

# A Comprehensive Plan City of Kuna, Idaho

Adopted by Kuna City Council  
on July 21, 1998

*Effective in Area of City Impact 8/19/99*



# **CITY OF KUNA COMPREHENSIVE PLAN**

Mayor Willard G. Nelson

## **CITY COUNCIL**

Laurale Neal  
Jeffrey Lang  
Stephen Bright  
David Szplett

## **PLANNING AND ZONING COMMISSION**

Chairman, Ron Phillips  
Dean O'bray  
Dolly Welch  
Julian Godsey  
Dan Evans

## **STAFF**

Melodie Halstead, Planning and Zoning Administrator  
Tim Burgess, City Engineer  
Bill Little, City Attorney

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# 1.0 INTRODUCTION

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The Kuna Comprehensive Plan is an official policy document identifying policies to guide future development within the City of Kuna and the area of city impact within the next 5 to 10 years. The Comprehensive Plan is the primary step in identifying the quality of life that community residents desire.

The City Council and Planning and Zoning Commission use the comprehensive plan to make daily decisions concerning the future of our community and to adopt policies that will ensure and maintain the quality of life indicated by Kuna citizens.

Kuna's first Comprehensive Plan was adopted in 1975. It has been updated with a broad base of community-wide citizen input. Throughout the Comprehensive Plan update process, citizens identified key community values:

- Maintain Kuna's quality of life for all residents.
- Encourage new growth which enhances Kuna.
- Continue to provide adequate services, facilities, and utilities for all city residents.

The planning process enables local residents, public agencies, and economic interests to develop common goals and policies for the City of Kuna. The process also establishes a basis for coordination, understanding, and negotiation among citizens, economic interests, and public agencies within Kuna's impact area. The final plan presents Kuna's position on growth and development issues in the Ada/Canyon County metropolitan area.

## 1.1 COMMUNITY PROFILE

The City of Kuna is located in the southwest portion of Ada County as depicted on Figure 1.1-1. Known as the Gateway City to the Birds of Prey Natural Area, Kuna is located between fertile irrigated lands and scenic range lands.

Crops grown successfully in the Kuna area include corn, alfalfa, beans, sugar beets, grains, seeds, and mint. The valley has a one hundred-year tradition of successful dairy and beef cattle operations and is the home of numerous horse breeders.

A network of state and county roads has put Kuna within minutes of the major population and industrial centers of the state. Kuna's proximity to the state capitol, educational and cultural institutions, and mountain and desert recreation areas make it a desirable place to live and work. Kuna's 3,437 residents enjoy small town amenities including convenient local businesses, an active chamber of commerce, and a sense of community pride.

*Kuna prides itself in good schools, responsive businesses, and fine churches. Kuna is proud of its heritage and past accomplishments and facing the future with anticipation and determination. The vision of the future is well planned and innovative (Kuna Chamber of Commerce 1996).*

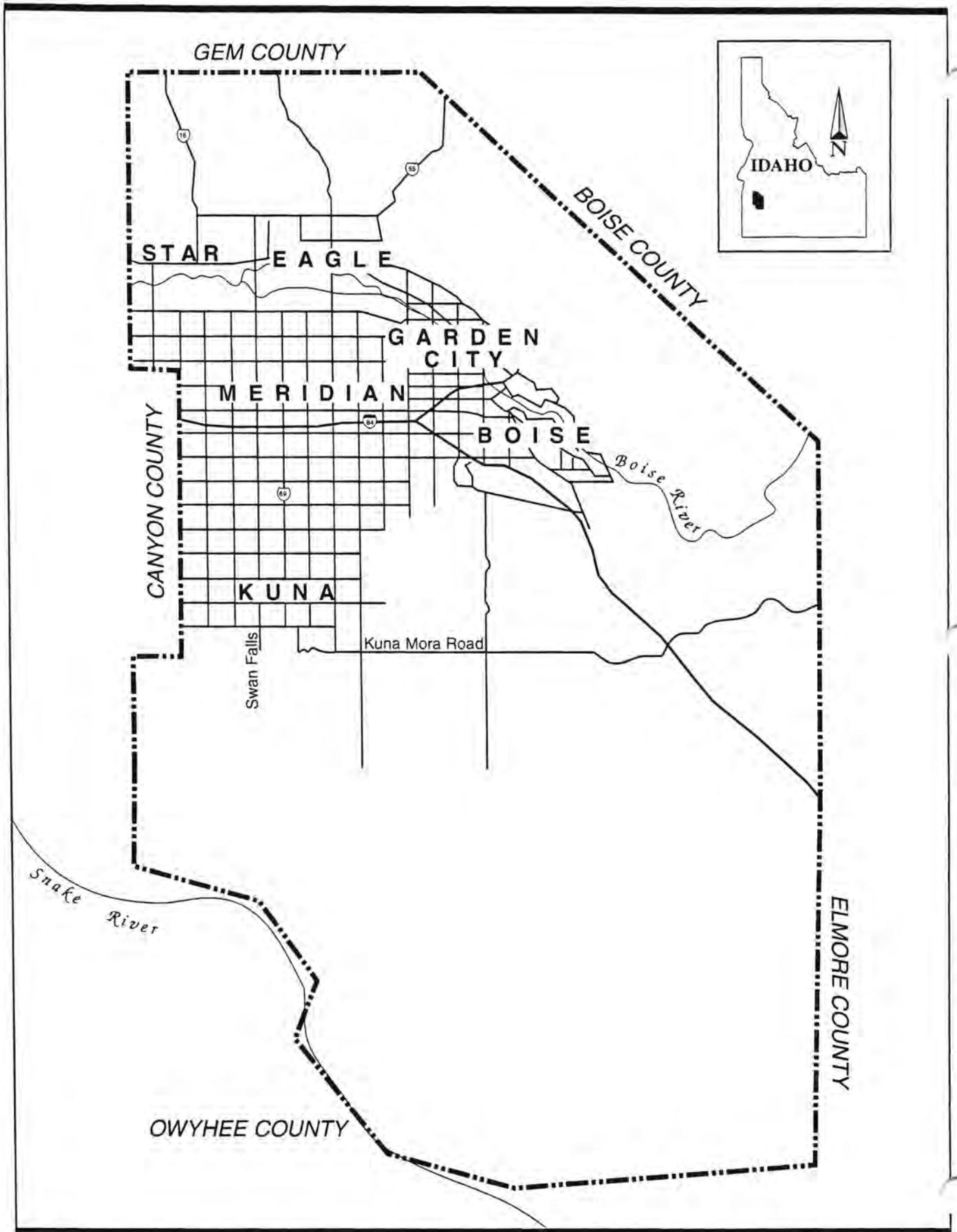


FIGURE 1.1-1 VICINITY MAP OF ADA COUNTY

## **1.2 PRIVATE PROPERTY RIGHTS**

The Kuna Comprehensive Plan was prepared with the intent of protecting private property rights and values. It was not intended to create unnecessary regulations which would negatively affect private property rights or values. This plan strives to balance the needs of the community in a broad spectrum of issues.

In 1994, the Idaho State Legislature amended Section 67-6508 of the Idaho Code to include "an analysis of provisions which may be necessary to insure that land-use policies, restrictions, conditions, and fees do not violate private property rights, adversely impact values, or create unnecessary technical limitations on the use of property..." [67-6508(a)].

The Office of the Attorney General of the State of Idaho has prepared the following checklist in reviewing the potential impact of regulatory or administrative action upon specific property.

**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 to dedicate a portion of property or to grant an easement?**

Carefully review all regulations requiring the dedication of property or grant of an easement. The dedication of property must be reasonably and specifically designed to represent 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 will also 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 grant 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 pre-existing limitations on the use of the property. (See *Lucas v. South Carolina Coastal Coun.*, 112 S. Ct. 2886 [1992].)

Unlike 1 and 2 above, it is important to analyze the regulation's impact on the property as a whole, and not just the impact on a portion whether there is any profitable use of the remaining property available. (See *Florida Rock Industries, Inc. v. United States*, 18 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 in this assessment is the degree to which the regulatory action interferes with a property owner's reasonable investment-backed expectations.

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 pre-existing 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 3, 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 . . . [T]his 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 interest 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 not 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 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.

## 2.0 PREPARING THE PLAN

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### 2.1 PLAN PROCESS

In 1993, the City of Kuna started the process of updating its comprehensive plan in accordance with the Idaho State Code (Idaho Local Planning Act). The City invited citizens to participate in several working group committees. Each group focused on a different chapter or plan elements. From 1993 through 1997, these committees met on numerous occasions. With the assistance of city personnel, they prepared a working draft of each plan chapter.

In May 1997, the committees requested that a professional consultant be brought in to help conclude the process. The Kuna City Council contracted with Science Applications International Corporation (SAIC) to assist in the completion of the plan.

The following individuals participated in a variety of committees.

Birdsall, Jim	Hughes, Barbara	Rutan, Doug
Bright, Stephen	Johnson, Maggie	Sailer, Bobbie
Burgess, Tim	Johnstone, Judy	Schiffman, Sandy
Busby, Jerry	Kindall, Jack	Silver, Tracy
Corley, Toni	Lang, Jeff	Somers, Brian
Cowles, Pat	Liechty, Mike	Stubbs, Lloyd
Davis, Arden	Long, Cliff	Szplett, David
Doan, David	Marshall, Ed	Szplett, Steve
Edwards, Garret	Marzolf, Kirk	Taylor, Jim
Evans, Dan	McKenzie, Jon	Tillman, Norma
Evenson, Richard	McLean, Gail	Trainor, Charles
Frisbie, Ed	Moore, Bill	Vega, Leola
Gealy, Cathy	Mumford, Keith	Watkins, Arnold
Godfrey, W.R.	Neal, Laurale	Welsh, Dolly
Godsey, Julian	Nelson, Willard G.	Whitten, Jerry
Gordon, Tim	Obray, Dean	Withrow, Sharon
Grey, Susan	Phillips, Louie	Worcester, Howard
Guinn, Steve	Phillips, Ron	Yerton, Janice
Halstead, Melodie	Reed, Rick	Young, Don
Hankins, Anne	Rogers, Janice	

In addition to participation in the citizen working groups, the public also participated in an open house and comment period. On March 18, 1998, an open house was held to familiarize the public with the draft plan and respond to questions. Written comments were solicited at this time. A public display was placed around the community for another 3 weeks (Paul's Market, Library, City Hall, and Senior Center). At the end of that period, the draft was revised and presented at a public hearing before the Planning and Zoning Commission.

## **2.2 COMPONENTS OF THE KUNA COMPREHENSIVE PLAN**

The Comprehensive Plan, comprised of goal statements, policies, implementation actions, maps, and tables, provides City leaders and citizens with technical data and guidelines essential in the decision-making process.

The 1975 Local Planning Act of the State of Idaho, Title 61, Chapter 65, mandates that all comprehensive plans contain the following components:

**Population.** Reviews past trends in population, analyzes factors of the current population, and forecasts anticipated future levels.

**Land Use.** Describes existing land use patterns and identifies the vision for a mix of future land uses. Includes a future land use map.

**Housing.** Analyzes past trends and current conditions to determine if the housing stock meets the needs of Kuna residents.

**Public Facilities and Services.** Presents information on existing and potential public facilities and services.

**Transportation.** Describes timing, location, and expansion of the City's transportation infrastructure.

**School Facilities.** Identifies school facilities locations and capacity. This constitutes the School Facilities and Transportation component required in the Idaho Code.

**Community Design/Cultural and Historic Resources.** Discusses beautification, landscaping, and design elements that maintain and enhance the livability of the community.

**Natural Resources and Hazardous Areas.** Identifies the soils, water, vegetation, watersheds, and known hazards.

**Recreation.** Describes existing and potential park and recreation programs and facilities.

**Economic Development.** Describes characteristics of Kuna's economy including employment and income levels.

**Implementation.** Summarizes the process necessary to implement the policies presented in the previous chapters.

**References.** Provides a list of reference sources used to create this document.

Chapters 3.0 through 13.0 are the above plan components. Each chapter includes an introduction, existing conditions, future conditions, and goals, objectives, and policies:

**Introduction.** Describes the component and the purpose and contents of the chapter.

**Existing Conditions.** Describes the resource within the City of Kuna as it exists today.

**Future Conditions.** Analyzes the resource within the City of Kuna as it is envisioned in the future.

**Goals, Objectives, and Policies.** Developed through citizen and committee input, goals, objectives, and policies are expressions of Kuna community values. Goals are broad directions that establish ideal future conditions toward which policies are focused. Objectives are intended to further guide decision-making and polices are specific statements that give clear indication of intent. In some instances objectives are not included.

