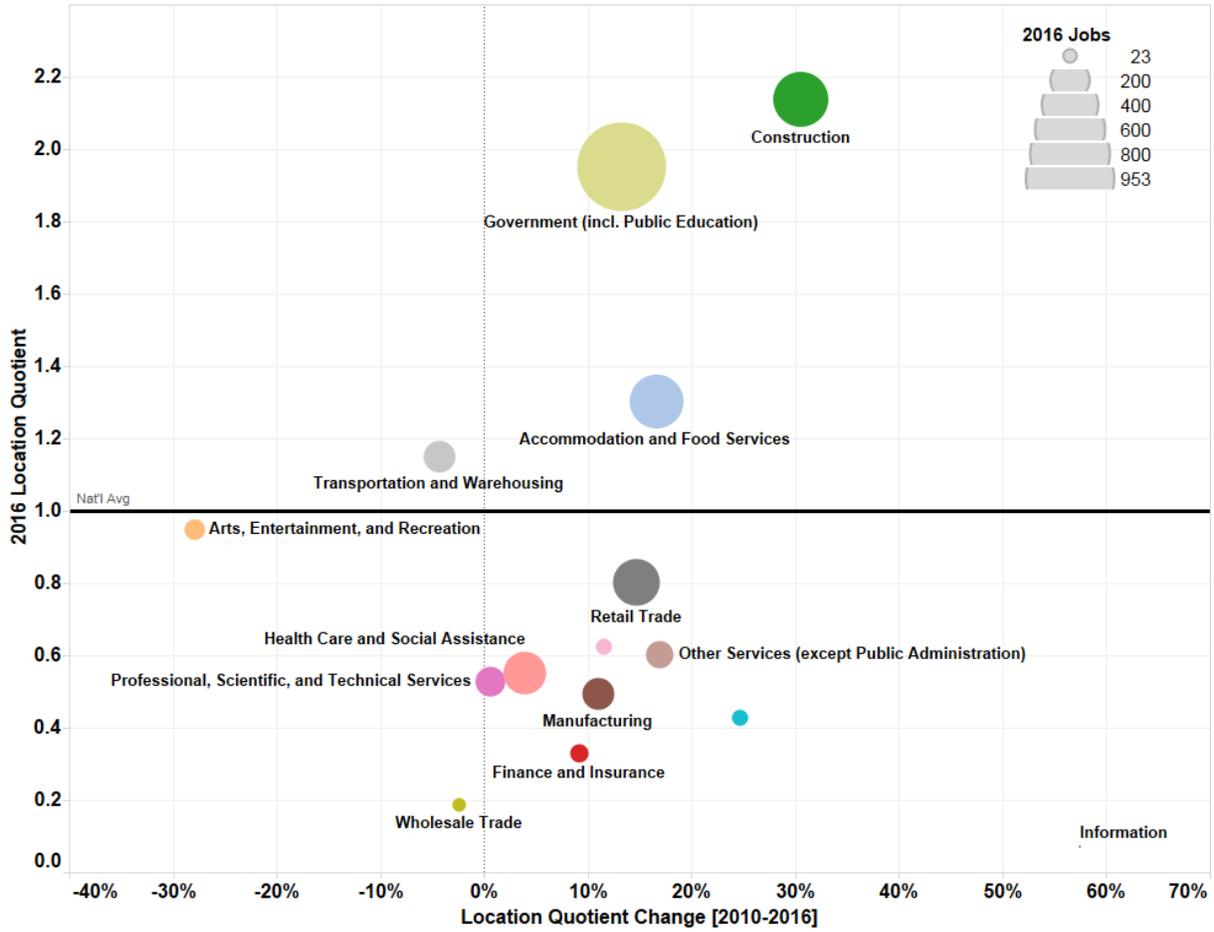
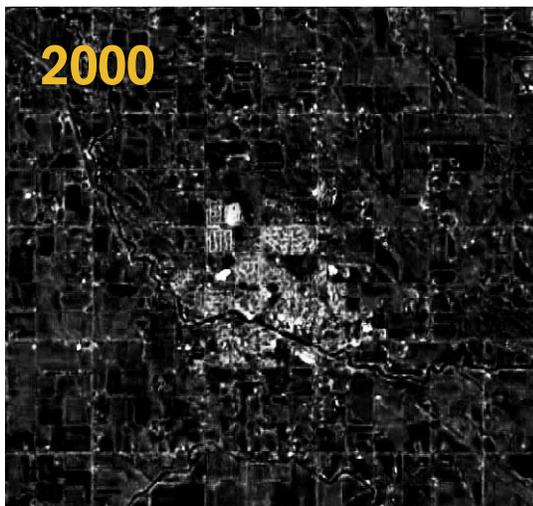


Figure 3: Land Development Time Series 2000 to 2015



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

- The City of Kuna has a larger percentage of households with four or more persons when compared to Ada County, the same is true for three-person households.⁷
- 2016 estimates indicate under 1% housing vacancy in Kuna. ⁷
- Kuna households are 82% owner-occupied and 18% renter-occupied. This is the lowest renter occupation rate compared to all of Ada County and incorporated communities within the county. ⁷
- 82% of Kuna homeowners have a mortgage.
- More than 60% of Kuna's housing inventory was constructed after the year 2000. ⁷
- The median assessed home value for Kuna is \$183,500⁸. Which is lower than most other locations in Ada County aside from Garden City, The Boise Bench and West Boise. ⁷ However, the median home price for new construction in Kuna is \$256,958. Indicating upward movement in Kuna's home value. ⁹

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

LAND USE

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

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

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

⁸ Ada County Assessor.

⁹ Idaho Land Report. Third Quarter 2017. New construction

Housing

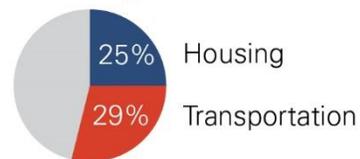
The median assessed home value in Kuna is

\$183,500

The median home price for new construction is **\$256,958**



The average % of income devoted to:



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

- 2015 estimates indicate just over 1% housing vacancy in Kuna. ¹⁰
- Kuna households are 82% owner-occupied and 18% renter-occupied. This is the smallest rate of renter-occupied housing when compared to Ada County and the other incorporated cities. ⁸
- 82% of Kuna homeowners have a mortgage. ¹⁰
- Over 60% of Kuna's housing inventory was constructed after the year 2000. ¹⁰
- The median assessed home value for Kuna is \$183,500¹¹. Which is lower than most other locations in Ada County aside from Garden City, The Boise Bench and West Boise. However, the median home price for new construction in Kuna is \$256,958. Indicating upward movement in Kuna's home value. ¹²
- The number of new residential building permits has been steadily increasing since 2011 (six times as many permits were issued in 2016 when compared to 2011). The number of new building permits issued for residential uses in 2016 (337 permits) exceeds pre-recession development in 2007 (309 permits). ¹³
- Kuna's residential zoning is heavily weighted to low to medium density housing development with 65% of residentially zoned land falling into the R-6 category (six housing units per acre) and 33% of residentially zoned land falling into the categories of R-1 through R-5 (one to five units per acre).¹² The majority of new housing construction has been single family R-4 to R-6 zoning.

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

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

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

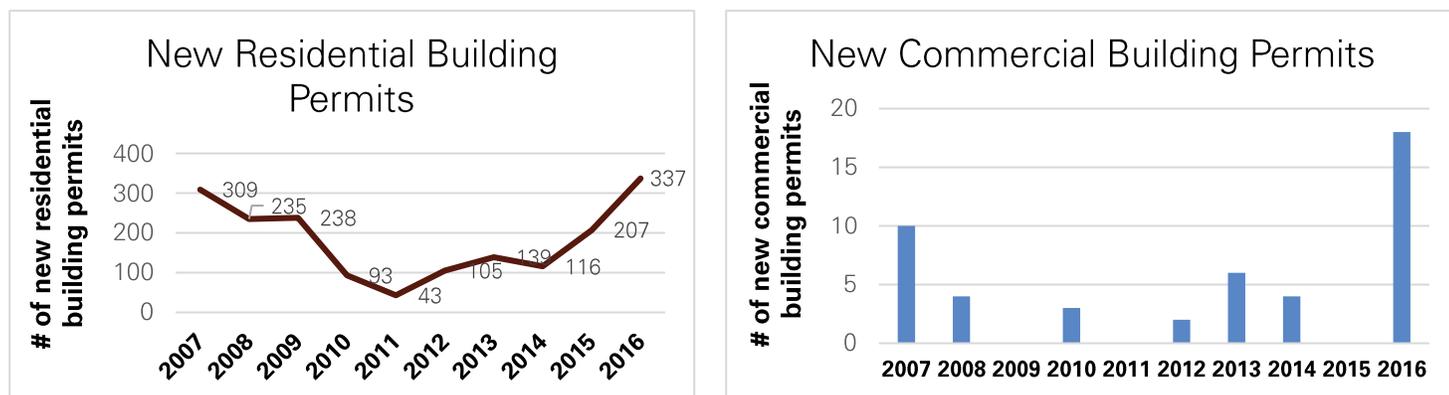
¹¹ Ada County Assessor.

¹² Idaho Land Report. Third Quarter 2017. New construction

¹³ City of Kuna.

¹⁴ City of Kuna

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



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

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

Areas for additional research in Phase 2:

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

Parks, trails and green spaces

15 city parks, playgrounds and specialized recreation areas

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

¹⁵ City of Kuna GIS

¹⁶ Kuna School District, Growth Report 2016.

Figure 5: City of Kuna Parks Map



QUALITY OF LIFE

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

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



5,342 students
enrolled across
10 schools



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

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

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

¹⁷ Ada County Sheriff's Office

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

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

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

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

¹⁸ Ada County Sheriff's Office

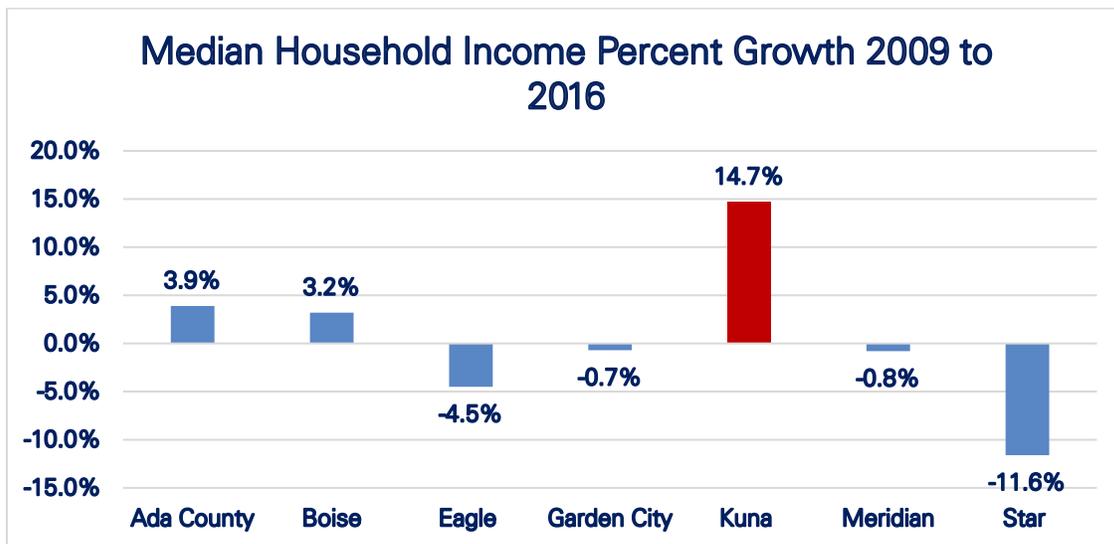
¹⁹ U.S. Census Bureau, 2011-2016 American Community Survey 5-Year Estimates.

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

²¹ Bureau of Labor Statistics. Alternative Measures of Labor Utilization.

²² Bureau of Labor Statistics. 2017.