### **2.3 FINAL PLAN ADOPTION**

On June 23, 1998, the Mayor and City Council were presented the Draft Comprehensive Plan as recommended by the Kuna Planning and Zoning Commission. Subsequent joint hearings were held with the Board of County Commissioners. At the (date) City Council hearing the Final Plan was adopted.

**Current Population**

Population in Kuna has increased dramatically from 1990 to 1996, adding nearly 1,500 residents, about a 75 percent increase (Table 3.2-2). Annual population increases were moderate, in the three to four percent annual gains, in the early part of the 1990s. However, the annual rates of increase had quadrupled to 17 and 18 percent by 1995 and 1996.

total population in the age groups under 18 (about 38 percent) and over 65 years old (8 percent) were about the same in 1990 and 1996. However, the percentage of persons aged 25 to 34 decreased by about one-half and the percentage of persons aged 35 to 54 nearly tripled. The largest numerical population gain occurred in the 5- to 17-year-old age group, or the school aged population, which increased by nearly 450 persons.

**Race and Hispanic Origin**

Kuna's racial composition was nearly 100 percent white in 1990. Hispanics represented less than one percent of the total 1990 population. According to the U.S. Census, Caucasian, African-American, and Asian are races, while Hispanic refers to national origin. A Hispanic person may be any race. Kuna's racial composition has remained consistent through 1996.

**Gender**

Females accounted for 52 percent of Kuna's 1990 population, with males accounting for the remaining 48 percent. That distribution was similar to Ada County's 1990 gender split. Gender distribution also has remained constant through 1996.

**3.3 FUTURE CONDITIONS**

**City of Kuna Population Forecast**

Kuna's population is forecast to increase to nearly 4,800 persons by the year 2000, a gain of more than 1,800 persons from 1995 (Table 3.3-1). Kuna's population gain from 1995 to 2000 is an increase of slightly more than 60 percent. That gain may at first appear to be high; however, Kuna's population increased by 50 percent from 1990 through 1995, even though the numerical increase was less. Also, demand for new housing in Kuna is high. According to city records as of April, 1996, there were 685 new platted residential lots in Kuna with an additional 738 residential lots in the preliminary plat stage.

Year	Population	Numerical Increase	Average Annual Percentage Increase
1995	2,936	-	-
2000	4,792	1,857	10.3%
2005	5,422	630	3%
2010	6,134	712	3%
2015	6,773	639	2%

After the year 2000, Kuna's population is forecast to increase at a more moderate rate. From 2000 to 2005 and from 2005 to 2010, population is expected to increase about three percent annually. It is anticipated that Kuna's population will increase by about 2 percent from 2010 to 2020. Those long range forecasts are consistent with forecasts prepared by the Idaho Power Company, the local metropolitan planning organization, and past trends in population change.

Population forecasts for the City of Kuna were prepared by Civil Survey Consultants, Inc. The methodology to prepare those forecasts was to apply Kuna's 1960 to 1990 long term historical growth rate to the next 30 years to forecast a population of about 7,500 persons by 2020. The population forecast for the year 2000 was adjusted for the 1990 to 1995 actual rate of growth and to allow for subdivision platting activity occurring during that timeframe. The year 2000 to 2020 growth rate was scaled back to allow for the higher growth rate in the 1990 to 2000 decade and to be more consistent with population estimates prepared for Ada County.

### **3.4 GOALS, OBJECTIVES, AND POLICIES**

#### **Population Goal**

Maintain the existing high quality of life, enjoy cultural and recreational resources which contribute to the community's livability, and maintain a healthy and stable economy through managed growth.

#### **OBJECTIVE**

Monitor the quantity and location of growth.

#### **POLICIES**

1. Use the population forecasts to determine future levels of public facilities and services and to fund these levels of facilities and services in the City's annual budget.
2. Annually evaluate population data and demographic forecasts and update the Kuna Comprehensive Plan as needed.
3. Coordinate with Ada County regarding planning for areas outside the community to address regional growth.

## 4.0 LAND USE

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### 4.1 INTRODUCTION

The Comprehensive Plan evaluates all major land uses in order to preserve the integrity and amenities of residential neighborhoods, as well as the economic vitality of commercial and industrial areas. The plan expresses land use policies in terms of broad land use categories which indicate desired patterns of use.

This plan component describes existing land uses and identifies the vision for a mix of land uses. Land use recommendations as set forth in this plan emphasize the importance of good land use planning and cooperative planning among the various jurisdictions and agencies in the Kuna area.

### 4.2 EXISTING CONDITIONS

The City of Kuna currently encompasses 1,320 acres. The existing land use is primarily residential, with the remaining land divided between public parks and facilities, commercial, industrial, agricultural, and vacant or undeveloped property. Approximate land use acreage is presented in Table 4.2-1.

<i>Land Use</i>	<i>City (acres)</i>	<i>Percentage</i>
Residential	564	43%
Commercial	52	4%
Industrial	8	1%
Parks and Public Facilities	183	14%
Undeveloped Area	513	38%
<b>TOTALS</b>	<b>1,320</b>	<b>100%</b>

Source: Civil Survey Consultants

**Residential.** Located throughout the area of impact, residential uses are primarily single family houses, but also include all types of apartments, manufactured homes, and mobile homes.

**Commercial.** Areas are established along Third and Fourth Streets from School to Linder and include small commercial centers and individual businesses. Uses include retail, services, technical service, and office. Another commercial center is located at the Avalon and Kay Street intersection.

**Industrial.** Concentrated near the rail line, industrial uses include general manufacturing, railroad, and storage facilities.

**Parks/Public Facilities.** These include government facilities, public schools, fire, police, health care facilities, churches, utilities, park and recreational areas.

**Undeveloped.** Unused land having no current use.

**Area of Impact:** Boundaries around our city limits where future development is anticipated to occur and become annexed into the city in the future. Under the current agreements between Ada County and the City of Kuna, all new development must comply with the following conditions.

- The comprehensive plans of the City of Kuna and Ada County.
- The zoning ordinance of Ada County applies to the land outside city limits but within the area of city impact.
- Kuna and Ada County jointly review zone change requests, conditional use permits, subdivision plats, planned unit developments, zoning ordinance amendments, and comprehensive plan amendments within the area of impact.

### **4.3 COMPREHENSIVE PLAN MAP**

The proposed future land use delineations for the impact area are shown on the Future Land Use Map (Figure 4.3-1). The land use map is based upon these objectives which appear in random order:

1. Redevelopment of downtown core as the central business district.
2. Mixed-planned uses along the Second, Third, Fourth and Avalon street corridors, which are attractive and compatible with high-volume traffic corridors.
3. Ample land for urban expansion.
4. Green belt along the Union Pacific Railroad and Indian Creek.
5. Industrial use in proximity to the railroad.
6. Adequate school and park sites.
7. Planned multiple use of public facilities wherever feasible.
8. Designated commercial areas to accommodate neighborhood convenience.

Figure 4.3-1 represents a compilation of input and ideas expressed by the citizen working groups. The land use delineation depicted in the Comprehensive Land Use Map is not precise; the map represents a long-range vision of community development in generalized areas. The

areas depicted on the map are conceptual and, therefore, will require further analysis prior to the creation of a zoning map. Furthermore, this map does not preclude the development of other more specific zones which might encompass outstanding resources or other areas of concern.

This concept is depicted on Figure 4.3-1 using a series of land use categories. These categories are briefly described below.

**Agricultural/Transitional Residential.** To preserve the rural character of impact area lands adjacent to the city limits; to encourage agricultural use until urban development occurs; and to allow for orderly expansion of urban services. Uses may include cultivation of crops and other agricultural pursuits appropriate near an urban area. Residential development would be permitted only in a manner that would encourage future urbanization and expansion of the city limits. All contiguous residential development must be annexed into the city limits and rezoned, and pay all costs associated with providing urban services to the development. All non-contiguous residential development (subdivisions which are not eligible for annexation) must be designed for future redevelopment by providing an alternative development plan.

**Low Density Residential.** To allow for the development of single-family homes on large lots where urban services are provided. Uses may include single-family homes at densities ranging from one to three units per acre. A planned development permit may be required for large subdivisions. Density bonuses may also be considered with the provision of public amenities such as open space, pathways, or land dedicated for public services.

**Medium Density Residential.** To allow for the development of single-family homes in areas where urban services are provided. Uses may include single-family homes at densities ranging from four to six units per acre. A planned development permit may be required for large subdivisions. Density bonuses may also be considered with the provision of public amenities such as open space, pathways, or land dedicated for public services.

**High Density Residential.** To allow for the development of multi-family homes in areas where urban services are provided. Within this category, residential densities would exceed a density of eight units per acre. This residential development might include duplexes, apartment buildings, townhouses, and other multi-unit dwellings. Other uses within a development may be considered under a planned development permit process. A desirable project would consider the placement of parking areas, fences, berms, and other landscaping features to serve as buffers between neighboring uses.

**Limited Office.** To allow the establishment of groupings of professional, research, executive, administrative, accounting, clerical, stenographic, and other similar uses. Research uses should not involve heavy testing operations of any kind or product manufacturing of such a nature to create noise, vibration, or emissions of a nature offensive to the overall purpose of the area.

**Commercial.** To provide a full range of commercial, retail, and office areas to serve residents and visitors. Uses may include retail, wholesale, service, technical and office uses; multi-family residential development; as well as appropriate public uses such as government offices and parks. Within this category, specific zones may be created to focus commercial activities unique to their location. These zones might include a neighborhood commercial zone focusing on specialized service for residential areas adjacent to that zone or a central business district zone for the downtown area. Standards for signs, screening, landscaping, parking, and access would be developed and implemented.

**Technical and Support Group.** To allow for the development of a technological park, including research and development center, vocational and technical schools, and wholesale business establishments which are clean, quiet, and free of hazardous materials, and that are operated within enclosed structures. This area should serve as a buffer between industrial and highway uses and other less intensive business and residential uses, and provide safe and environmentally and aesthetically pleasing employment center for the community. Uses might include, but are not limited to research and development, central telephone centers, offices, training facilities, restaurants, daycare, and recreation and open spaces. Standards for signs, screening, landscaping, parking, and access would be developed and implemented.

**Industrial.** To allow a range of industrial uses to support commercial and agricultural activities and to develop with sufficient urban services. In designated light industrial areas, uses may include research and development parks, warehouses, storage units, light manufacturing, and incidental retail and office uses. Heavy industrial areas may include processing, manufacturing, warehouses, storage units, and industrial support activities. In all cases, standards for screening landscaping and adequate access would be developed and implemented.

**Public Parks and Facilities.** To preserve and protect existing municipal, state, and federal lands for area residents and visitors. This category includes public buildings and open areas within the area of city impact.

**Area of City Impact.** In order to ensure orderly growth, a majority of citizens participating in the comprehensive plan procedure preferred withholding approval of residential development requests until essential public services (i.e., schools, parks, police, fire, water, sewer, and roads) are available with adequate service capacity. The City recognizes the development pressure to expand the area of city impact and will submit, as part of the plan implementation process, a revised area of city impact map and agreement to the Board of Ada County Commissioners. The proposed boundaries are Barker Road to the south, Black Cat Road to the west, Locust Grove to the east, and 1/2 mile north of Hubbard Road to the north. It is the ultimate intent of the City of Kuna to extend the area of city impact to Barker Road, Black Cat Road, Five Mile Road, and Hubbard Road. These new boundaries more accurately reflect the area in which Kuna's development is expected to occur and allows for the inclusion of the City of Kuna sewer treatment facility located south of Kuna-Mora Road. Provisions of the agreement must include requirements for an alternate development plan for developments not seeking annexation,

specifications regarding Ada County's zoning authority, application of Kuna's subdivision ordinance and the Comprehensive Plan.

## **4.4 GOALS, OBJECTIVES, AND POLICIES**

### **Land Use Goal**

Enhance existing land uses and manage and guide future development in order to maintain the living and working qualities of Kuna.