Figure 6: Area Median Household Income Growth



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

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

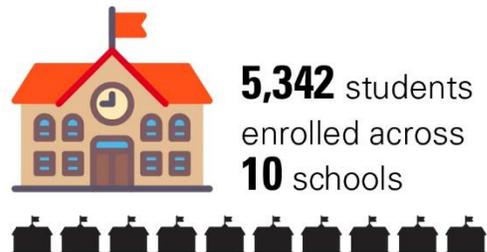
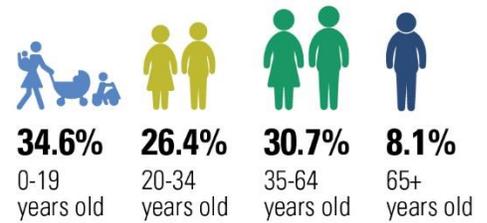
Quality of Life Key Theme D: *Kuna has a relatively young population, including high populations of youth under the age of 19 and few residents over the age of 65. Such a large youth population means a growing school district, and a need for new education facilities.*

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

²³ United Way of Treasure Valley, 2017 Community Assessment.

- 61% of Kuna residents are 34 years old or younger, compared to 48.7% for Ada County as a whole. ²⁴
- 8.1% of Kuna’s population is 65 or older, compared to the Ada County rate of 12% ²⁴
- Kuna currently has 10 schools in the District including seven elementary schools, 1 middle school and 2 high schools. ²⁵ There is one public charter school in Kuna that serves 276 elementary and middle school students.
- The current population of students in the Kuna School District is 5,318 (2016-2017), which is an increase from 4,698 students in the 2008-2009 School year. ²⁵
- Phase 2 of this planning process will explore additional information related to seniors and other specific populations.

Age breakdown



61% of Kuna’s residents are under the age of 35

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

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

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

- For each new home built in Kuna, an average of .76 additional individuals between the ages of 5-19 will be added to the Kuna population. ²⁶
- 222 new students were added to the Kuna School District from 2015 to 2016. Since 2000, 2,526 new students have been added to the Kuna School District.
- Kuna School District anticipates the opening of a new high school by 2021, additions to Reed and Silver Trail Elementary Schools by 2019, and an expansion of the middle school by 2018.²⁷

Areas for additional research in Phase 2:

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

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

²⁵ Kuna School District

²⁶ Kuna Schools Growth Report. 2016.

²⁷ KSD Superintendent Update, November 2017.

TRANSPORTATION AND INFRASTRUCTURE

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

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

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

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

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

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

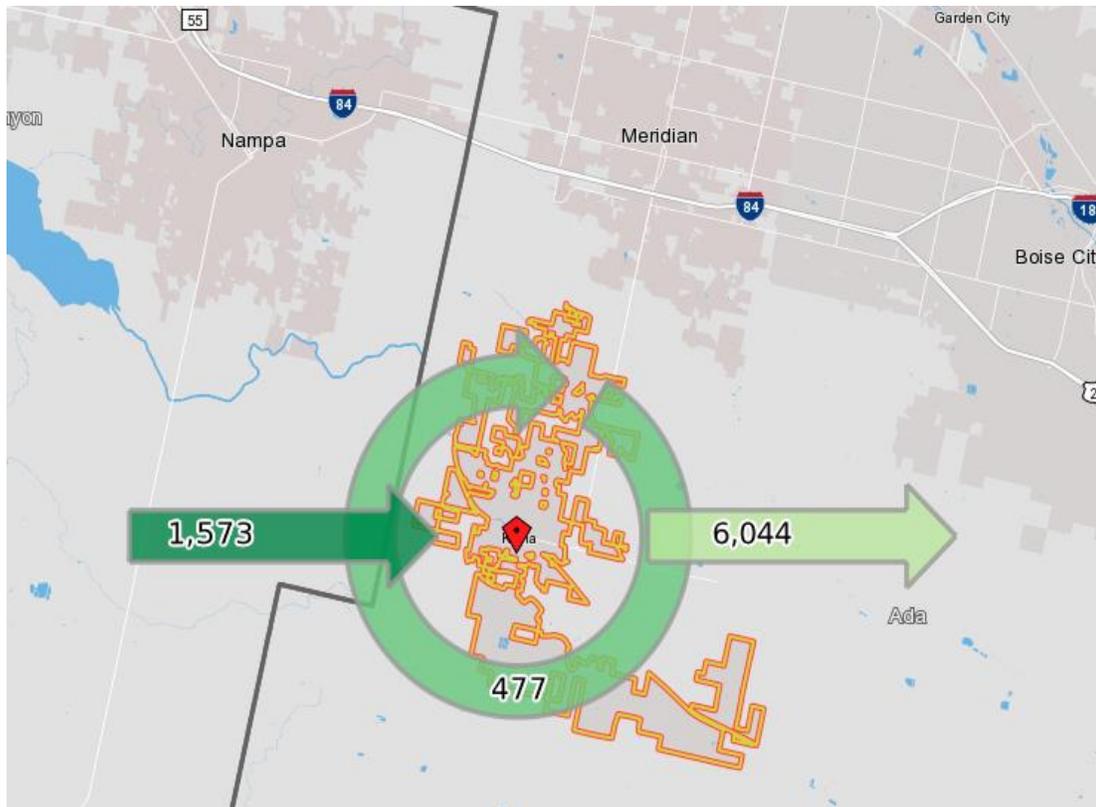
²⁸ Walk Score

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

³⁰ Data USA, Kuna, ID

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

Figure 7: Kuna Commuting Patterns



³¹ Idaho Department of Labor. 2016.

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

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

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

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

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

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

Areas for additional research in Phase 2:

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

Relevant Codes, Plans and Studies

RELEVANT PLANS

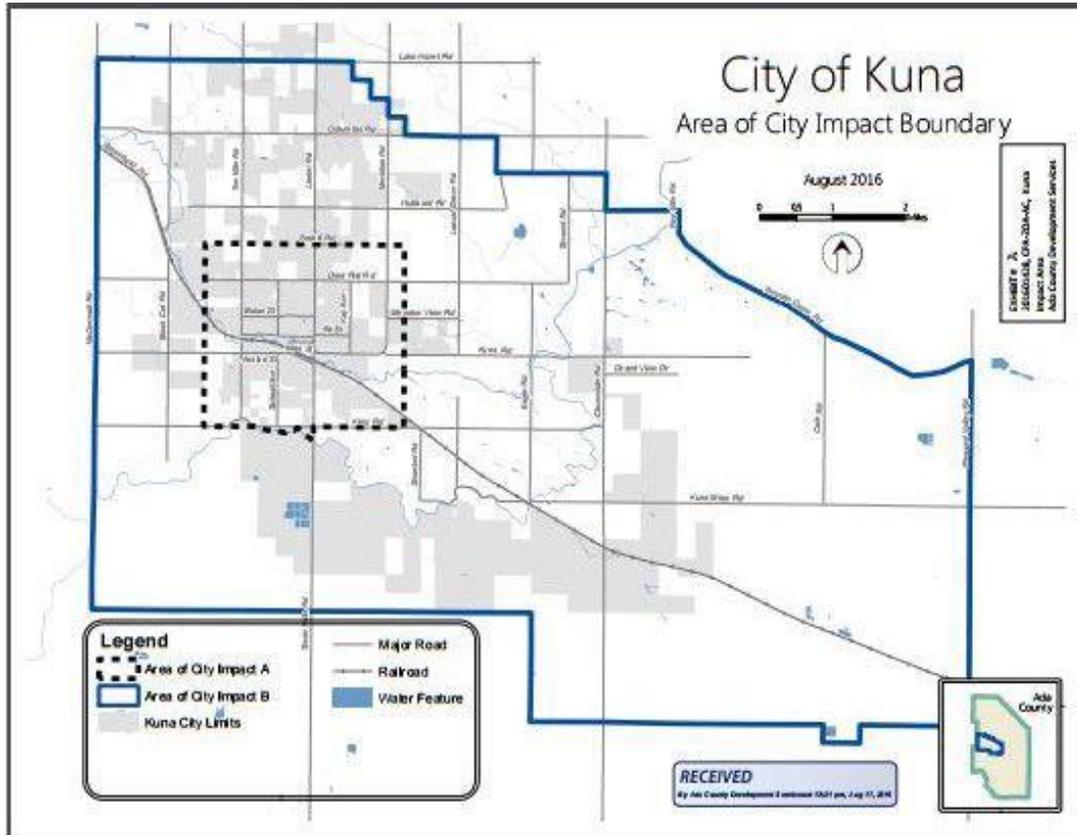
There are many previous plans, initiatives, and reports that have played a role in the development of the City of Kuna. The following plans are particularly relevant in the development of the Envision Kuna Comprehensive Plan:

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

AREA OF CITY IMPACT

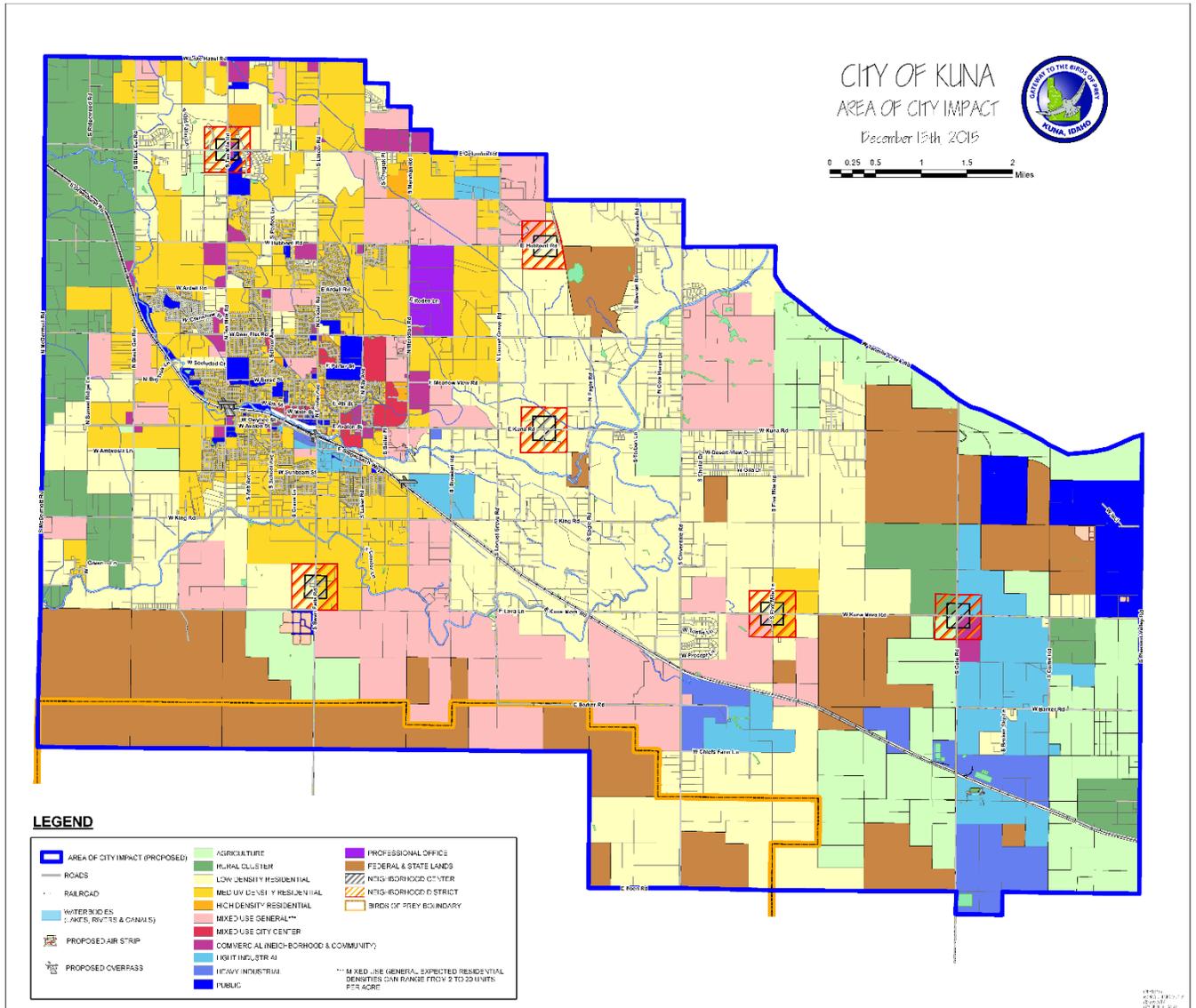
Kuna's area of city impact grew substantially in 2017 when Ada County Commissioners approved updated area of city impact boundaries. The below map shows the previous area of City Impact as a dotted black line, and the recently approved area of city impact boundaries are shown as the blue line.

Figure 8: Kuna Area of Impact 1999 to 2017



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

Figure 9: City of Kuna Future Land Use Map



What We've Heard (Public Input Summary)

Process Overview

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

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

ONLINE INTERACTIVE MAP

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

ADVISORY COMMITTEE MEETINGS

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

KUNA DAYS

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

KUNA SENIOR CENTER PRESENTATION

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

KUNA HIGH SCHOOL FOOTBALL GAME

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

PUBLIC OPEN HOUSE

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

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

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

Input Received

Overall Comment Summary and Analysis

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

Breakdown by Comment Type

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

PUBLIC INPUT SUMMARY TABLE

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

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

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

Public Input Summary Analysis

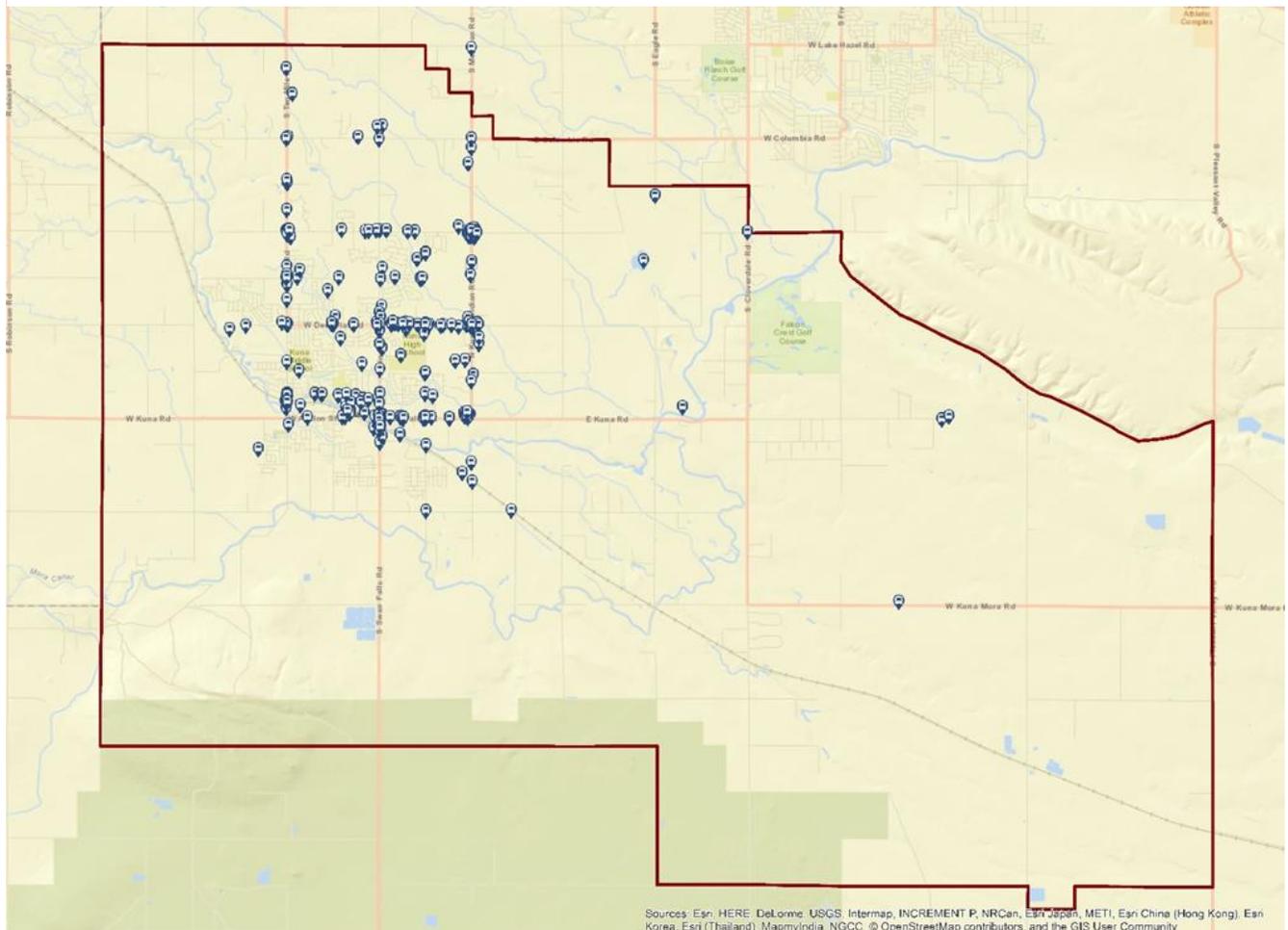
TRANSPORTATION

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

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

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

Figure 10: Transportation Public Input Map



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

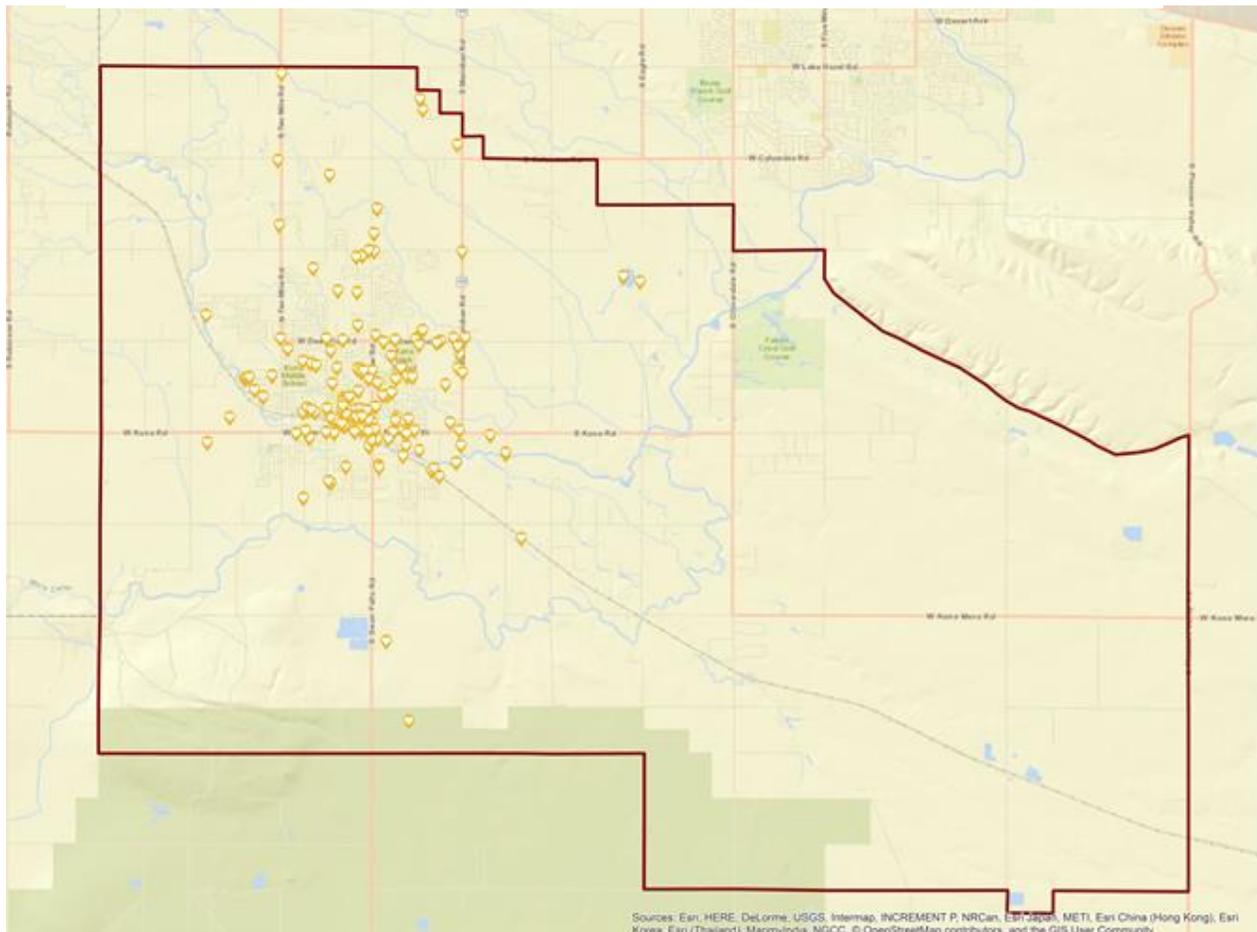
QUALITY OF LIFE

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

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

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

Figure 11: Quality of Life Public Input Map

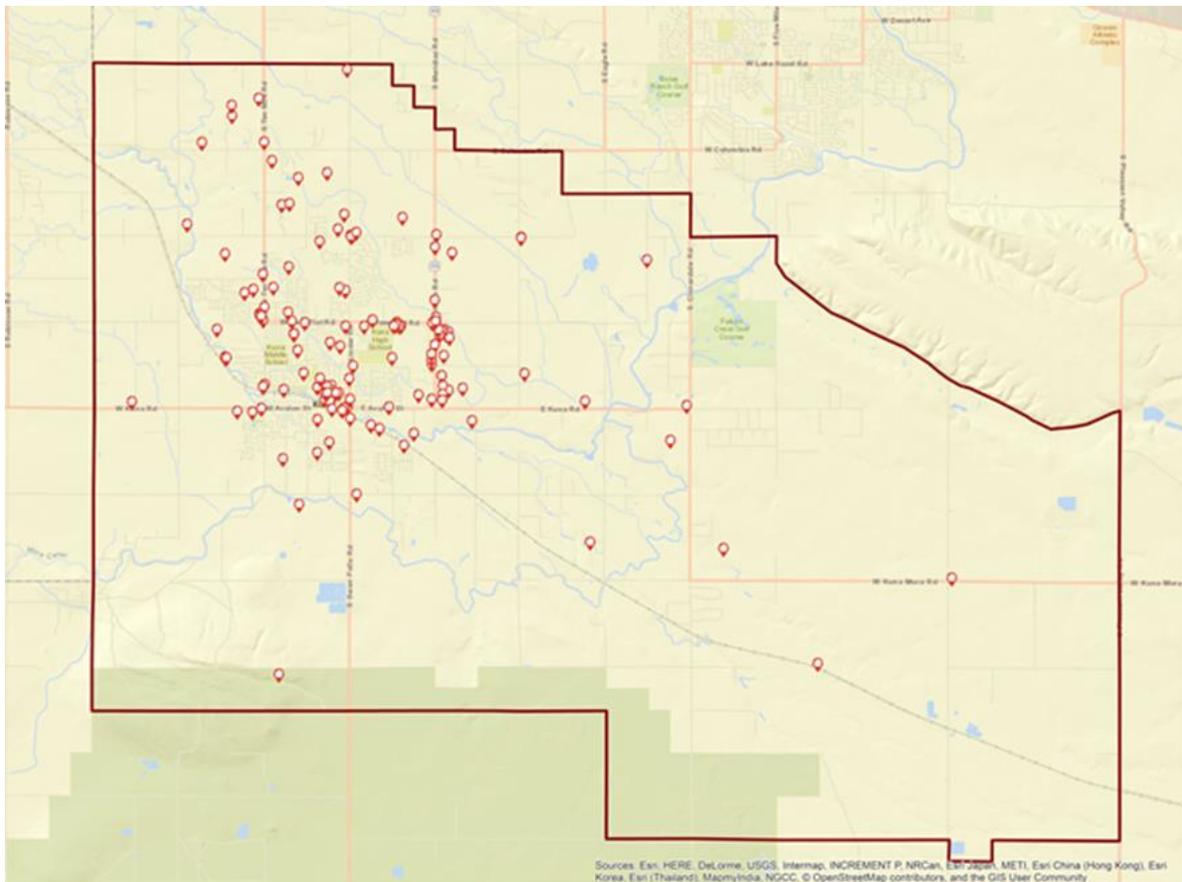


LAND USE

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

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

Figure 12: Land Use Public Input Map



Summary

Areas of Change

OVERVIEW

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

TRANSPORTATION

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

QUALITY OF LIFE

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

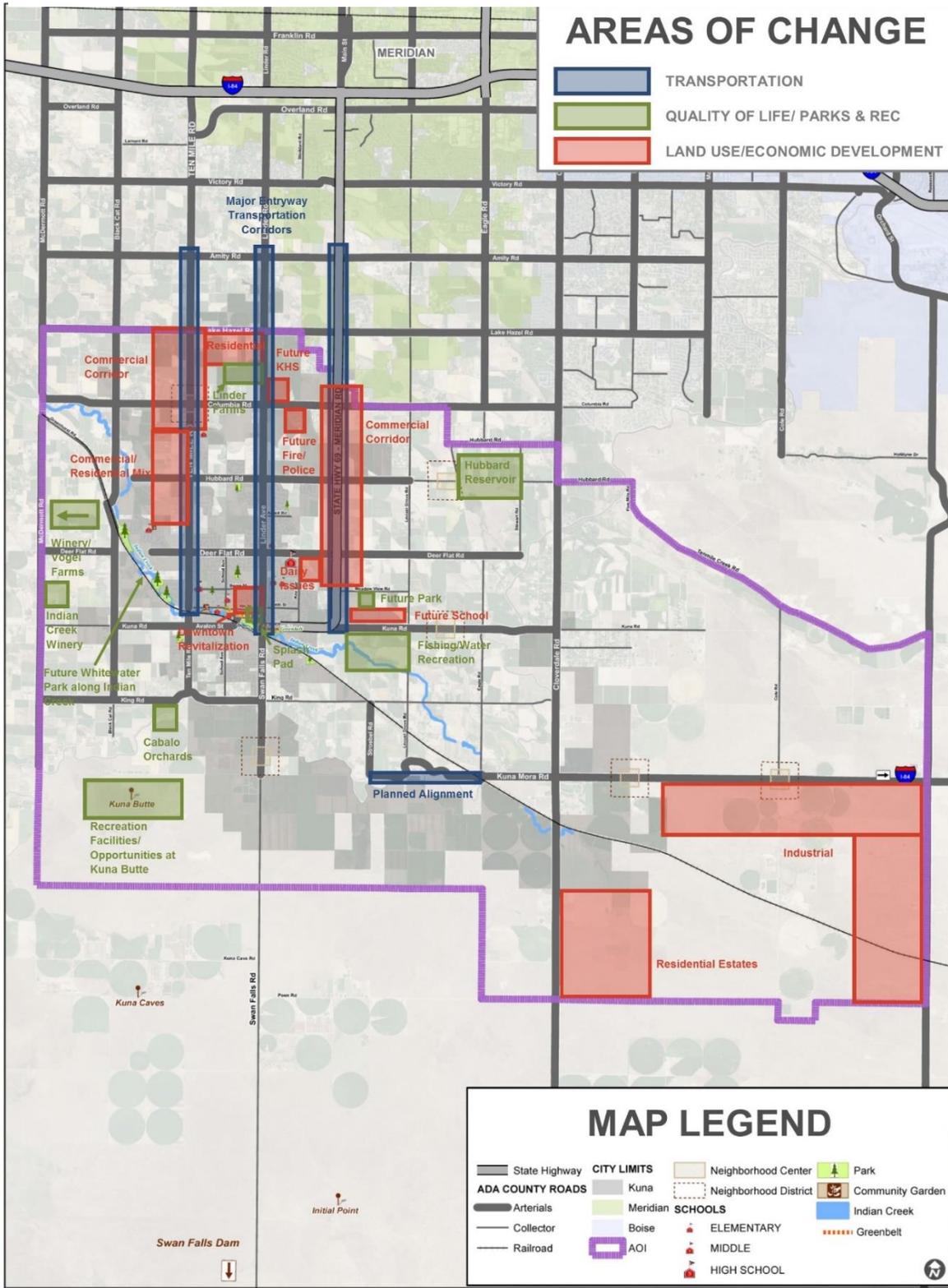
LAND USE

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

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

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

Figure 14: Areas of Change Map