### **OBJECTIVES**

1. Encourage cooperative land management efforts among public agencies.
2. Encourage the preservation and redevelopment of the downtown as the historic core.
3. Encourage a balance of land uses to ensure that Kuna remains a desirable, stable, and self-sufficient community.
4. Encourage the development of parks.

### **POLICIES**

1. Continue to promote a land development review and approval process that is clear and concise.
2. Establish a land use review process that involves the public in the conceptual and ongoing stages of development proposals.
3. Promote the development of environmentally compatible residential areas that contain the necessary parks, schools, and neighborhood commercial service facilities.
4. Protect citizen investments and existing public facilities (water, sewer, streets, fire) through planning reviews and enforceable development agreements.
5. Support negotiation of new impact area boundaries, when necessary, to promote the City's goals and policies.
6. Promote the design of attractive roadway entryway areas into Kuna which will clearly identify the community.
7. Consider the adopted Kuna Bike Plan in all land use decisions.

8. Promote the design and development of multi-use facilities and trails (pedestrian, equestrian, and non-motorized vehicles).
9. Promote the urban forestry goal statement.
10. Encourage the development of a high quality RV park to attract visitor opportunity.
11. Create a check list for the Planning and Zoning Commission and the City Council to review all development.

### **Residential Land Use Goal**

Encourage a variety of residential land use categories.

#### **OBJECTIVES**

1. Encourage the maintenance of residential neighborhoods.
2. Coordinate service and utility planning with residential development.
3. Encourage development which will improve existing neighborhoods.
4. Encourage the development of multifamily residences in proximity to the town center.

#### **POLICIES**

1. Promote the development of land contiguous to the city limits.
2. Continue to require irrigation water to be preserved and furnished to each residential parcel by the developer.
3. Promote new residential development which will not adversely affect existing neighborhoods.
4. Encourage sidewalks and paved streets for all existing neighborhoods through joint Ada County Highway District/Local Improvement District programs.
5. Promote the use of alternative development plans for large lot subdivisions within the impact area.

### **Commercial Land Use Goal**

Provide for a variety of commercial activities that are easily accessible.

**OBJECTIVES**

1. Discourage future strip commercial development.
2. Review commercial development considering the following:
  - a) Traffic impacts.
  - b) Visual impacts.
  - c) Impacts on adjacent land uses.
  - d) Other environmental impacts.
  - e) Long-range or ultimate use of property.
  - f) Landscaping and site plan.
  - g) Screening and buffering of structures and site to protect adjacent land uses.
  - h) Impact on public services and facilities.
3. Ensure that commercial developments provide adequate and safe ingress and egress, coordinating between uses if possible.

**POLICIES**

1. Support well-planned, pedestrian-oriented commercial services uses.
2. Require landscaping to enhance the appearance of structures and parking areas that blend with or enhance the existing areas.
3. Locate commercial areas within proximity to major utility, transportation, and service facilities. Commercial development within the city limits should receive the highest priority.

**Technical and Support Group Land Use Goal**

Encourage and support well planned technological development necessary to strengthen the local economy.

**POLICIES**

1. Support well-planned, pedestrian-oriented technical park uses.

2. Locate technological development within proximity to major utility, transportation, and public services and facilities.
3. Review and evaluate applications for technological development with respect to the following impacts:
  - Employment characteristics
  - Traffic impacts
  - Visual impacts/landscaping/screening and buffering
  - Adjacent land uses
  - Environmental impacts

### **Industrial Land Use Goal**

Encourage and support well planned, orderly industrial development that is necessary to achieve the city's economic development needs.

### **OBJECTIVES**

1. Encourage industrial uses that are sensitive to surrounding area residents.
2. Encourage location of industrial uses adjacent to existing industrial uses, technological parks, or other arrangements where several industries can benefit by being located together.
3. Encourage industrial development on land fronting the railroad.
4. Encourage appropriate buffers between industrial areas and other uses.

### **POLICIES**

1. Locate industrial areas within proximity to major utility, transportation, and service facilities. Industrial development within the city limits should receive the highest priority.
2. Review and evaluate applications for industrial development to ensure conformance with environmental standards. The following issues must be considered:
  - a) Air pollutants
  - b) Drainage systems

- c) Effects on neighbors
  - d) Employment characteristics
  - e) Fire and safety
  - f) Nature and volume of industrial activity
  - g) Noise
  - h) Odor
  - i) Sewage collection and treatment
  - j) Solid waste
  - k) Streets/roads/transportation
  - l) Visual impacts
  - m) Water needs
  - n) Utility needs
  - o) Environmental impacts
3. Locate industrial uses where adequate water supply and water pressure are available for fire protection.

## 5.0 HOUSING

### 5.1 INTRODUCTION

The purpose of the comprehensive plan's housing component is to analyze past trends and current conditions to determine whether or not the housing stock adequately meets the needs of Kuna's residents. This housing component includes a discussion of changes in the housing stock from 1980 to 1990; housing characteristics contained in the 1990 census; changes in the number of housing units from 1990 to 1997; and housing unit forecasts for 2000, 2005, 2010, 2015, and 2020. One of the main emphases of the housing component is to discuss the rapid growth in the number of housing units from 1990 to the present.

### 5.2 EXISTING CONDITIONS

#### Historical Trends

From 1980 to 1990, the change in Kuna's housing units was a relatively modest increase from 612 to 678 units, or a gain of about 10 percent. In 1990, owners occupied about 65 percent of all housing units, renters occupied about 29 percent, with the remaining 6 percent vacant. Those occupancy characteristics for Kuna were nearly the same for all of Ada County (Table 5.2-1).

<i>Housing Characteristic</i>	<i>City of Kuna</i>	<i>Ada County</i>
Total Housing Units	678	-
Owner-occupied	441	-
Percentage	65%	66%
Renter-occupied	194	-
Percentage	29%	30%
Vacant	43	-
Percentage	6%	4%
Median Value	\$44,900	\$70,500
Median Rent	\$262	\$340

Sources: Intermountain Demographics  
U.S. Department of Commerce

The median housing value in Kuna was \$44,900, about two-thirds of the Ada County median of \$70,500. The median rent in Kuna was \$262, or about three-fourths of Ada County's median rent of \$340. More than one-fourth of Kuna's owners paid more than 25 percent of their total monthly income for their house, compared to the county average of 16 percent. Over one-half

of Kuna’s renters paid more than 25 percent of their monthly income for rent. This was comparable to the Ada County average.

Kuna’s housing type was primarily single-family detached units in 1990, with more than 75 percent of all housing units in that residential category. Another 15 percent of all units were mobile homes. The remaining 10 percent were multi-family units, primarily duplexes and four-plexes. Kuna’s housing type mix was different from Ada County’s, with a higher percentage of single-family and mobile homes, and a corresponding lower percentage of multi-family units.

Nearly 60 percent of Kuna’s 1990 housing stock was built between 1970 and 1979. That decade also saw the greatest increase in the Ada County housing stock. Kuna’s housing stock is not as old as the Ada County total. About 27 percent of all Kuna’s housing units were older than 30 years in 1990, compared to more than 40 percent of all of Ada County’s.

Kuna’s 1990 housing stock was in good condition, according to information provided by the census. Only one unit lacked complete plumbing facilities. Ten units lacked complete kitchen facilities. All units contained at least one bedroom.

**Existing Conditions**

Residential development in the early 1990s followed the 1980 to 1990 trend. Building permits were issued for less than 100 housing units from 1991 through 1993 (Table 5.2-2). That trend was abruptly changed in 1994 when 100 residential building permits were issued. The 1994 total permitting activity was greater than the net change in housing units from 1980 to 1990.

<b>Table 5.2-2. 1991 to 1997 Kuna Residential Building Permit Activity</b>	
<i>Year</i>	<i>Number of Building Permits</i>
1991	29
1992	21
1993	31
1994	100
1995	146
1996	167
1997	213
Total	707

Sources: Intermountain Demographics  
City of Kuna

Slightly more than 700 residential building permits have been issued from 1991 through 1997. That amount of activity has more than doubled the number of housing units in Kuna since 1990. (There were 678 housing units in Kuna according to the 1990 Census.) Annual permitting activity reached 146 units in 1995, 167 in 1996, and 213 in 1997. This contrasts with

the balance of Ada County where residential permitting activity is down slightly from 1995 and 1996.

Most of the residential building permits were for single-family dwelling units. New houses are concentrated in the northern portion of the city. They are being built at a density of about four units per acre. They are generally "starter homes" ranging in price from about \$70,000 to \$85,000, and contain about 1,100 square feet. Three multi-family units were constructed in Kuna from 1990 through 1997.

Permits also were issued for mobile homes within the city. Mobile homes may be placed on individual lots if they are on a foundation. They also may be located in one of the several mobile home courts found in the city.

Housing developments are annexed into the city limits before water and sewer services are provided. The only exception is for residential hookups located on existing water and sewer lines. The City requires a footing, framing, electrical, plumbing, and final inspection before an occupancy permit is issued. Housing inspections are done on a contractual basis. Currently, the City does not have an active housing code enforcement program.

Currently, a typical rental unit in Kuna is a three bedroom, one bath home. Rent for these units range from \$500 to \$650. Rental rates increase for larger units or units which provide additional amenities.

### **5.3 FUTURE CONDITIONS**

Kuna's residential growth is expected to continue into the future as more residents are attracted to the area by affordable housing prices and the quality of the school system. Kuna's population was forecast to increase from 2,936 in 1995 to 4,792 in 2000, an average annual gain of more than 10 percent. The long range forecasts place Kuna's population at nearly 7,500 persons in 2020.

#### **Forecast Needs**

Housing unit forecasts were prepared by Civil Survey Consultants, Inc. based on the forecast found in the population component of this plan. Those forecasts also were presented in Table 5.3-1. Kuna's housing stock is forecast to increase dramatically in the short term and reach a more moderate growth rate in the long range. The number of housing units was estimated to increase by 327 units from 1990 to 1995, based on residential building permit activity. The number of units to be added to the housing stock is expected to peak from 1995 to 2000, when an estimated 635 units will be added. From 2000 to 2005 and from 2005 to 2010, the number of housing units will increase by 13 percent. That growth rate will level off to 10 percent for the 5-year time frames from 2010 to 2020.

<i>Year</i>	<i>Total Housing Units</i>	<i>Numerical Increase</i>	<i>Percentage Increase</i>
1995	1,005	327	48%
2000	1,640	635	63%
2005	1,856	216	13%
2010	2,099	243	13%
2015	2,318	219	10%
2020	2,559	241	10%

Sources: Intermountain Demographics  
City of Kuna Comprehensive Plan

## **5.4 GOALS, OBJECTIVES, AND POLICIES**

### **Housing Options Goal**

Offer a wide variety of housing choices for current and future Kuna residents.

#### **OBJECTIVES**

1. Attract new types of housing in addition to the “starter” houses currently on the market.
2. Encourage the development of high quality, dispersed rental units in the city.
3. Provide the opportunity for townhouse housing units for retired senior citizens.

#### **POLICIES**

1. Continue to offer alternative densities in housing developments.
2. Implement proposed future land use map.
3. Establish a committee to investigate senior housing alternatives.

### **Quality of Life Goal**

Maintain a high level of quality for all of Kuna’s housing units.

#### **OBJECTIVE**

Encourage the improvement of streets, sidewalks, curbs, and gutters.

**POLICIES**

1. Establish an active program of code enforcement for all housing types.
2. Ensure that new residential development is compatible with existing housing types.

**Growth Management Goal**

Manage, rather than limit the amount of residential growth in the city and its area of impact.

**OBJECTIVE**

Encourage a contiguous development pattern for future subdivisions.

**POLICIES**

1. Provide for the development of one-acre lots within the area of impact.
2. Provide incentives for in-fill housing within the city limits.
3. When necessary, expand the area of impact to allow for future housing development.

## **6.0 PUBLIC FACILITIES AND SERVICES**

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### **6.1 INTRODUCTION**

This plan component presents information on Kuna's facilities and services that meet the immediate needs of the public at large, and which generally could not otherwise be provided by individual residents. The provision, location, and efficiency of public facilities are strong determining factors for the quality of life and development in the city planning area. Public facilities discussed in this section include water and sewer services, fire and safety protection, health services, and privately operated utilities (such as electricity, natural gas, telephone, and cable television). Highways, schools, and parks are also considered public facilities and are discussed separately in their respective chapters of this document.