Envision Kuna Advisory Committee

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



THE
LANGDON
GROUP



GATEWAY
MAPPING
INC.



OTHER J-U-B COMPANIES

Appendix C – Public Input and Planning Process



City of Kuna Comprehensive Plan

Options & Opportunities Summary Report

June 2018

Envision Kuna Options & Opportunities Summary Report

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

Phase 2 Outreach Summary

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

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

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

Figure 1. *Envision Kuna* Project Timeline



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

Summary of Themes

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

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

Growth, Development and Land Use

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

Transportation

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

Housing

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

Economic Development

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

Education and Youth

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

Community Character

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

Figure 2. Specific Project Ideas from Survey Responses

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

Survey Responses

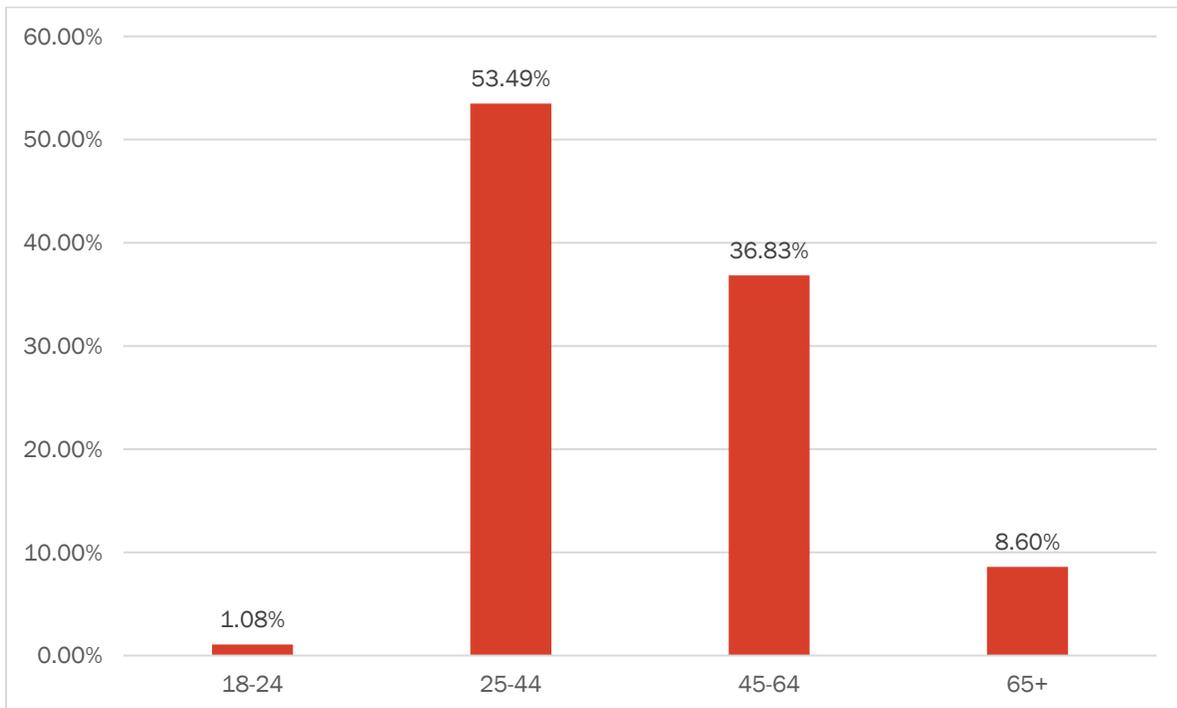
The second *Envision Kuna* Survey was open from May 1st to May 31st and received 443 responses. The survey was advertised through a City of Kuna Public Service Announcement, emails, social media posts, and through advertisement on banners, flyers and print ads throughout Kuna. The survey results and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

Demographics

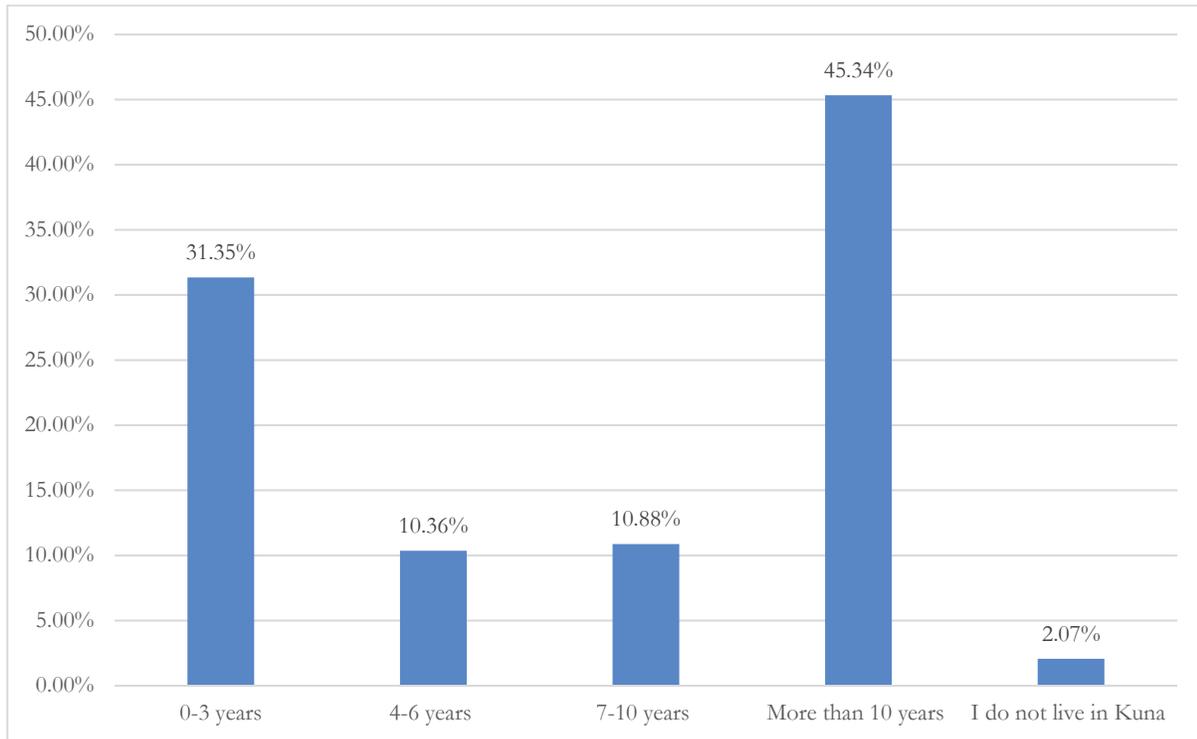
Two questions were asked in the survey to help interpret input received. Knowing who is providing input helps identify trends, and any potentially underrepresented groups.

Demographics Question1: What is your age? N= 372

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



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



Feedback on the Vision and Policy Areas

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

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

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

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

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

Draft Vision Statement

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

We Envision Kuna as...