### **6.2 EXISTING CONDITIONS**

#### **Potable and Irrigation Water**

Kuna's potable water system consists of two groundwater wells, three storage reservoirs, two booster pump stations, and several miles of distribution pipelines (Figure 6.2-1). Two separate groundwater sources provide the municipal water supply for the City of Kuna, Well #3 and Well #4. Well #3, a 471-foot-deep, 1,650 gallon-per-minute (gpm) well located in Butler Park, is the primary source of potable water and was constructed as part of a 1975 water project. Well #4 is a 487-foot-deep, 1,650 gpm well located on Park Street east of Cedar Avenue (Toothman-Orton Engineering Company 1992). Well #4 was constructed as part of a 1993 water project. Water from each well is pumped into a 500,000-gallon ground storage reservoir located adjacent to each well. The ground storage reservoirs provide storage capacity to meet peak demand periods, and contact time for disinfection of the water. Additionally, Kuna holds a permit to withdraw up to 898 gpm of groundwater at the City Sewer Treatment Plant (Civil Survey Consultants, Inc. 1997a).

The City of Kuna owns and operates three water storage reservoirs: one 40,000-gallon elevated reservoir and two 500,000-gallon ground storage reservoirs. Water is delivered to the distribution system by booster pump stations located at each well/reservoir site. Each booster station contains two booster pumps, which pump water out of the 500,000-gallon storage reservoirs into the distribution system. The booster pumps control the water level in the 40,000-gallon elevated storage reservoir via a radio telemetry system (Civil Survey Consultants, Inc. 1997a). Water levels in the elevated storage reservoir maintain the system pressure and control the cycling of each booster pump station.

The current water system is designed to provide service to 4,284 people with a 3,000 gpm fire demand during the peak hour of the peak day.

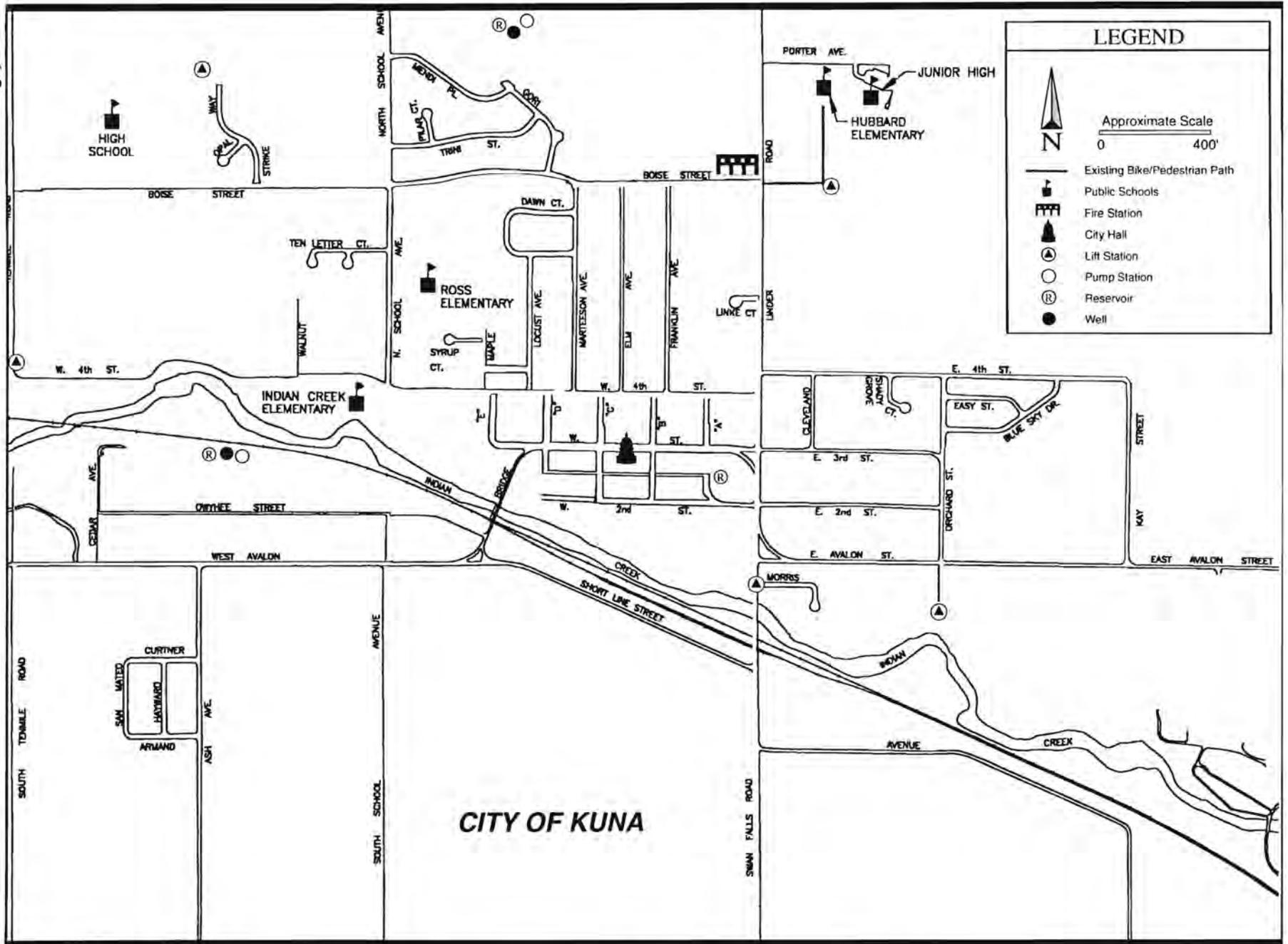


FIGURE 6.2-1 PUBLIC FACILITIES AND SERVICES

Irrigation water in Kuna is primarily supplied by the potable water system and a gravity system consisting of a network of surface water canals, laterals, supply ditches, and waste ditches. Surface water supplies are diverted from the New York Canal east of Kuna or Indian Creek as it flows through Kuna. The major irrigation canals include the Teed Lateral and Ramsey Lateral on the north side of Indian Creek, and the South Lateral on the south side of Indian Creek. The Boise-Kuna Irrigation District controls the surface water, however a portion of the system is controlled by the City of Kuna once the flow is diverted from the irrigation canals or laterals (Civil Survey Consultants, Inc. 1994).

The downtown city parks and green belt are irrigated using the old Well #2. Located in the downtown city park, Well #2 is a 440-foot-deep well with a pumping capacity of approximately 550 gpm.

### **Wastewater and Sewer**

The City of Kuna first completed their wastewater collection system and treatment facility in 1983 (Figure 6.2-1). Prior to 1983, individual septic systems were used to treat and dispose of all sewage.

The treatment facility consists of the Ten Mile Pumping Station, 3.5 miles of force main, a 40-acre pond site, effluent pump station, and 160 acres of land application facilities. The pumping station, which is located on Ten Mile road north of Avalon, pumps all of the raw wastewater generated by Kuna to the treatment facility located at the southwest corner of Kuna Mora and Swan Falls Road through a 3.5-mile-long force main. The treatment facility consists of a primary treatment pond which is aerated, followed by three storage ponds which treat the wastewater and provide water storage. The land application facility is a slow rate system which consists of four wheel lines which irrigate 88 acres of alfalfa. Wastewater is only applied during the growing season, April 15 through October 15, at the consumptive use rate of the crop. Kuna's treatment plant is a non-discharging facility. The revenue generated by the alfalfa crop is used to pay for a proportion of the system's operating costs (Civil Survey Consultants, Inc. 1997b).

The total plant capacity is 0.336 million gallons per day (MGD). As of December 31, 1997, 93 percent of the total plant capacity had been utilized (personal communication, Burgess 1997).

### **Safety and Emergency**

Fire and emergency services are provided by the Kuna Rural Fire Department. The fire department is located at 150 West Boise Street (Figure 6.2-1).

The department is responsible for providing fire and emergency medical services to the City of Kuna as well as the surrounding impact area. The department consists of 50 volunteer fire fighters, two chief officers, four captains, and four lieutenants. Thirteen fire apparatus make up

the fire department's equipment including three pumpers, three water tenders, one rescue vehicle, two ambulances, two squad trucks, and one command truck.

The fire department provides life support transport to area hospitals in both Ada and Canyon counties. Life flight emergency services are also provided to the citizens of Kuna by Life Flight of Saint Alphonsus Regional Medical Center. Ada and Canyon County Emergency Medical Services provides primary advanced life support services to Kuna and the surrounding impact area.

All department volunteers are national and state certified as emergency medical technicians (EMT), and undergo full training four times a month. The department has a three-minute en route response time during the day and a six-minute response time in the evening. Response time means time elapsed from the time the call is received to the time on the road. Since the department relies upon volunteers it includes an Insurance Services Office (ISO) Rating of Class 8, however the department is anticipating lowering the rating (personal communication, Busby 1997).

Police services are under contract to the Ada County Sheriff's Department. Currently, the city contracts a full-time deputy in Kuna 60 hours per week. During the remainder of the time, police protection is provided by sheriff deputies and a citywide Night Watchmen Program. The 10-year program provides service eight hours each evening, seven days a week. This city program provides "observe and report" assistance to law enforcement (personal communication, Reed 1997). There has been no City-funded local police protection provided since the late 1980s when the Kuna police department disbanded (personal communication, Halstead 1997).

### **Solid Waste Management**

J&M Sanitation is contracted to provide solid waste management services to the City of Kuna. Solid wastes are disposed of at the Hidden Hollow Landfill, located on Seaman's Gulch Road in Ada County. A curbside recycling program is offered to the citizens of Kuna, in addition to a recycling trailer located on the corner of Avenue E and West 4th Street. J&M Sanitation picks up an average 25 cubic yards of recyclables every 10 days (personal communication, Gordon 1997).

### **Health Care Facilities**

Kuna Family Medical Clinic, located at 190 West 3rd Street, is the only health care facility in the City of Kuna. The full-time staff consists of a nurse practitioner, nurse, and office manager. The supervising physician is in attendance twice a month. The clinic provides full-service family health care and x-ray services. All health insurance plans are accepted. A full-service pharmacy opened in October 1997 and a dental office within the clinic is expected to be completed in December, 1997 (personal communication, Olson-Fisher 1997). More extensive emergency and specialty medical services are available through the hospitals in Ada or Canyon

counties. Life Flight and the Kuna Rural Fire Department provides emergency transport to facilities in Ada and Canyon counties.

### **Other City Facilities**

Figure 6.2-1 illustrates general public facilities within the City of Kuna. The Kuna City Hall is located at 329 West 3rd Street in downtown Kuna. The United States Post Office is located at 398 West 3rd Street.

Kuna School/Community Library is a full-service public library within the Kuna High School Library. The Library District boundaries cover the same area as the Kuna School District, which includes areas in both Ada and Canyon counties. The Library District is supported entirely from tax levies from Ada and Canyon counties. The room is approximately 3,500 square feet, and houses a current collection of 26,000 books, videos, audios, and learning kits. There are also eight computers available for student and public patron use. Parking for the library is located in the front of the building, as a part of the faculty parking for the high school.

Kuna School/Community Library offers a variety of services and programs for all patrons. These include a general reading collection, a collection of current best selling novels, a children's and young adult collection, reference section, and an audio and video section. Programs include Literary Night, Children's Story Hours, Super Saturday Events, and Computer Classes.

The patron usage rate and collection growth rate have increased considerably over the last five years. Within the last eight months, the checkout rate has grown from 2,503 checkouts in June 1997 to 4,204 checkouts in January of 1998. Along with the checkout rates, there has been an increase of research use and computer use in the library. This has necessitated a staff increase from 1 full-time worker in 1993 to 3 full-time and 2 part-time workers in 1998 (personal communication, Hankins 1997).

### **Utilities**

#### **ELECTRICITY**

Electric Power is available to all city residents through Idaho Power Company from hydroelectric facilities located along the Snake River. Idaho Power is a public service company and is regulated by the Idaho Public Utilities Commission (PUC). Idaho Power provides services to 1,193 locations within the city limits of Kuna; residential use includes 1,065 locations and small commercial use includes 122 locations (personal communication, Byrd 1997). Electric rates are the second lowest in the nation at 4.7 cents per kilowatt hour.