Economically Diverse and Vibrant

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

Healthy

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

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

Distinctive Character and Well-Designed

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

Connected

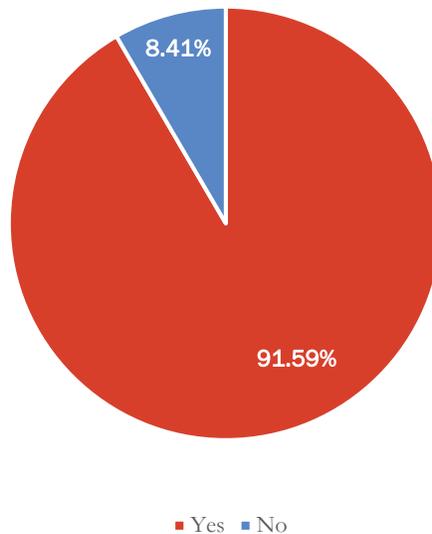
Kuna will have an array of transportation choices available to citizens and visitors. Kuna’s streets, sidewalks, highways, pathways, trails and rails will not only allow people to safely and efficiently move in, out and around Kuna, but also contribute to the community character. Kuna should be technologically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

Collaborative Government

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

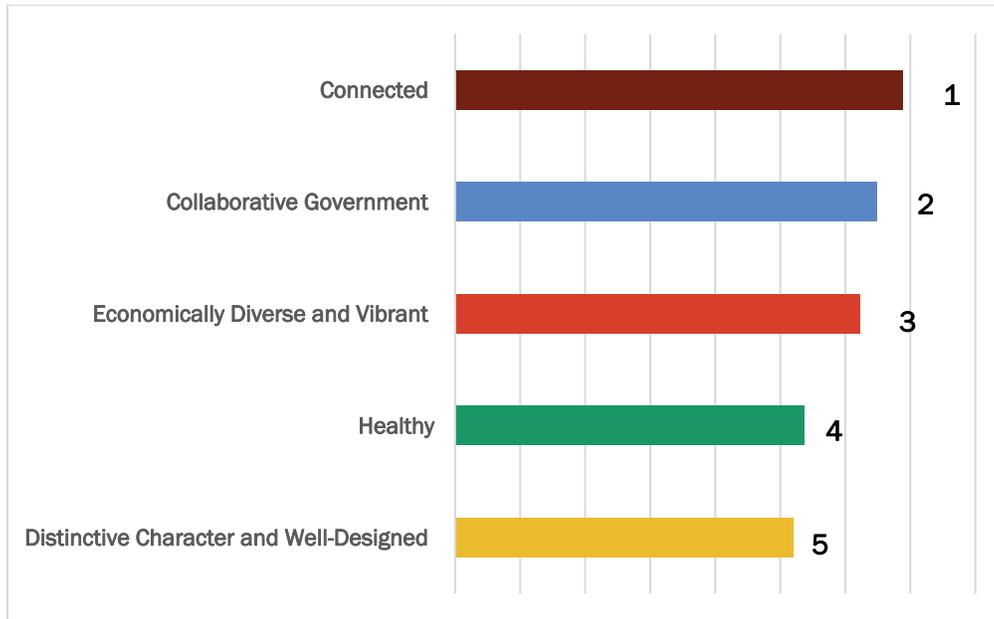
Vision Statement Questions

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



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

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



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

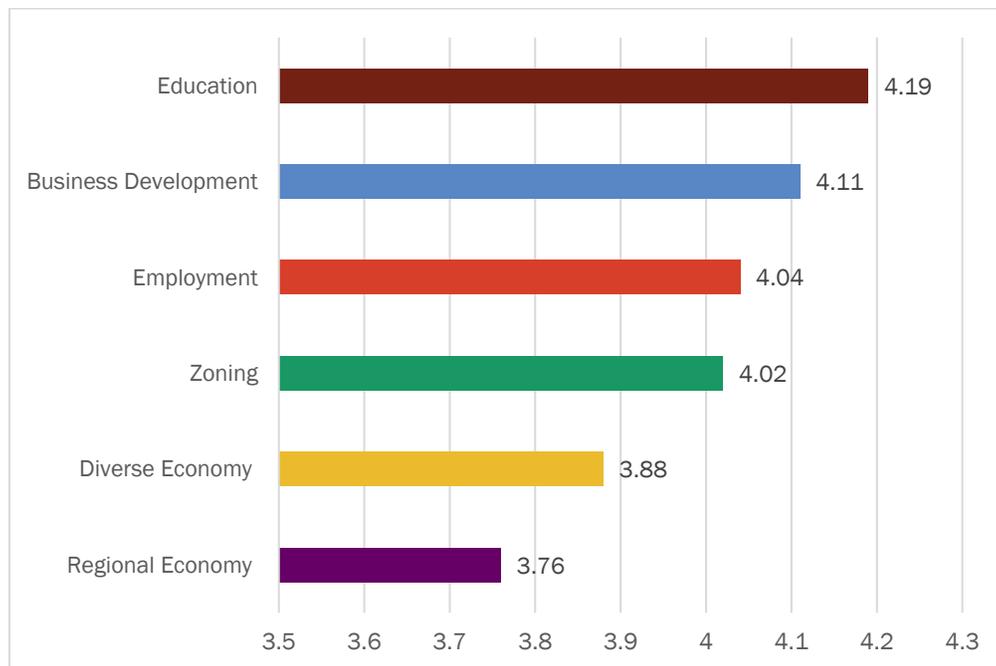
The below selection of responses shows notable themes and recurring ideas related to the vision statement. A full list of responses can be found in appendix A. Project specific ideas have been incorporated into the Ideas and Other Input section of this summary.

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

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

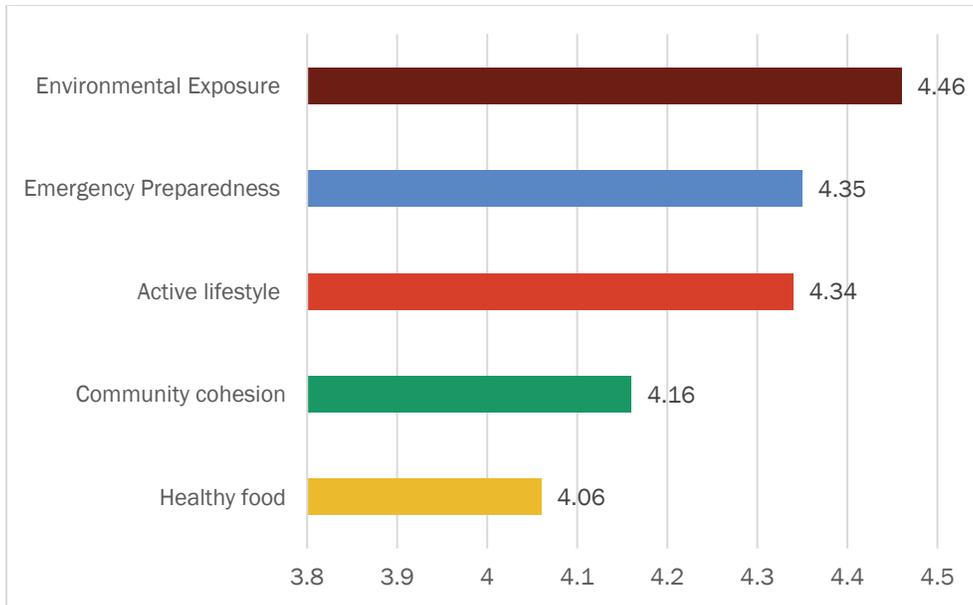
Q4. Please rank each of the following Economic Development focus areas on a scale of 1 to 5 (1 being not important at all and 5 being very important) N=415

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



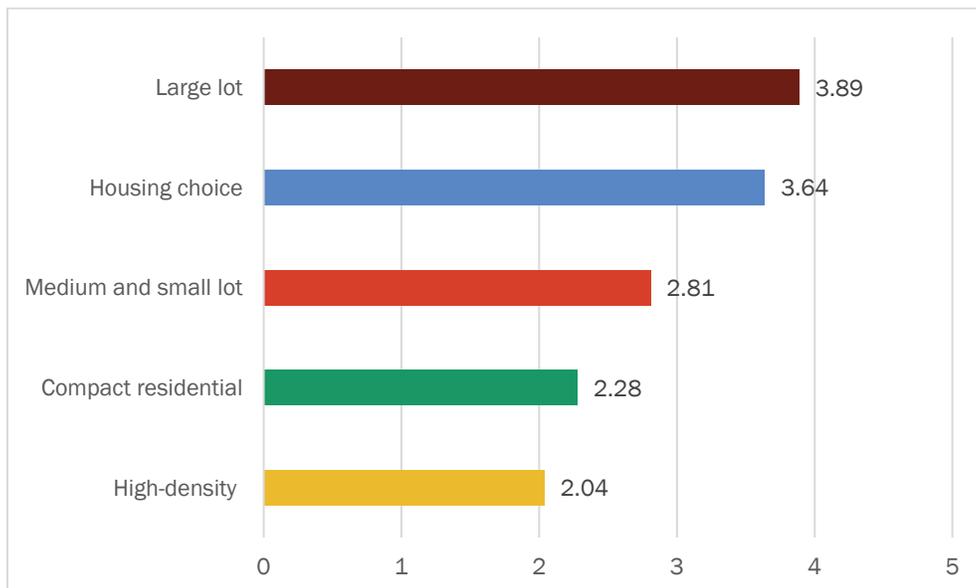
Q5. Please rank each of the following Health focus areas on a scale of 1 to 5 (1 being not important at all and 5 being very important) N=408

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



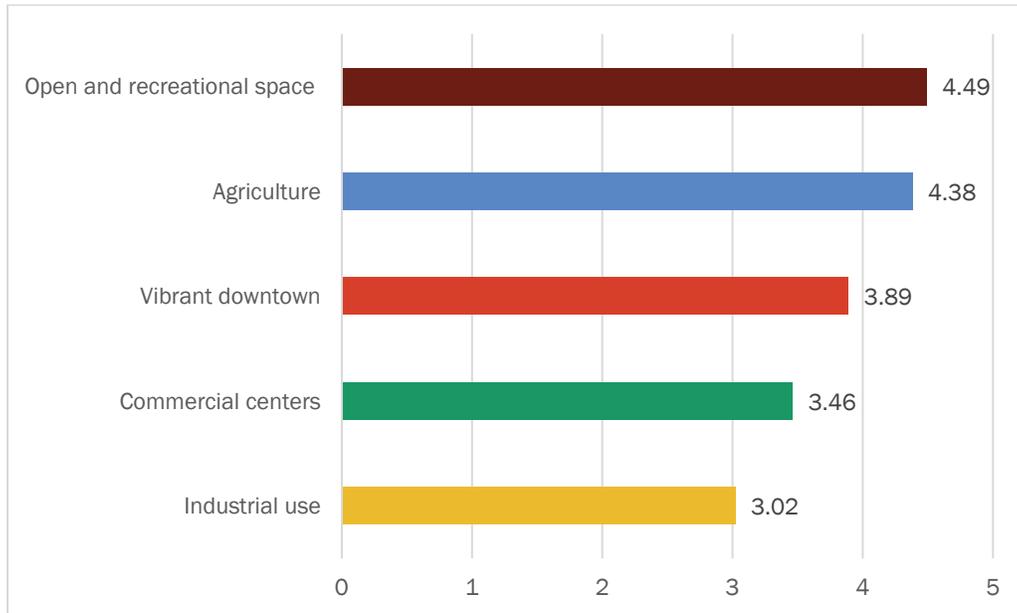
Q6. Please rank each of the following Housing categories on a scale of 1 to 5 (1 being not important at all and 5 being very important) N=401