## **NATURAL GAS**

Intermountain Gas Company, the sole distributor of natural gas in southern Idaho, provides natural gas services to the City of Kuna as well as surrounding areas. There are 799 natural gas customers inside the Kuna city limits (as of September 1997). Intermountain Gas Company performed a major upgrade to the Kuna system in 1997; no other improvements or enhancements are planned in the near future (personal communication, Defenbach 1997). Gas mains run north to and along Deer Flat Road; south to the intersection of Avalon and School Roads, west to Ten Mile Road; and east to the intersection of Highway 69 and Sunbird Road.

## **COMMUNICATIONS**

Telecommunications services are provided by U.S. West. Telephone lines generally coincide with major electrical transmission lines above ground or are buried underground.

TCI Cablevision, the dominant multichannel provider in the Treasure Valley, serves 400 households within the city limits of Kuna (personal communication, Pfeifer 1997) WBS also provides cable television services to the households of Kuna.

## **6.3 FUTURE CONDITIONS**

Concerns for future public facilities are related to either growth or fiscal concerns. The primary concerns regarding public services are related to the efficiency and quality of service provided.

Adequate and efficient public facilities and services add to the overall quality of life in Kuna. Population projections as described in Chapter 3, indicate that the demand for all City services should increase as residential growth increases. Growth-related demand will likely require services to expand and for improvements to be made.

### **Domestic, Irrigation, and Wastewater**

Presently, the City has plans to develop and expand its potable water facilities, irrigation water system, and wastewater and treatment facilities. This will increase existing capacities to meet the demand related to current and projected growth and modernize the facilities.

Currently, two separate groundwater sources provide the municipal water supply for the City of Kuna, however a new well, Well #5, is proposed. The new well, with an estimated completion date of June 1998, would be located in a future city park in northwest Kuna (personal communication, Burgess 1997). The new potable water well has been proposed to have a maximum pumping rate of 2,020 gpm, and would pump directly into the distribution system. The new well would add to the existing potable water system, thus increasing the overall efficiency of the system.

As discussed, irrigation water in Kuna is primarily supplied by both a potable water system and a surface irrigation gravity system. In order to reduce the amount of potable water used for irrigation, the city is proposing an upgrade to the irrigation system. The upgrade would provide 2,438 connections to the pressure irrigation system through a combination of surface water and groundwater sources. This upgrade will decrease the amount of potable water and increase the amount of surface water used for irrigation (personal communication, Burgess 1997). The proposed pressure irrigation system is intended to deliver water for irrigation in a more efficient manner than the existing municipal water system.

In order to facilitate current growth, the City is planning to expand the wastewater and treatment facilities in the spring of 1998. Completion of the expansion is estimated in the fall of 1998. The proposed expansion includes:

- An additional storage pond at the 40-acre treatment site.
- Develop an additional 44 acres of land application area on the 160-acre site.
- Provide upgrades to the effluent pumping, aeration, and disinfection systems.
- Install an automatic micro-screen at the Ten Mile Pumping Station, located south of Indian Creek.

The expansion would bring the capacity up to 2,438 connections or approximately 6,500 people. The expansion will bring the facility up to date to meet current growth demands. Despite the expansion planned for the spring of 1998, another upgrade is expected in four to five years. The land for the future expansion and upgrade, however, is not readily available.

### **Safety and Emergency**

The Kuna Fire Department relies upon three full-time paid employees and 50 volunteers to provide services to the citizens of Kuna. Due in part to the high number of volunteers and low number of full-time staff, the department has a high ISO rating. However, by hiring more full-time paid personnel this rating could be decreased for a better ISO rating class.

Since the late 1980s, Kuna has relied on the Ada County Sheriff's Department to provide police services to the city. Lack of funding and infrastructure contributed to the disbandment of the Kuna Police Department. Unfortunately, a drawback of growth is often an increase in crime-related activities. The Ada County Sheriff's Department provides excellent services. Full-time police protection is the goal of the community.

One significant fire and safety hazard in Kuna is the railroad tracks and siding which are located south of Indian Creek and divide the city. Trains often block both crossings which prevents emergency vehicles from accessing the area south of the tracks. By constructing an overpass or building a safety/emergency substation, emergency services would be improved and access increased.

## **Solid Waste Management**

Currently, the City of Kuna provides a recycling program. However, not everyone is aware of the program, so participation could be increased. With increased growth, the amount of waste transported to the landfill will increase. A well publicized recycling program could reduce this volume and could prove to be cost effective to administer. The Kuna recycling program could continue through a curbside residential recycling program in conjunction with trash collection or through an increased number of drop-off bins located throughout the city.

## **Other City Facilities**

The future plans of the Kuna School/Community Library District are to develop an independent building from the high school and be able to provide continued quality service to the patrons of the District. The Library Board has proposed a Bond Election to build a 9,000-square-foot building independent of the present building by the Spring of 1999. This would be within the growth plans and goals set forth by the Library Board.

# **6.4 GOALS, OBJECTIVES, AND POLICIES**

## **Public Facilities Goal**

Provide adequate services, facilities, and utilities for all city residents.

### **OBJECTIVES**

1. Plan for future growth in advance of demand for services.
2. Coordinate design and delivery of services with demand for services and growth.
3. Support research funding for community library.

### **POLICIES**

1. Develop a procedure to integrate public input into public facilities decisions.
2. Develop near- and long-term capital improvement plans for all City facilities and services.
3. Reduce waste disposal in the Kuna area by providing public/private recycling opportunities, encouraging the use of biodegradable materials, providing adequate public trash receptacles, and enacting recycling promotions.
4. Investigate and pursue the feasibility of a City services facility.
5. Continue to review the need for expanded domestic water services.

### **Safety and Emergency Service Goal**

Develop/build a railroad overpass to provide uninterrupted access to all areas and increase safety at railroad crossings.

#### **POLICIES**

1. Investigate and pursue the feasibility of a combined Kuna City/Rural Fire District.
2. Support and coordinate with Kuna Rural Fire District to expand services to include full-time fire protection.
3. Expand services to include full-time law enforcement presence within the community.
4. Pursue the transportation committee's recommendation for a railroad overpass.
5. Pursue funding sources for the overpass.
6. Review relocation of the railroad siding.
7. Install crossing arms at railroad crossings.
8. Pursue development sources for a public safety building south of the railroad (i.e., fire station and emergency vehicles).

### **Irrigation Water Goal**

Remove irrigation water demand from the domestic water system.

#### **POLICIES**

1. Construct a separate pressurized irrigation system.
2. Update the existing facility plan for irrigation system.
3. Acquire an adequate site for an irrigation pond.
4. Review sources of funding for irrigation water.
5. Require new development to provide a separate pressurized irrigation system.
6. Provide a pressurized irrigation system to older parts of Kuna.

### **Sewage Capacity Goal**

Expand sewage capacity.

#### **POLICIES**

1. Restrict septic tank systems for multiple-lot development with the following conditions:
  - a) Dry sewer lines must be constructed and installed in preparation of connection to wet sewer lines throughout the parcel of land owned by the person proposing to install the septic system. Plans must also be prepared for connection to the municipal sewer system.
  - b) Placement of the temporary septic system must not degrade groundwater or surface water aquifers during the interim period.
  - c) The septic system must be solely a temporary and interim wastewater disposal system.
2. Ensure that all development within the city limits shall be connected to the City sanitary sewer system and potable water system, unless these facilities are not available within 300 feet of the development.
3. Develop a sewage facility plan.
4. Seek funding sources for sewer capacity.
5. Locate an adequate sewage facility site (approximately 200 acres).
6. Complete a current short-term expansion plan for sewer capacity.
7. Evaluate alternative treatment methods.

### **Storm Drainage Goal**

Utilize best management practices to provide storm drainage.

#### **POLICIES**

1. Preserve all natural/historic surface drainage channels.
2. Develop a surface water drainage plan.

3. Contain runoff on site or demonstrate integration in a watershed plan that maintains natural runoff rates, reduces erosion and road hazards, and maintains the area's water quality and recharge capabilities.

### **Solid Waste Goal**

Combine all city services (water, sewage, and trash) into one billing.

### **POLICY**

1. Investigate the feasibility for mandatory trash service in combination with other city services.

## 7.0 TRANSPORTATION

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### 7.1 INTRODUCTION

As Kuna expands, the demand on transportation facilities will increase. The timing, location, and expansion of the transportation infrastructure are important factors affecting urban development. A major concern of the community regarding the transportation system is the need to maintain and improve the livability of the residential areas in the face of new population and transportation requirements.

This comprehensive plan component addresses vehicular transportation and alternative modes of transportation, specifically pedestrian, bicycle, and public transit. Internal circulation considers transportation facility design that simplifies the mobility of people and goods within the city, while external circulation considers transportation between Kuna and the other locales in the Treasure Valley.

### 7.2 EXISTING CONDITIONS

Kuna's roadway system is described in terms of a universal classification of streets into Arterial, Collector, and Local Streets. The functional street classification of a roadway is determined by the width, access points, and traffic volume. The Comprehensive Plan examines the existing and future functional classification of streets. The following is a description of each class of roadway.

Currently all roads within Kuna's Impact Area are operating at a Level of Service (LoS) which means free flowing movement. Kuna is not yet identified as an urban area. Future arterial roadways are classified as Rural Major Collectors. The functional street classification for Kuna's roadways is described below and is depicted on Figure 7.2-1. Figure 7.2-1 is the long range highway and street map adopted by Ada Planning Association.

**Principal Arterials.** These streets generally serve the main travel corridors and involve longer trip lengths; carry higher volumes of traffic; have a minimal number of access points; and discourage on-street parking. They are not intended to be residential streets. They often serve as boundaries for neighborhoods, have an 80- to 100-foot right-of-way, and a road width intended for four to five lanes. There are no principal arterials within the Kuna area at this time.

At this writing, future construction on Highway 69 is expected to begin in the Spring of 1998.

**Minor Arterials.** Minor arterials are defined as roadways carrying the major portions of trips entering or leaving the urban area. Minor arterials serve shorter, more localized travel needs than the principle arterials. The following roadways are currently designated as minor arterials within the Kuna area.

- Current State Highway 69 from I-84 south to Kuna-Mora Road
- Ten Mile Road from King Road north to I-84
- Blackcat Road from Kuna Road north to Railroad Tracks
- Deer Flat Road from I-84 west to McDermott Road
- Kuna Road from Meridian Road west to McDermott Road
- Linder Road from King Road north to I-84
- King Road from Swan Falls west to McDermott Road
- Hubbard from Cloverdale west to Ten Mile Road
- Third Street from Linder west to the future overpass

**Urban Collectors.** These include medium traffic volume streets which collect traffic from local roadways and distribute traffic to other arterial. Generally, they can accommodate two to three lanes of traffic (occasionally four) and bike lanes or routes; parking is discouraged and driveway access is limited. They may serve as boundaries for neighborhoods, as well as buffers between incompatible land uses due to their 60- to 66-foot right-of-way.

The following roadways are currently designated as Urban Collectors within the Kuna area:

- Kuna-Mora Road from I-84 west to Swan Falls Road
- Boise Street from Linder west to Ten Mile
- School Avenue from King north to Deer Flat
- Fourth Street from Kay west to Ten Mile
- Kay Avenue
- Short line from Swan Falls west to Avalon
- D Street from Third Street to Fourth Street
- Swan Falls from King south to Swan Falls Dam
- King Road from Swan Falls east to Cloverdale
- Kuna Road from Meridian east to Cloverdale
- Linder from Deer Flat north to Hubbard
- Hubbard from Locust Grove west to Railroad

# City of Kuna

## Functional Class

Scale 1:15040

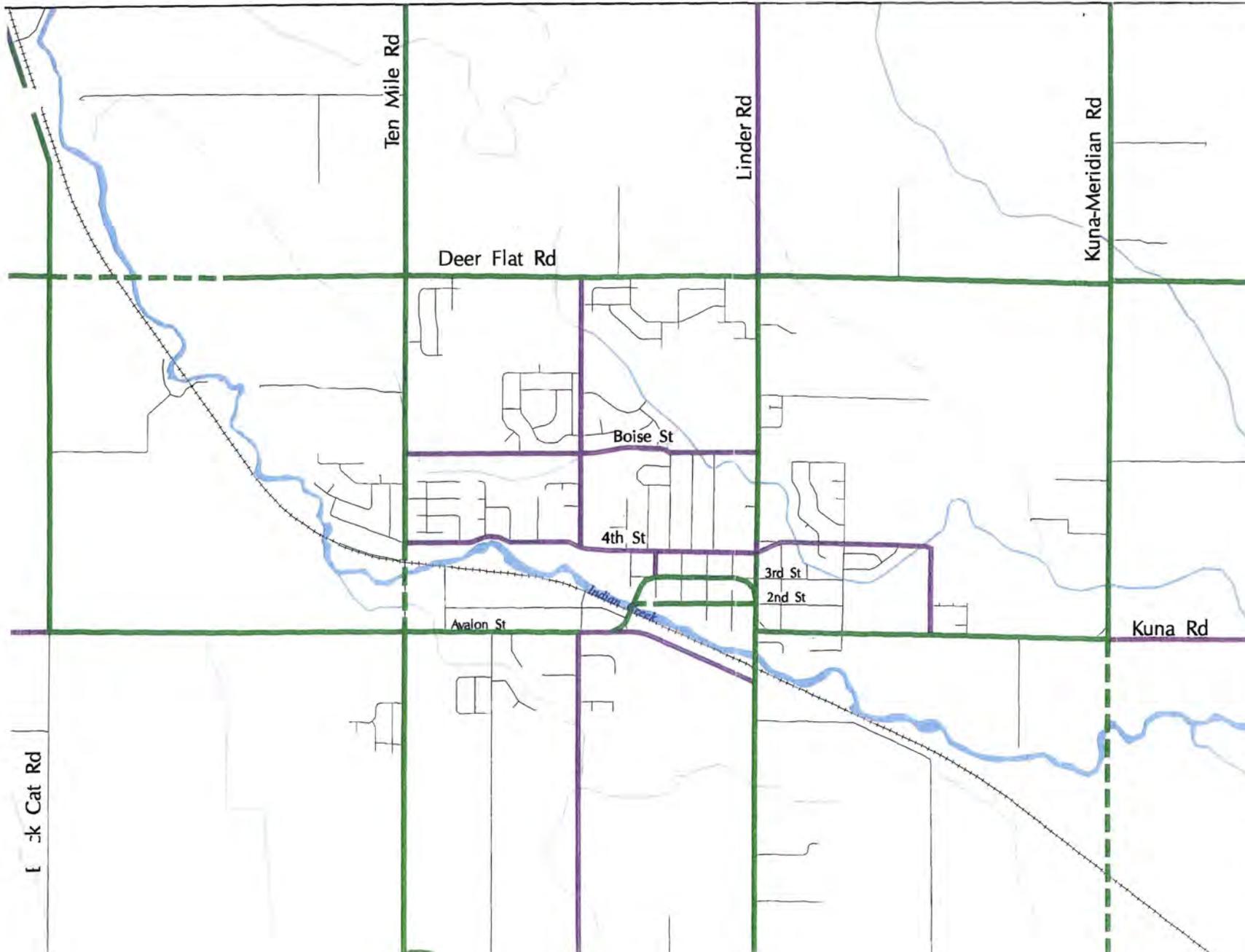
1 inch to 0.25 mile



-  Water Features
-  Railroad
-  Minor Arterial
-  Proposed Minor Arterial
-  Urban Collector



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**Local Streets.** These provide direct access to adjacent residential areas and provide local traffic movement. The roadways are generally two lanes with parking and a right-of-way width about 50 feet and a paved width of 37 feet. Through traffic is discouraged. Average daily traffic volumes rarely exceed 1,000 vehicles.

A vital component of transportation planning in Ada County is the Ada County Highway District (ACHD) Neighborhood Enhancement Program. The Kuna Transportation Task Force has recommended that the following streets be designated, in order of priority, for the Neighborhood Enhancement Funds.

- Elm Avenue, from West 4th Street to Boise Street.
- Franklin Avenue, from West 4th Street to Boise Street.
- Avenue A and Avenue D, from West 2nd Street to West 4th Street
- Avenue B and Avenue C, from West 2nd Street to West 4th Street
- Avenue E from West 3rd Street to West 4th Street
- N. Locust Avenue, from West 4th Street to Dawn Court
- North Maple Avenue, from West 4th Street to just north of Syrup Court
- East 3rd Street, from North Linder Road to North Orchard Avenue
- North Cleveland Avenue, from East 3rd Street to East 4th Street
- East 2nd Street, from North Linder Road to North Orchard Avenue
- South Ash Avenue, from West Avalon Street to the 500 block of South Ash Avenue
- North Orchard Avenue, from East Avalon Street to East 4th Street
- West Owyhee Street, from North Bridge Avenue, to Cedar Avenue
- West Syrup Court, from North Maple Avenue throughout the cul-de-sac

**Multiple Use Pathways.** These are paths that can be paved or unpaved and are separated from the roadway. They serve as inter-neighborhood connections, provide recreational opportunities along waterways, and safe connections to parks, schools, and stores.

Although ACHD maintains plans and policies related to pathways and bike lanes, the City of Kuna has an adopted Bike Path Plan. The plan requires 8-foot wide sidewalks. Figure 7.2-2 depicts the path route. The City of Kuna also supports a distinct striped travel lane on the roadway for bicyclists traveling greater distances. Lanes provide a dedicated right-of-way to

bicyclists, as well as greater visibility for motorists. Pathway projects within ACHD rights-of-way will be coordinated with ACHD, as necessary.

**Street Improvements.** Local, state, and federal funds are used to maintain and upgrade Kuna's roadway system. Table 7.2-1 lists major road projects for 1996 to 2001.

**Street Beautification.** An ambitious community-supported landscaping program will provide exciting, creative landscaping designs for the city's entryway including Highway 69, Linder, and Avalon Roads as funds will allow. Beautification projects within ACHD rights-of-way will be coordinated with ACHD, as necessary.

**Transit.** Currently, Kuna's population density is too low to generate much support for a fixed-route transit service. However, there is an ACHD Commuteride Van that serves this area.

### **7.3 FUTURE CONDITIONS**

As Kuna continues to grow in the next 20 years, the need for alternative modes of transportation, regional transit, and road improvements will increase. Funding for the future roadway system will continue to come from over-burdened local property taxes, state funds, and federal allocations unless alternative funding options are approved by the state legislature.

The majority of the community's future movement will be on street rights-of-way. The private motor vehicle will continue to be the primary mode of transportation over the planning period. However, the other most important modes of transportation will likely be the pedestrian and bicycle alternatives.

To meet demands of population growth, all roads serving Kuna residents must be brought up to current standards. Review and analysis of current and future functional classification status of roads throughout the planning period (1995 to 2015) are necessary to assure funding availability from state, federal, and local sources.

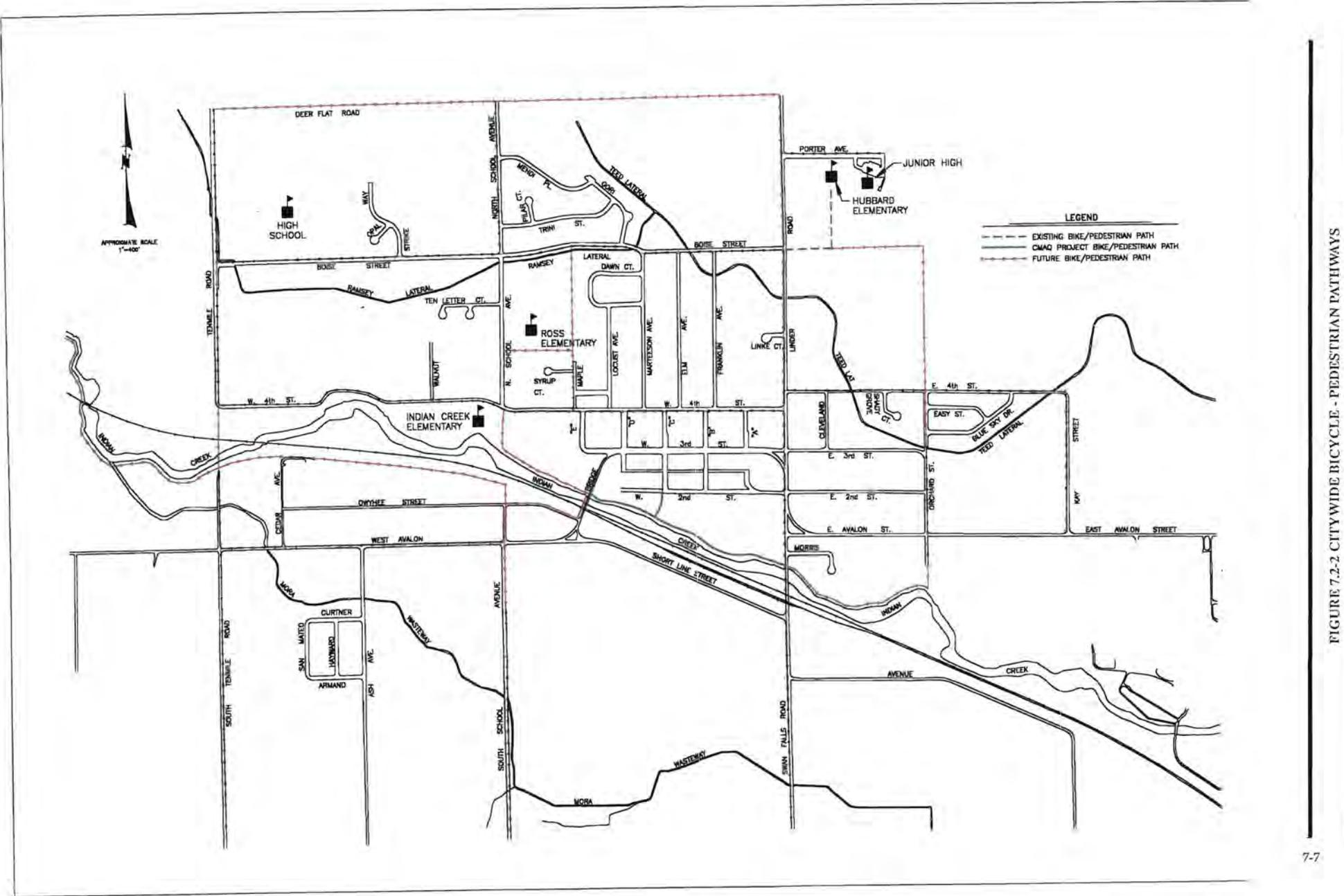


FIGURE 7.2-2 CITYWIDE BICYCLE - PEDESTRIAN PATHWAYS

Table 7.2-1. Ada County Improvement Projects 1995 - 2001

<i>Roadway</i>	<i>Segment</i>	<i>Improvement</i>	<i>Year</i>
Third St.	Over Indian Creek & RR	New Route	Unf
Blackcat	Over Ridenbaugh Canal	Bridge	Unf
Hubbard Rd	Over New York Canal	Bridge	Unf
Eagle Rd.	N. of Columbia	Bridge Work	97
Eagle Rd.	N. of King	Bridge Work	98
King Rd.	W. of Ten Mile	Bridge Work	00
King Rd.	W. Eagle Rd.	Bridge Work	00
Locust Grove	N. King Rd.	Bridge Work	Unf
Orchard	N. Third St.	Bridge Work	98
Robinson Rd.	S. Kuna-Mora	Bridge Work	00
Ten Mile	N. Kuna Rd.	Bridge Work	98
Bridge St.	Over Indian Creek	Upgrade Bridge	00
Kuna RR Xing	Bridge St.	Improvement	00
South Bypass	I-84 to Nampa/Caldwell	New Route (ITD)	Unf
Fourth St.	Ten Mile to School St.	Improvements	Unf
Black Cat	Green Lane to Kuna Rd	Resurface	Unf
Boise St.	Linder to Ten Mile	Improvements	01
Deer Flat	Cowhorse to Stewart	Improvement	Unf
Deer Flat	McDermott to SH-69	Widen Road	Unf
Kay St.	Fourth to Deer Flat	Construct	PD
Kuna Rd	Cloverdale to Five Mile	Improvement	Unf
Avenue D/E	Third, Fourth & Bridge	Intersection	01
Black Cat	Blackcat/Greenhurst	Intersection	Unf

Source: Ada Planning Association

## 7.4 GOALS, OBJECTIVES, AND POLICIES

### Transportation Goal

Develop a balanced and mixed transportation system in accordance with air quality and environmental concerns which provides for the efficient and safe movement of people and goods.