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



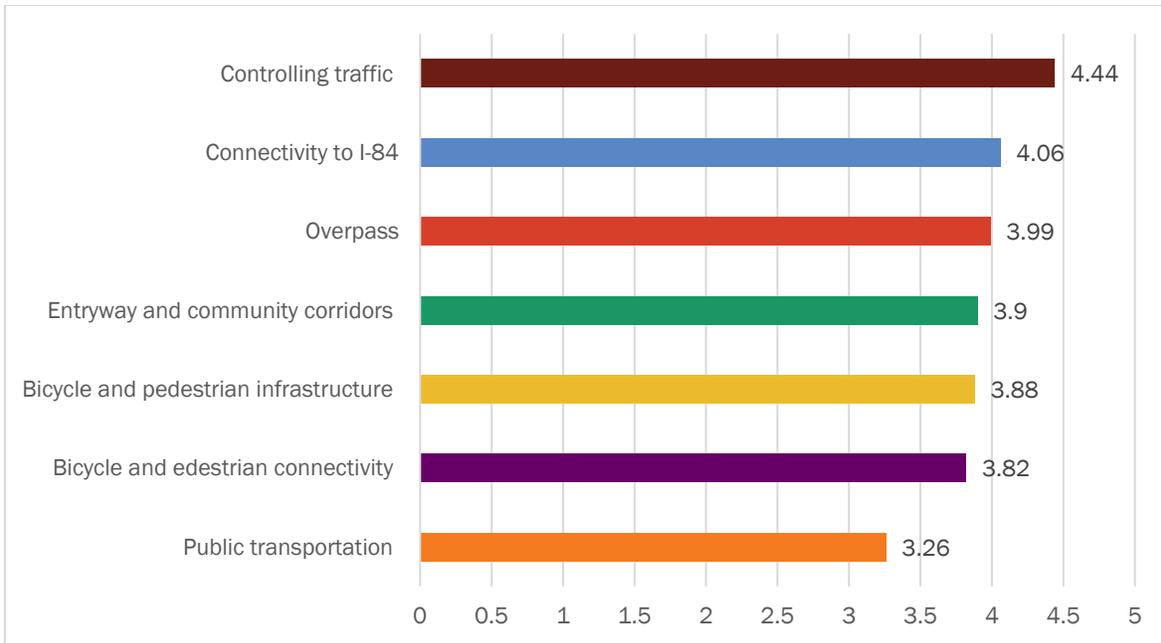
Q7. Please rank each of the following Land Use focus areas on a scale of 1 to 5 (1 being not important at all and 5 being very important) N=402

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



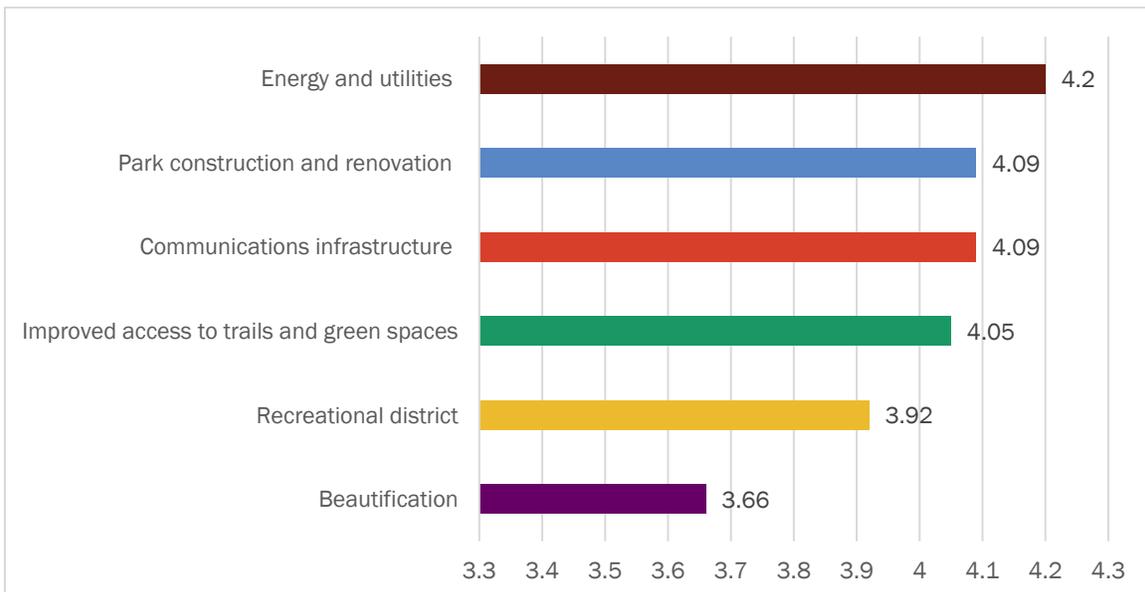
Q8. Please rank each of the following Transportation focus areas on a scale of 1 to 5 (1 being not important at all and 5 being very important) N=402

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



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

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



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

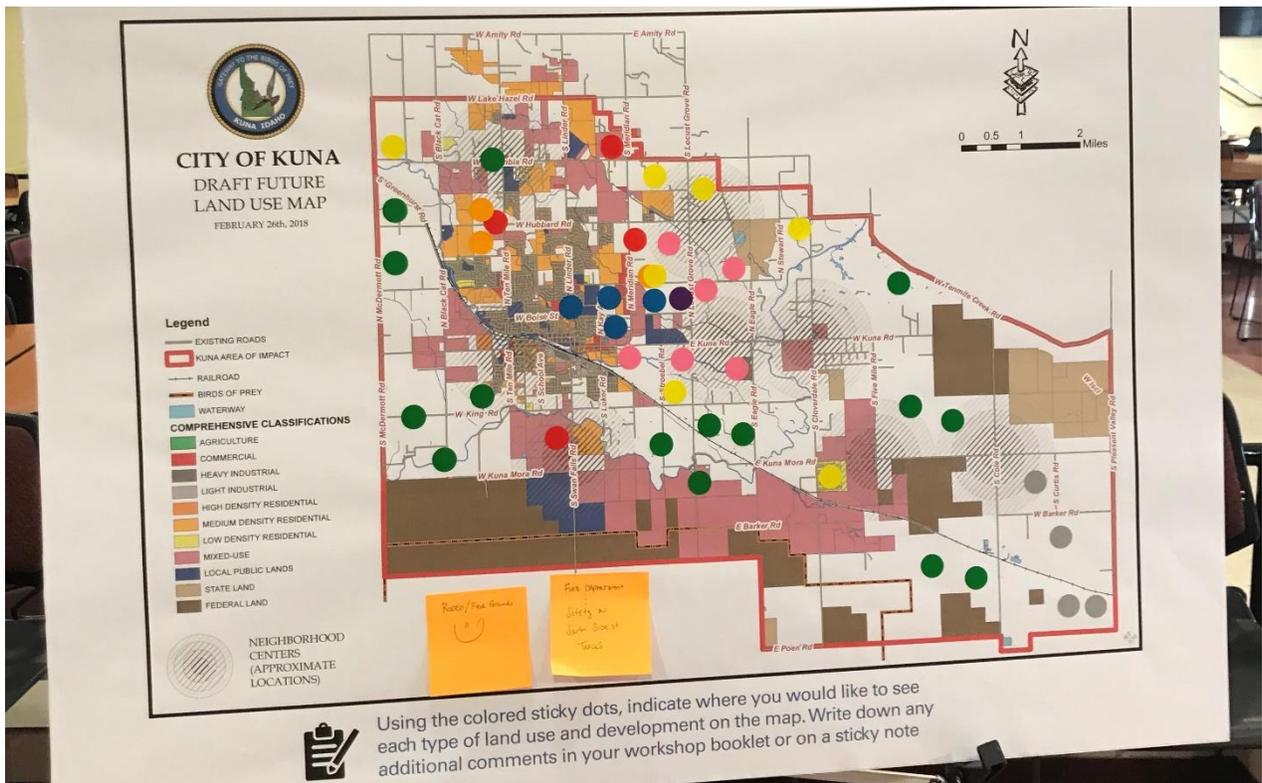
See Appendix A for the full set of responses from this question. Notable themes and highlights from these comments have been included in the Summary of Themes section as well as the Ideas and Other Input from Survey section of this report.

Workshop Overview and Results

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

Land Use Station Results

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



Land Use

Other Land Uses



Regional Commercial Centers

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

Handwritten note:
Add 1/2 acre of landscaping
2/3 of 1/2 acre of landscaping
1/2 acre of landscaping



Mixed-Use and Neighborhood Activity Centers

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



Light and Heavy Industrial

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

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



Agriculture

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

Land Use

Housing Choices and Neighborhood Types



Low Density Residential, Large Lot

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



Medium-Density Residential

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



Compact Residential, Small-Scale Multi-Family

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



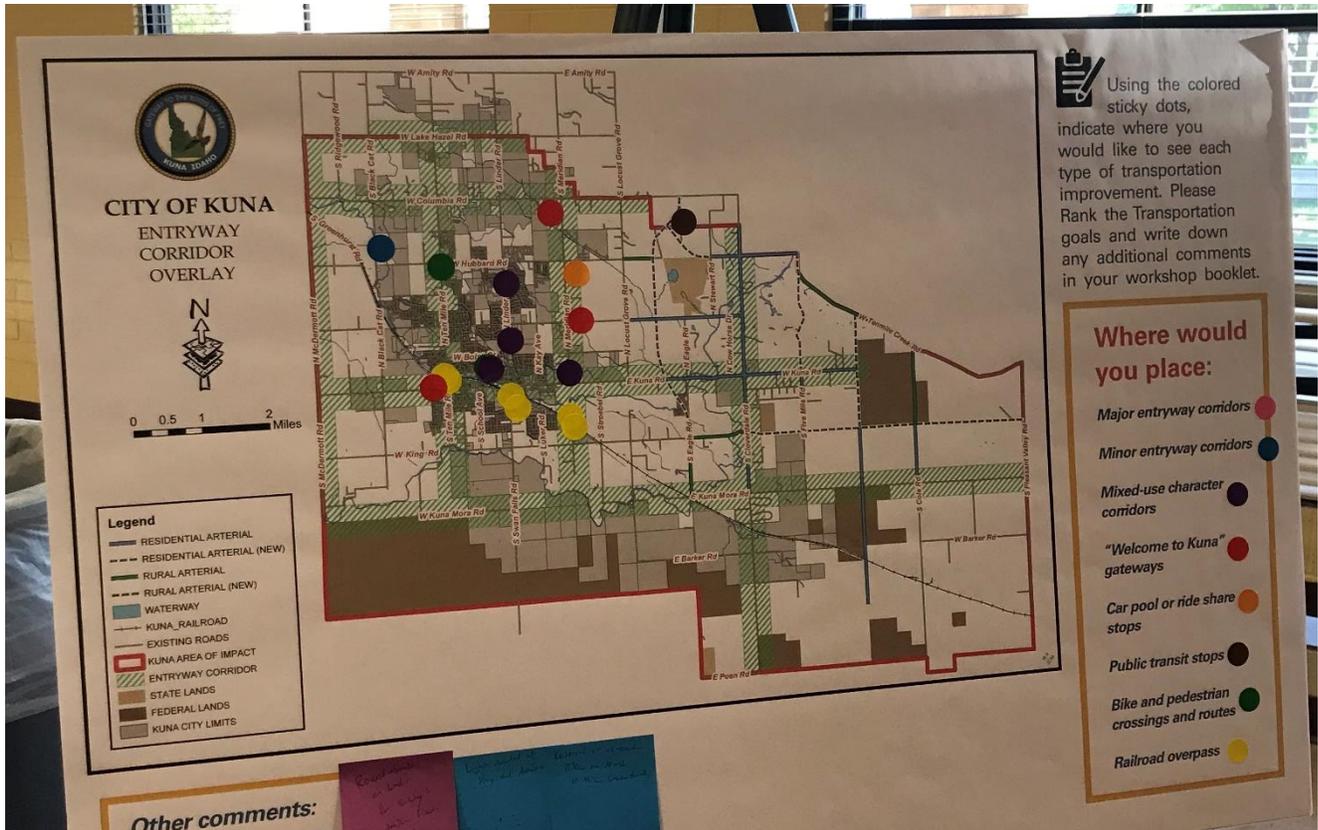
High-Density, Multi-Family

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

Entryway Corridor Station Results

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

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



Downtown Development Results

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

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

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





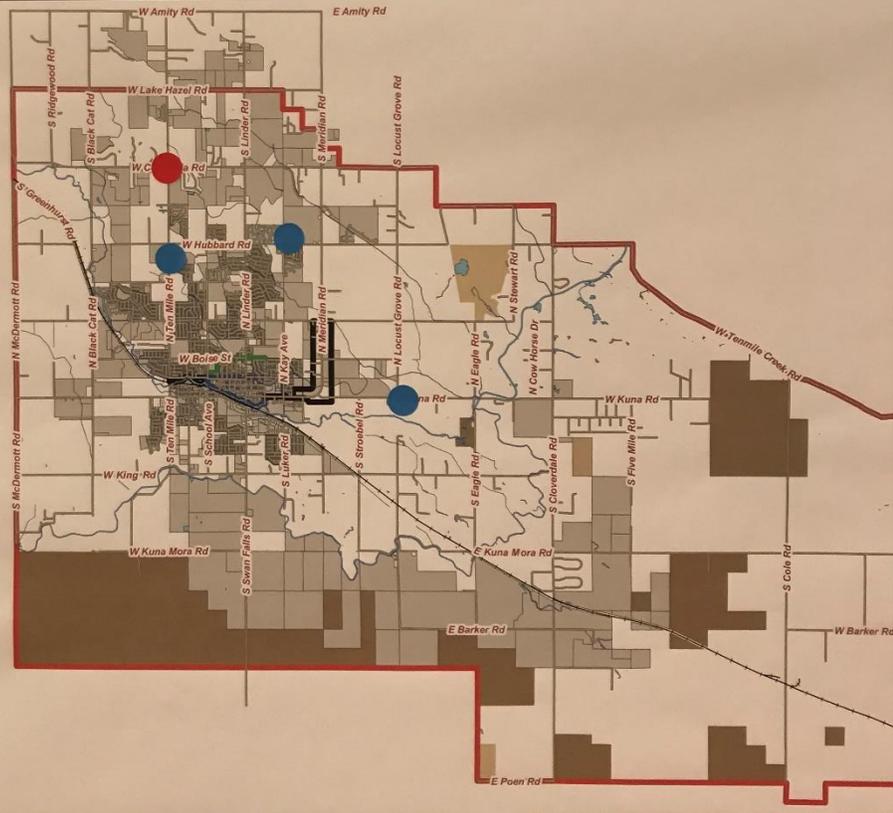
CITY OF KUNA

DOWNTOWN OVERLAY MAP



0 0.5 1 2 Miles

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



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

Advisory Committee Meeting Input

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

Developers and Builders Meeting Results

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

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

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

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

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

What is needed to make diverse housing options happen?

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

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

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

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

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

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

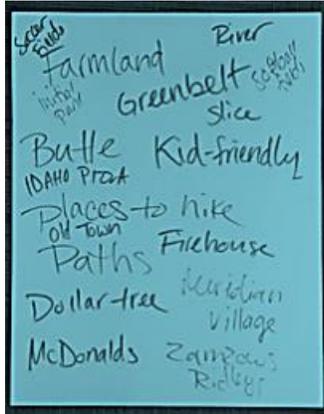
- Update COMPASS numbers, and get all figures updated as well
- Implement ACHD policy amendments to approve variances and create more latitude
- Educate the Planning and Zoning Commission and the Council on one-acre lots and larger, they do not pencil out “(no less than 3/acre)”
- Work to create a more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

Other general thoughts and comments:

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

Reed Elementary Student Engagement Activity

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

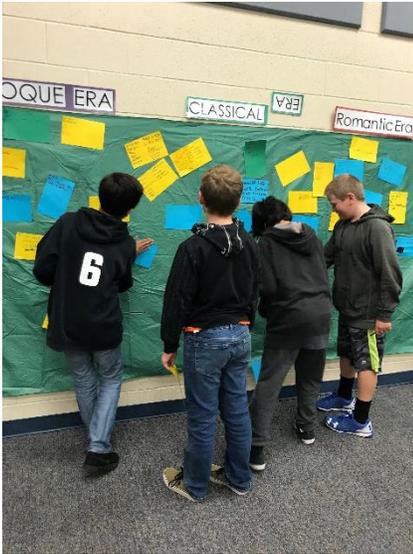


What we
♥
about
Kuna



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





Take-Aways

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

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

Appendix D – Advisory Committee Prioritization Results

Overview:

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

Top 10 Priority Projects for all Goal Areas

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

Top Economic Development Projects and Actions

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

Top Health and Safety Projects and Actions

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



Top Distinctive and Well-Designed Projects and Actions

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

Top Connected Projects and Actions

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

Top Educated and Celebrated Projects and Actions

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

Top Governing Collaboratively Projects and Actions

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

Goal Area 1: Economically Diverse and Vibrant

Goals	Potential Projects and Actions
<p>1.A Land use in Kuna will support economic development.</p>	<ul style="list-style-type: none"> • Apply for grants to implement downtown Kuna projects. (5) • Develop a strategic, coordinated Strategic Economic Development Plan. (9) • Educate City staff on CID funding as a developer infrastructure funding mechanism. (7) • Conduct an Urban Renewal Agency/District study.(5) • Upgrade City permitting systems. (3)
<p>1.B Support development of a skilled, talented and trained workforce. (1)</p>	<ul style="list-style-type: none"> • Create an annual report on the City’s workforce strengths and challenges. (4)
<p>1.C Attract and encourage new and existing businesses. (2)</p>	<ul style="list-style-type: none"> • Develop a Kuna business retention and attraction plan. (8) • Create an existing business repository. (2) • Develop an incentives program to competitively attract and retain new businesses. (7) • Form a local or downtown BID. (3) • Conduct a communications, transportation and public infrastructure assessment on future/key industrial areas. (6) • Create a focus group and plan to identify viable and implementable agritourism and agri-tainment opportunities and partnerships. (3) • Develop a policy for how the City of Kuna will provide a local match for companies that qualify for the Tax Reimbursement incentive through Idaho Commerce. (3) • Conduct a business incubator feasibility study. (4) • Conduct a Kuna specific industry analysis that highlights market demand, assets and risks. (1)
<p>1.D Address and plan for economic expansion of the City and region.</p>	<ul style="list-style-type: none"> • Work with Ada County and incorporated Cities to create a regional Comprehensive Economic Development Strategy (CEDS).(6) • Work with partner agencies and jurisdictions to create a regional projects list to guide long-term economic expansion. (2)

Goal Area 2: Healthy

Goals	Potential Projects and Actions
<p>2.A Maintain and expand an interconnected greenbelt, pathways and trail system. (2)</p>	<ul style="list-style-type: none"> • Develop an Indian Creek Greenbelt Master Plan.(8) • Greenbelt extension from Orchard to Crimson Point Elementary. (8) • Review and revise greenbelt ordinance.(0)
<p>2.B Maintain and expand parks and public gathering spaces. (2)</p>	<ul style="list-style-type: none"> • Develop a Parks Master Plan. (2) • Apply for state and federal grants to improve access to facilities around open spaces and areas of significance. (2) • Create parks or preserves at Hubbard Reservoir, Kuna Butte, Initial Point, and other open space areas of significance in cooperation with the appropriate agencies. (7)
<p>2.C Support the development of community recreation facilities (4)</p>	<ul style="list-style-type: none"> • Update the community recreation center feasibility study. (2) • Develop a unified recreation plan. (0) • Sports complex with baseball/softball and soccer fields. (3) • Community center, Recreation center, Swimming pool. (3)
<p>2.D Maintain and increase citizen access to health and wellness services</p>	<ul style="list-style-type: none"> • Work with partners to establish a program to collect and monitor local level public health data. (1) • Conduct a community health needs assessment. (4) • Work with partner agencies to develop an emergency medical center south of the Union Pacific Railroad line. (2)
<p>2.E Ensure Kuna’s clean air, water and soil through natural resources management and watershed protection</p>	<ul style="list-style-type: none"> • Conduct an environmental conditions assessment. (0) • Develop a protected areas map. (3) • Develop a natural resources management plan. (2) • Establish conservation district boundaries and ordinance. (1)

Goal Area 2: Healthy

2.F Provide public safety and emergency services (police, fire, ambulance)

- Work with ACHD, ITD and the Union Pacific Railroad to conduct an overpass feasibility study at major roads crossings. (21)
- Conduct a community safety needs assessment. (1)
- Kuna Rural Fire District special tax levy or other funding mechanism?

2.G Engage and invest in planning and maintenance of emergency preparedness and disaster response systems

- Continue to work with Ada County to complete actions identified in the 2017 Ada County Multi-Hazard Mitigation Plan. (0)
- Create an emergency response plan. (5)
- Adopt State and County-wide emergency preparedness plans and incorporate them into Kuna's local emergency management system.(3)
- Organize a Community Emergency Response Team training, response committees, and neighborhood watches. Develop and maintain a geological hazards map. (2)
- Adopt a wildland-urban fire interface overlay district. (1)
- Conduct a flood hazards and drainage impacts assessment for the city's watersheds. (1)
- Incorporate the fire safety standards from the Ada County Wildfire protection plan.
- Implement a stream system management ordinance.
- Adopt the National Fire Protection Association (NFPA) Code 1144, Standard for Protection of Life and Property from Wildfire.
- Install signage throughout the community that offer escape routes and directions to emergency shelters. (1)

Goal Area 3: Distinctive and Well Designed

Goals	Potential Projects and Actions
<p>3.A Community Design should direct growth and implement sustainable land use patterns.</p>	<ul style="list-style-type: none"> ● Define “mixed-use” designations in Kuna’s adopted zoning code. (10) ● Create and implement design standards to encourage pedestrian-friendly environments and maintain and improve Kuna’s built environment. (3) ● Implement overlay districts along designated entryway commercial corridors. (3) ● Conduct inventory of developable and/or re-developable lands. Review and revise Kuna’s Zoning ordinance to reflect the intent of the comprehensive plan and Future Land Use Map (2) ● Identify and implement mechanisms to preserve and encourage agricultural land uses at small and large scales and create policy that supports agriculture. (7)
<p>3.B Kuna will preserve and enhance special places within the community.</p>	<ul style="list-style-type: none"> ● Implement the Downtown Revitalization Plan. (7) ● Develop a city-wide placemaking plan that identifies strategies and opportunities to activate and transform spaces within the community. (1) ● Develop a city-wide wayfinding program that provides signage for vehicles, bicyclists and pedestrians. (4) ● Seek opportunities for assistance and funding in placemaking efforts. (2) ● Consider options to accelerate redevelopment of the downtown, including the creation of a Rails to Ales Creekside District. Potentially establish a business improvement district or an urban renewal district. (3)
<p>3.C Encourage development of commercial areas with good connectivity and character.</p>	<ul style="list-style-type: none"> ● Use overlays to regulate regional commercial center design, access and connectivity, and integration with adjacent land uses. (3) ● Consider the creation of an innovation district of technology cluster. (5)
<p>3.D Encourage development of housing choices and strong neighborhoods.</p>	<ul style="list-style-type: none"> ● Review Kuna’s land use and zoning designations to ensure they allow for and encourage “traditional neighborhood development patterns” in mixed-used areas. (6) ● Develop a City of Kuna housing needs analysis to address future housing demand, inventory and strategies to increase affordable housing options. (11) ● Evaluate City’s ability to fund and manage a neighborhood investment grant. (0)

Goal Area 3: Distinctive and Well Designed

3.E Strategically locate and develop industrial areas.	<ul style="list-style-type: none">• Seek grant funding opportunities through the Economic Development Administration to develop specific infrastructure plans (i.e. water, sewer, roads, utilities) to enhance services for existing and new industrial areas and develop. (10) Consider adding other funding sources?• Provide future land use map and plan information to the Union Pacific Railroad. (6)• Keep in contact with existing industrial businesses for potential expansion. (4)
3.F Identify and manage hazardous areas.	<ul style="list-style-type: none">• Work with Ada County to incorporate hazardous areas maps into online interactive map. (1)• Improve communication channels with the public in conjunction with Ada County Highway District to share information related to heavy snow, possible flooding and storm events. (2)• Seek grant funding opportunities through the Bureau of Homeland Security and FEMA for hazard mitigation projects. (1)• Share evacuation and emergency preparedness information with the public. (4)
3.G Respect and protect private property rights	<ul style="list-style-type: none">• Develop and implement a consistent takings review process that is transparent and easily accessible to all interested parties. (4)