### OBJECTIVES

1. Achieve a balanced transportation system inclusive of roadways, public transit, pathways, sidewalks, etc.
2. Support a local transportation system connected to all modes of the regional transportation system.
3. Encourage a transportation system designed and developed to reduce existing traffic congestion and facilitate the safe, efficient movement of people and goods within the community.
4. Provide for the transportation needs of the elderly, low income, and disabled persons.
5. Encourage use of alternative transportation modes.

### POLICIES

1. Consider and coordinate the compatibility of the change in land uses with the transportation system.
2. Encourage clustering of uses and limited access points along arterial, minor arterial, and section line roads.
3. Preserve and protect future transportation corridor rights-of-way through land use planning.
4. Coordinate traffic studies evaluating the impact of generated traffic volumes (internal and external circulation) to preserve the integrity of residential neighborhoods, as requested by the city.
5. Require all new residential and non-residential developments to provide adequate easements or rights-of-way based on an adopted pedestrian/bike pathway plan.
6. Identify future transportation projects to provide for future growth of the City of Kuna.

7. Continue to participate in the development of Boise Valley Regional Transit System.
8. Encourage development of park-and-ride lots as needed.
9. Support the annual development of a 3- to 5-year Transportation Improvement Program in cooperation with local and state planning and implementing agencies.
10. Develop and update Kuna's Functional Street Classification Map as requested by the City.
11. Maintain an ongoing transportation task force made up of interested and knowledgeable area residents to stand vigil on local transportation issues.
12. Work with Idaho Transportation Department to address the reconstruction of Highway 69 to include turn lanes, widening of road, and bike paths.
13. Encourage proper design of residential neighborhoods to ensure their safety and tranquillity.
14. Support the development of curbs, gutters, sidewalks, turn lanes, traffic control devices, and pedestrian ramps.
15. As Kuna continues to grow, provide future lighting within and on the perimeter of all existing and future roads.

### **Street Beautification Goal**

Promote the beautification of federal, state, and local roads to improve the visual impact of Kuna.

#### **POLICIES**

1. Continue to support the right-of-way tree planting program.
2. Continue to promote the street tree program.
3. Require all new development at designated entryway corridors (to include, but not limited to, Highway 69 and Linder, Ten Mile, Deer Flat, Swan Falls and W. Avalon Roads) to follow special entryway landscaping requirements.

### **Street Reclassification Goal**

Develop a long-range plan that identifies streets as urban collectors, local collectors, and arterials.

## **POLICIES**

1. Designate the following as Future Minor Arterial:
  - Kuna-Mora Road, from I-84 to Swan Falls Road
  - Deer Flat Road, from Cloverdale to McDermott Road
  - Kuna Road, from Pleasant Valley Road to McDermott Road
  - Linder Road, north of Deer Flat
  - Blackcat Road, from King Road north to I-84
  - Linder Road, from Swan Falls Dam north to King Road
  - Locust Grove, from Kuna Road north to Overland Road
  - Cloverdale Road, from Kuna-Mora Road north to I-84
  - King Road, from Cloverdale west to Swan Falls Road
  - Hubbard, from Cloverdale west to McDermott Road
  - Columbia, from Cloverdale west to McDermott Road
2. Designate the following as Future Collectors:
  - Avenue D, from Third Street to Fourth Street

## **Facility Development Goal**

Identify transportation projects that need to be investigated for sound community development.

## **POLICIES**

1. Work cooperatively with state and local highway districts to plan transportation corridors affecting Kuna.
2. Support the annual development of a 3- to 5-year Transportation Improvement Program in cooperation with local and state planning and implementing agencies.

## **Pathway Goal**

Consider pedestrian and bicyclist needs and requirements, as they effect vehicular traffic, in all land use decisions.

**POLICIES**

1. Update, as needed, the pathway plan with citizen participation, to expand opportunities for alternative mode transportation and pathway use.
2. Consider all new development as an opportunity to provide and improve bicycle and pedestrian ways as specified in the overall pathway plan.
3. Provide for safe pedestrian walkways, whether paved or unpaved.
4. Provide for clearly marked bikeways and trails.
5. Provide pedestrian crossings with signals, signs, and markings where necessary.
6. Improve the condition (width, surface, and grade) of existing walkways and incorporate standards for handicapped access.
7. Develop education and safety programs in association with the Sheriff's Department and bicycle interest groups.
8. Coordinate with Ada County Highway District for the location of pedestrian crossing improvements.

**Roadway Goal**

Develop a road network system that maximizes mobility without decreasing community livability.

**POLICIES**

1. Design and build local streets to discourage through traffic.
2. Require that all major roadways will have adequate width for emergency vehicle access.
3. Manage on-street parking to permit the safe and efficient operation of the transportation system.
4. Discourage non-residential vehicular parking on residential streets.
5. Require adequate on site parking facilities for all new development.
6. Preserve all half mile roads as future collectors.
7. Support the creation of an Overpass across the Union Pacific Railroad and Indian Creek.

8. Support the creation of a south alternate route from the vicinity of I-84 to Nampa/Caldwell area.
9. Provide adequate street lighting in the interior and exterior of all subdivisions.
10. Ensure that new streets continue existing grid patterns fostering connections to central services.

## 8.0 SCHOOL FACILITIES

### 8.1 INTRODUCTION

The primary purpose of the school component of the comprehensive plan is to analyze the capacity of the public school system in Kuna and to discuss educational opportunities. This section begins with a discussion of the current educational condition in Kuna. It continues with a description of the future conditions and forecasted needs. The location of schools along transportation routes is also considered. This component concludes with a presentation of goals and policies identified during a series of public workshops.

### 8.2 EXISTING CONDITIONS

Kuna residents' educational attainment is similar to the educational attainment levels for both Ada County and the State of Idaho (Table 8.2-1). Kuna has a slightly higher percentage of High School graduates than both Ada County and the state; however, ranks significantly lower in the percentage of those citizens with a Bachelor's Degree.

	<i>Kuna (%)</i>	<i>Ada County (%)</i>	<i>Idaho (%)</i>
Less than 9th Grade	6	4	7
9th Grade to 12th Grade (no diploma)	15	9	13
High School Graduate (includes equivalency)	38	26	31
Some College (no degree)	23	28	24
Associate Degree	9	8	8
Bachelor's Degree	7	18	12
Graduate or Professional Degree	2	7	5
TOTAL	100%	100%	100%

Source: 1990 Census of Population and Housing Summary Data

Public, private, and parochial schools, along with several trade and paraprofessional training services in the Treasure Valley, offer preschool through university level programs. Kuna Joint School District No. 3 serves primary and secondary education needs in Kuna with five facilities including an evening alternative education school (Figure 6.2-1). Table 8.2-2 depicts public school enrollment and capacity during the 1997-1998 school year.

<b>Table 8.2-2. Public School Enrollment and Capacity</b>		
<i>School Name</i>	<i>Capacity</i>	<i>Current Enrollment</i>
<b>Elementary Schools:</b>		
Indian Creek	384	360
Ross	425	392
Hubbard	528	527
<b>Junior High School:</b>		
Kuna Junior High	591	447
<b>Senior High School:</b>		
Kuna High	996	802

Public education and administration in the community is provided by Kuna Joint School District No. 3. The district is governed by a board of trustees and overseen by a superintendent. Kuna Joint School District No. 3 engages in a planning process designed to continually examine the district’s educational programs and facilities and recommend appropriate changes. Public comments and suggestions are solicited at major stages of the process; district staff at all levels are included in planning, implementation, and evaluation. The planning process can be modified when appropriate.

The City of Kuna encourages increased funding for the Kuna School District to serve the community’s increasing school enrollment and growth demands.

### **8.3 FUTURE CONDITIONS**

A majority of population growth in Kuna includes young families. The immigration mix also includes retirees, established families with older children, and families without children, but these groups represent a smaller portion of the growth component. This demographic mix is expected to continue throughout the planning period.

#### **Forecast Needs**

Citizens indicate that education is a critical component of the community’s quality of life. Based on population and student growth in the Kuna School District, additional school facilities will be necessary to accommodate increasing enrollment while maintaining the current quality of life standards in the community. As the community grows, the forecast population and school enrollment will require new schools throughout the 10-year planning period.

The City of Kuna does not have any formal authority in school planning or construction; however, the City can coordinate school site acquisition as part of the development approval process to help address school capacity issues.

The City of Kuna and the Kuna Joint School District No. 3 should continue to work together to provide quality schools and quality development within the community. A primary concern of the City is the proper siting of schools to ensure public safety.

## **8.4 GOALS, OBJECTIVES, AND POLICIES**

### **Quality Education Goal**

Support the mission of the Kuna Joint School District No. 3.

#### **POLICY**

Appoint liaison to coordinate city and school district programs.

### **School Siting Goal**

The City of Kuna and the Kuna School District will work together to protect schools from incompatible uses; and ensure that elementary schools are the focal point of community development.

#### **POLICIES**

1. Select school sites to avoid limiting physical features and other hazards detrimental to safety of children and to the general operation of school.
2. Plan school sites to be large enough to accommodate possible future building expansion and recreation needs.
3. Provide for adequate pedestrian and bicycle access for school children within residential neighborhoods to minimize busing.
4. Discourage increased traffic on streets where existing and planned schools are located.
5. Consider widening and the general upgrading of streets only when it will not have a negative impact upon schools.
6. Ensure secondary schools (junior and senior high schools) have direct access onto a collector or minor arterial thoroughfare.
7. Coordinate City and school district efforts to identify and acquire future school sites and adjacent open areas.

8. Coordinate school site planning with adopted utility master plans prior to school site acquisition.
9. Share information between the school district and City staff regarding land development proposals.

**Education Opportunity Goal**

1. Encourage a variety of education opportunities.

**OBJECTIVES**

1. Support location of private schools in Kuna.
2. Attract vocational and technical education programs.

**POLICIES**

1. Coordinate with the School District to explore community education and other higher education programs.
2. Direct economic development committee to pursue potential private schools and vocational and technical educational programs.

## 9.0 COMMUNITY DESIGN AND CULTURAL AND HISTORIC RESOURCES

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### 9.1 INTRODUCTION

The community design component focuses on the analysis of beautification, landscaping, site design, signage, and development patterns to maintain and enhance the livability of the community. Community design also relies on conserving the area's natural and historic features; protecting its scenic vistas; enhancing entrance corridors; and ongoing efforts to upgrade unique areas of the city and surrounding area.

Kuna's important cultural and historic resources stem from the city's rich history. The city's past is heavily linked to mining and farming activities, as well as railroad development. A brief history was prepared by the Kuna Chamber of Commerce and is provided below.

*Early history of Kuna is lost in the myths surrounding the 19th century's frenzied mining and railroad building in Idaho. Kuna was a water stop on one of the trails used by miners coming from played-out California gold fields to work in Boise Basin mines. Later, it was a station on the stagecoach and freight road between Boise City and Silver City.*

*For a short time, Kuna was the end of the line for the Oregon Short Line Railroad while it was building its tracks across the State. All that is left of those days is a small, cactus decorated cemetery on a hill above Indian Creek.*

*When the farmer-homesteaders came in 1904, the bustling railroad construction and freight transshipping point had shrunk to a small shed and a weathered sign containing the word Kuna standing beside the railroad tracks.*

*The modern townsite was filed upon in 1904, just four months after the first automobile to travel coast to coast had passed through the valley following the railroad tracks toward Wyoming. A post office was established in 1905. Then began the long, hard years for the farmers while they faced their problems with water, frost, insects, and low prices until the present healthy and diversified valley economy developed. A record of those first 25 years of Kuna history is on file in the Kuna Community Library at Kuna High School.*

*The stability of the community can best be epitomized by counting the number of five-generation or more families now living in or near Kuna.*

*Initial Point, the starting point for all surveys in western Idaho and eastern Oregon, was established in 1867 on a lava outcropping eight miles south of Kuna. Further south, the Swan Falls Dam on the Snake River was built in 1901 to furnish electricity for Idaho mines. The dam area has been surrounded since 1971 by the Snake River Birds of Prey Natural Area in which lives the densest population of wild raptors in the United States. Still in service, it is the oldest hydroelectric dam in existence.*

## **9.2 EXISTING CONDITIONS**

The City of Kuna is a growing community adjacent to the Boise Metropolitan Area. The area has its roots in agriculture and is the Gateway City to the Birds of Prey Natural Area.