Goal Area 4: Connected

Goals	Potential Projects and Actions
<p>4.A Use overlay districts to create mixed-use entryway corridors with strong character and managed access.</p>	<ul style="list-style-type: none"> • Review and revise Meridian Road/Highway 69 ordinance. (4) • Develop design guidelines for all or select entryway corridors. (6) • Develop new overlay ordinance(s) for all or select entryway corridors. (1) • Design and implement capital improvement projects along Meridian Road/Highway 69, Ten Mile Road and Linder Road. (3) • Develop standards to incorporate art, aesthetically pleasing elements and welcoming theme into entryway corridors. (7)
<p>4.B Increase sidewalk coverage and connectivity and invest in pedestrian facilities to increase walkability. (1)</p>	<ul style="list-style-type: none"> • Develop a wayfinding system plan for key areas such as Downtown Kuna, Indian Creek Greenbelt, and expanded pathways systems. (8) • Develop a map showing sidewalk gaps to be filled, sidewalk repairs needed, sidewalk expansion areas and pedestrian crossing improvement locations. (6) • Design and implement sidewalk capital improvement projects in coordination with ACHD. (3) • Select an alley to convert/transition to a pedestrian place/corridor. (2) • Apply for State Transportation Alternatives Program (TAP) grants to implement sidewalk projects. (1) • Apply for Idaho Department of Parks and Recreation Recreational Trails Program (RTP) grants to implement pathway extensions, trailhead improvements and footbridge crossings. (11)

Goal Area 4: Connected

Goals	Potential Projects and Actions
<p>4.C Increase pathway, trail and on-street bicycle facilities to create an expanded and connected bicycle network. (7)</p>	<ul style="list-style-type: none"> ● Design and implement Indian Creek Greenbelt extension projects. (7) ● Fill pathway gaps with capital improvement projects. (2) ● Apply for State Transportation Alternatives Program (TAP) grants to implement sidewalk projects. (2) ● Apply for Idaho Department of Parks and Recreation Recreational Trails Program (RTP) grants to implement pathway extensions, trailhead improvements and bicycle/pedestrian crossings. ● Conduct a Kuna specific industry analysis that highlights market demand, assets and risks. (5)
<p>4.D Promote a connected street network that incorporates mid-mile collectors for improved neighborhood connectivity.(7)</p>	<ul style="list-style-type: none"> ● Collaborate with ACHD to design and implement capital projects that fill mid-mile collector gaps. (1) ● Develop detailed plan showing proposed crossing locations to connect all section line roads in Kuna. (1) ● Apply for grants to implement transportation capital projects, overpass, bridges, etc. (3)
<p>4.E Increase opportunities for public transportation and ride share commuting. (2)</p>	<ul style="list-style-type: none"> ● Provide information on City of Kuna website and/or social media outlining vanpooling and ride sharing options for Kuna residents. (0) ● Work with VRT and ACHD to apply for grants to incorporate park and ride facilities and senior bus upgrades. (0)
<p>4.F Ensure water, sewer, storm water, irrigation and solid waste systems are capable of serving the current and future population. (2)</p>	<ul style="list-style-type: none"> ● Develop street lighting standards for entryway corridor overlays, Indian Creek Greenbelt and Downtown Kuna. (0) ● Design and implement capital projects to bring pressurized irrigation service to older parts of town. (5)
<p>4.G Maintain serviceability of communication systems</p>	<ul style="list-style-type: none"> ● Re-evaluate and update franchise agreements with utility companies. (1)

Goal Area 4: Connected

Goals	Potential Projects and Actions
including broadband internet, phone and cable. (1)	<ul style="list-style-type: none">• Increase the availability of high speed internet to bring increased coverage throughout Kuna?
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. (1)	<ul style="list-style-type: none">• Create guidelines, standards and incentives for energy conservation practices and energy efficient designs. (4)
4.I Encourage public or private airports, airstrips and heliports to strengthen connectivity and to meet the needs of the community.	<ul style="list-style-type: none">• Create guidelines and standards for public or private airports. (3)

Goal Area 5: Educated and Celebrated

Goals	Potential Projects and Actions
<p>5.A Invest in Kuna’s schools and pre-K education opportunities to meet population demands. (4)</p>	<ul style="list-style-type: none"> • Continue to coordinate development reviews with Kuna School District and Charter Schools. (2) • Cooperate with the School District and the Charter Schools to address future program and facility needs. (2)
<p>5.B Attract opportunities for higher education and training in Kuna. (7)</p>	<ul style="list-style-type: none"> • Seek or establish joint venture possibilities between the City, the School District and Charter Schools that could allow for varying educational and technical opportunities, using approaches such as (community schools model) (4) • Work with industry to assess feasible sites for a postsecondary, vocational/technical training facilities and colleges that serve residents of Kuna and the surrounding area. (6) • Consider appropriate resources, such as the promotion of a satellite campus, to encourage and provide for higher education or vocational training. (2) • Pursue the possibility of a technical/trade school to enrich student’s career prospects. (5) • Create standards for bicycle and pedestrian connectivity evaluation from developments to existing and proposed school sites. (6)) Move to another section? • Establish public transportation routes to and from higher education facilities for Kuna residents. (5) Move to another section?
<p>5.C Identify and develop cultural and community facilities.</p>	<ul style="list-style-type: none"> • Develop design standards for restoration, rehabilitation and incorporation of history, culture and character into projects. (1) • Identify specific capital improvement projects that improve public access to privately and publicly owned event centers and gathering spaces. (0) • Work with Kuna Grange Hall representatives to identify specific projects to improve accessibility to facility. (0) • Incorporate Kuna Grange Hall in historical and cultural projects when appropriate. (2) • In collaboration with the Kuna School District, develop a specific improvement plan, with public input, to create public/community gathering space at 4th Street Gym property and/or other sites in Downtown Kuna. (7) • Create maintenance and capital improvement plan for Kuna Senior Center. (4) • Work with historical and railroad representatives on the inclusion of the Pioneer Cemetery and railroad in history and cultural projects. (3) • Develop specific educational and entertaining walking tour plan that identifies specific projects to tell the story of Kuna History through signage, participant-activated recordings, art and displays. (5)

Goal Area 5: Educated and Celebrated

Goals	Potential Projects and Actions
<p>5.C Identify and develop cultural and community facilities. (Continued)</p>	<ul style="list-style-type: none"> • Develop specific plan with Kuna Chamber of Commerce to identify specific projects and funding sources to improve access, signage and parking area at the Kuna Visitor Center. (1) • Identify capital improvements to improve access to the Kuna Library. Branch sites, mobile library program, participation in regional library network. (2)
<p>5.D Identify specific strategies to preserve Kuna's open space, agricultural lands and heritage. (2)</p>	<ul style="list-style-type: none"> • Identify key areas on the Future Land Use Map that should remain as agricultural/open space. (3) • Develop specific standards for agricultural and open space elements to be included in projects. (3) • Start focus group to encourage recruitment of agri-tourism and agri-tainment establishments, activities and opportunities. (6) • Create focus group to identify specific strategies to increase agriculture establishments (i.e. rodeo grounds, petting zoo, corn mazes, seasonal farming/activity festivals/carnivals, etc.). (3) • Recruit industries that directly connect agriculture to the community (i.e. brewery with restaurant, dairy with store/public access, winery, garden/farm with restaurant, etc.). (6) • Identify specific agricultural partnerships, programs and activities through the Kuna Grange, Kuna Farmers Market, Future Farmers of America (FFA), etc. (3) • Develop standards and incentives for clustered development patterns that preserves agricultural uses and/or promotes historical education on remaining lands. (5) • Agricultural Land Trust?

Goal Area 6: Governing Collaboratively

Goals	Potential Projects and Actions
<p>6.A Kuna will involve citizens in decisions about Kuna's future. (3)</p>	<ul style="list-style-type: none"> • Create a master projects calendar that is available to the public online. (4) • Create an outreach/publicity checklist to ensure consistent and effective communications. (4) • Conduct a comprehensive website review process and modernize website elements. (3) • Audit website annually to optimize design and performance. (0) • Conduct a bi-annual third-party citizen survey with incentives for citizens to submit comment cards that provide both positive and critical feedback. (4) • Host an annual citizen conversations event. (2) • Publish annual State of the City document in conjunction with State of the City address. (2) • Develop customer service protocols and conduct customer service training for all City staff. (3)
<p>6.B Kuna will maintain adequate organizational capacity to efficiently manage city government and implement this plan. (1)</p>	<ul style="list-style-type: none"> • Create an official orientation and training program for appointed and elected officials. (11) • Collect data and annually report on status of Comprehensive Plan Implementation. (2)
<p>6.C Engage in regional collaboration to leverage City and partner agency resources on behalf of the community. (1)</p>	<ul style="list-style-type: none"> • Conduct a City-wide strategic plan. (0) • Implement stakeholder satisfaction surveys that identify areas for improvement related to decision-making and service delivery. (0) • Conduct City employee satisfaction surveys and/or interviews to assess areas for improvement. (2) • Represent Kuna at the Building Contractors Association of Southwestern Idaho. (1)
<p>6.D Kuna will maintain sustainable and transparent financial operations and proactively manage City budgets and investments.</p>	<ul style="list-style-type: none"> • Develop a capital improvement plan that integrates with recommendations from <i>Envision Kuna</i>. (3) • Implement Police and Kuna Rural Fire District impact fees. (5) • Publish annual spending reports in a state of the City report, highlighting project budgets and revenue sources. (0)

Appendix E – Phase 3 Public Input Summary

Needs update post public draft review

Appendix F – Capital Improvement Plans

City Parks and Recreation

Kuna Police

Kuna Fire Department - Waiting on Plan from City

Park Impact Fee and Capital Improvement Plan

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

Summary of Impact Fee Rates

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

Types of Improvements

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

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

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

Level of Service

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

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

Parks and Recreation Service Level

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

¹ See Section 67-8208(1)(f), Idaho Code

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

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

Figure 1

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

Parks Infrastructure Costs

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

Figure 2

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

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

Figure 3

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

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

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

Average Price Per Park

Total	\$260,028.64
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Average Price Per Acre

Total	\$60,273.20
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As shown in Figure 4, the City has a total of \$5,489,301.76 invested into the Park system. Included in the total is the cost of land at \$25,000 an acre. Also included is the percent of equity we used to calculate the level of service. The Parks that have all amenities rated at 100%, the parks with only unimproved land are rated at 41 %.

Figure 4

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

Calculation of Parks Impact Fee

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

Figure 5

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

Parks Capital Improvement Plan

Kuna's 10 year population growth, according to Compass², Figure 6, is as approx. eight thousand residents, would justify 52.24 acres of new park land, 25.2 acres of that would be developed to keep the 3.15 developed acres per one thousand residents. Figure 5 below list the entire CIP. It shows the cost of land purchases, cost of construction of current undeveloped parks as well as new construction and equipment that will be needed.

Figure 6

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

² Compass Communities in Motion 2040 Vision Forecast by Demographic Areas

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

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

Figure 7

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

Projected Impacted Fee Income

Based on the previous ten year population growth³, 2005-20015, the City has grown an average of 574.3 residents a year. From 2005 to 2010 the City saw a growth of 924.6 residents per year. That is an approx... 5,300 residents that moved to Kuna in five years. The average population growth from 2010 to 2015 was 224 residents per year. What these numbers signify are the population growths pre-recession and post-recession. Taking the ten year average will give us a more realistic number we can calculate how much impact fee monies will accumulate each year.

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

³ Compass Current and Historical Population Estimates

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

Parks CIP Analysis

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

City of Kuna Police Department

Capital Improvement Plan 2019-2028

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

Appendix G – Kuna’s Early History

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

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

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

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

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

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

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

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

Appendix H: Attorney General Review Questions

Attorney General Review Questions:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Recommendations

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

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

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

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