Community design typically has been dictated by the subdivision ordinance which regulates physical layout, lots, and blocks. Kuna currently has design regulations including a design review ordinance, sign ordinance, as well as a tree ordinance. The latter requires all new subdivisions to plant a tree in each front yard. A greenbelt bike path system is under construction and a visitor's center is being planned.

Downtown is the commercial and social center of Kuna. The downtown is relatively compact. The downtown strengths include a variety of retail establishments and services, financial institutions, and government center. Several outstanding historic structures are located in the downtown area. An excellent opportunity exists to strengthen the downtown as a shopping, office, cultural, and entertainment center.

Entryway corridors are a community's "front door." It is acknowledged that the corridors' trees (or lack thereof), commercial signage, and site character provide the first, and often times the most lasting, impression of the entire community.

Entryway corridors are arterial roadways entering the community that introduce visitors and residents to Kuna. City-designated gateway arterials include, but are not limited to, the following streets:

- A. Highway 69 (East Entrance)
- B. W. Avalon Road (West Entrance)
- C. Linder Avenue (North Entrance)
- D. Swan Falls Road (South Entrance)
- E. Ten Mile Road (North Entrance)

## **9.3 FUTURE CONDITIONS**

Kuna will continue to grow and attract new development and continue Green Belt extensions. All of the natural and man-made features that make Kuna a special place need to be enhanced and/or preserved through good site planning and ordinance review by City officials. Landscape and site development standards within the Zoning and Development Ordinance must be periodically updated to address community and neighborhood values, as well as special areas within the City.

Upgrading community design standards for landscaping, building design and unique signage can be accomplished through the adoption of design review criteria to make sure that development occurs in a quality manner.

The development review process in Kuna should involve these major elements:

- Concise development application procedures for uniform administration.
- Updated site development standards within the Zoning and Development Ordinance.
- Staff evaluation of development requests with review of ordinance design standards.
- Public review of proposed development at public hearings.
- Detailed review of proposed development with respect to the Comprehensive Plan by Planning and Zoning Commission and City Council members.
- Modification, additions and conditions placed upon development proposals as a result of the public hearings and city officials' review process.
- Issuance of zoning certificate and/or building permits after staff evaluation of compliance with approval criteria and ordinance standards.
- Modifications to the site development procedures and implementing ordinances, as necessary, which reflect community values and public involvement.

## **9.4 GOALS, OBJECTIVES, AND POLICIES**

### **Rural Community Goal**

Enhance the rural environment.

#### **OBJECTIVES**

1. Enhance and protect the appearance and access of natural creeks.
2. Encourage the beautification of streets, parking lots, public lands, and state highways.
3. Control the spread of noxious weeds in the Kuna area.
4. Encourage the use of attractive open space, landscaping, lighting, and street furniture for the benefit of the public.

**POLICIES**

1. Review all commercial, industrial, and residential developments for adequate site planning.
2. Require businesses to install and maintain landscaping within existing and new commercial lots.
3. Develop uniform sign design standards that enhance the community.
4. Administer an efficient, quick-response weed removal ordinance with progressive notices and penalties.
5. Develop and implement a streetscape plan for key areas of the city.

**Downtown Goal**

Promote, encourage, and enhance economically viable and peaceful downtown to serve all residents and visitors.

**OBJECTIVES**

1. Maintain a distinct identity for the downtown.
2. Support compatible uses which will attract a high daytime and nighttime population to the area.
3. Encourage downtown cultural activities and events.
4. Promote and strengthen mixed use development in and around the downtown.

**POLICIES**

1. Establish a Business Improvement District.
2. Investigate possible downtown revitalization programs, such as Main Street.
3. Develop a specific development plan for downtown area.
4. Investigate and implement methods to resolve the parking issue.

**Entrance Corridors Goal**

Promote, encourage, develop, and maintain aesthetically pleasing entrances.

**POLICIES**

1. Encourage landscaped setbacks for new development on entrance corridors. The city should require, as a condition of development approval, landscaping along all entrance corridors.
2. Use the comprehensive plan, subdivision regulations, and zoning to discourage strip development and encourage clustered, landscaped business or residential development on entrance corridors.
3. Encourage use of native and drought resistant species in landscaping.

**Neighborhood Identity Goal**

Assure a quality environment which contributes to the composite of livability and business development in Kuna.

**OBJECTIVES**

1. Encourage housing rehabilitation to preserve neighborhoods viability and quality.
2. Promote well-planned and well-designed affordable housing in all Kuna neighborhoods.

**POLICIES**

1. Continue property maintenance programs through code enforcement.
2. Develop housing rehabilitation incentive programs

**Urban Forestry Goal**

Encourage the planting of live trees and shrubs within Kuna City limits.

**POLICIES**

1. Continue to promote the Urban Forestry Council's policy of tree planting in residential subdivisions.
2. Continue to promote cooperation and coordination between utility companies and property owners.

**Historic Goal**

Preserve and enhance all of the features of the community's heritage that define and contribute to Kuna's unique quality of life.

**OBJECTIVE**

Preserve the aesthetic natural and cultural resources of the Kuna area.

**POLICIES**

1. Encourage programs that will increase the community's awareness of its heritage and the economic, as well as aesthetic value of preservation.
2. Support private and public investment in the restoration of historic buildings, outdoor spaces and natural features.
3. Ensure that all new development enhances the visual quality of its surroundings.
4. Identify sites and structures of historical or cultural importance, and initiate programs to preserve such areas and facilities.

# **10.0 NATURAL RESOURCES AND HAZARDOUS AREAS**

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## **10.1 INTRODUCTION**

One of Kuna's most attractive features is its rural atmosphere. This is enhanced by features such as Indian Creek, irrigation canals and laterals, clean air, clean water and agricultural surroundings. This component summarizes Kuna's natural resources, as well as potential hazardous areas.

## **10.2 EXISTING CONDITIONS**

### **Climate**

Kuna's average elevation is approximately 2,680 feet above sea level. Average temperatures range from a low of 29 degrees Fahrenheit in January to a high of 72 degrees in July with an annual average of approximately 50 degrees. Peak daily temperatures in July and August typically exceed 100 degrees for several days each year. Prevailing winds blow mainly from the west-northwest. Average annual precipitation is approximately 10 inches. The frost free period is approximately 150 days.

### **Geology**

The Kuna area lies within the Snake River and Boise River Plains. Geology generally consists of a series of volcanic lava flows overlain by loess or silty alluvium. Soil profiles, as reported in the *SCS Soil Survey of Ada County Area*, typically consist of a surface layer of pale brown silt loam approximately 4 to 11 inches thick; subsoil of brown silty clay loam approximately 4 to 15 inches thick; substratum of a light yellowish brown silt loam and a layer of very pale brown silt loam with a combined thickness of approximately 5 to 11 inches; below which is typically a layer of hardpan and basalt. There are no significant areas with alluvial deposits of sand and gravel in the Kuna area.

### **Hydrology**

Surface water includes Indian Creek, the Mora Wasteway, and several irrigation canals and laterals. Both Indian Creek and the Mora Wasteway are natural drainages which have been converted to irrigation facilities during the irrigation season. Indian Creek is typically dry during the period of October 15 through April 15, except during a short period in February and March when Lake Lowell is being filled. The remainder of the time Indian Creek carries irrigation water from a diversion of the New York Canal east of Kuna to Lake Lowell located southwest of Nampa. The Mora Wasteway is typically dry except during the irrigation season when it carries irrigation tail water to its discharge into Indian Creek just west of Ten Mile Road. The Mora Wasteway also has an emergency discharge connection to the Mora Canal located approximately 1/4 mile west of Swan Falls Road. This connection allows the Bureau of

Reclamation to divert the flow from the Mora Canal into the Mora Wasteway should it be necessary. There are several other natural drainages within Kuna, which over the years have been obscured by agricultural practices. These drainages are currently identifiable by the fact that they are typically the location of irrigation tail water ditches.

### **Soils**

An understanding of soils properties makes it possible to predict suitability or limitations for present and future uses. In Kuna, soil profiles typically consist of silt loam of varying thickness over a layer of hard pan and then basalt. The location and depth of the basalt is unpredictable and varies throughout the community.

Soils in Kuna have low permeability. This, along with the shallow bedrock, limits their suitability for domestic septic tank systems. There are no known areas of shallow groundwater in the Kuna area.

Soils in Kuna are extremely productive for agriculture which provides an important component of the city's economy.

### **Vegetation**

Native vegetation in the Kuna area consists of sage brush and grasses. Agricultural practices have essentially eliminated the native vegetation except where soils are not suitable for agriculture, mainly due to shallow soils and rock outcrops. The native vegetation can generally only be found along Indian Creek. The remaining native vegetation resources should be preserved for wildlife and aesthetic values.

### **Air Quality**

Unlike other areas in Ada and Canyon County, Kuna does not experience poor air quality. The local topography does not concentrate automobile, or industry emissions which degrade air quality. The prevailing winds typically keep the surrounding air moving, preventing the inversions which plague the other communities in the area.

### **Hazardous Areas**

Kuna has two naturally occurring hazardous areas within the city limits: Indian Creek and the Mora Wasteway. Both of these areas are subject to flooding. Corridors along each of these features should be preserved to prevent damage due to flooding. The extent of these corridors can only be determined by performing a floodplain evaluation to establish what the 100- and 500-year flood boundaries are. Flood Insurance Rate Maps have been prepared by the Federal Emergency Management Agency for Ada County which include those portions of Indian Creek outside the Kuna city limits. No study or mapping has been done for areas within the city limits.

One significant man-made hazard in Kuna is the railroad track and siding which is located south of Indian Creek and divides the city. There are presently two at-grade roadway crossings, which create traffic hazards for motorists. Trains occasionally block both crossings simultaneously preventing movement of any vehicles. This creates both an inconvenience for the residents of Kuna, and a significant hazard by preventing emergency vehicles from access to the areas south of the tracks.

There are several other natural and man-made hazards located within the Kuna impact area as follows:

1. There is significant rangeland south of Kuna owned by the BLM and private individuals. There is a risk of range fires in these areas.
2. Irrigation canals and laterals are located throughout the impact area that pose the risk of drowning.
3. There is a closed landfill located south of Kuna Mora Road, east of Ten Mile Road. While there is no documented risk associated with this land fill at this time, it has the potential of impacting the environment.
4. The Kuna sewage treatment facility and land application site are located on Swan Falls Road, south of Kuna Mora Road. If properly operated and maintained, this facility poses little risk to the environment.
5. Kuna's impact area is mainly agricultural lands. There is some potential impact to the environment from fertilizers, pesticides, and herbicides used in agricultural practices as well as run-off from dairies and feed lots.

While these facilities are identified as potential hazards, they are not known to be impacting the environment at this time. Their potential for impact should be considered as development occurs.

### **10.3 FUTURE CONDITIONS**

Productive agricultural land, vegetation, and waterways are natural resources that the residents of Kuna enjoy. Growth pressures on these natural resources of Kuna will intensify as new population growth creates demand for land. In particular, growth will impact the surrounding agricultural lands. Development pressures on lands can have direct and indirect effects on the area. For example, allowing large developments in the Kuna area which are served by individual septic systems could have a serious impact to the shallow wells. Storm runoff from residential areas is another potential hazard. The limitation of the various environments must be considered in reviewing new development within the study area.

Orderly development patterns which encourage development within the city limits, prior to additional urbanization within the impact area will maximize the use of lands already

impacted by development, and preserve the resources in the surrounding area. It will also maximize the use of the infrastructure already in place.

All residents of the community must take an increased active role in preserving Kuna's quality of life. It remains the responsibility of the community to protect its precious resources from irreversible harm. The City can require orderly, planned development patterns, and initiate techniques to contain growth within manageable boundaries which will protect water, soil, and vegetation.

## **10.4 GOALS, OBJECTIVES, AND POLICIES**

### **Natural Resource Goal**

Retain the existing high-quality environment by ensuring that land, air, water, vegetation, and wildlife are not diminished in quality or quantity by future activity.

#### **OBJECTIVES**

1. As an essential and limited natural resource, preserve, protect, and promote high quality standards for Kuna's groundwater and surface water.
2. Ensure planning for growth includes development of the infrastructure, public services, and utilities to protect the groundwater quality and quantity.
3. Support actions and policies that manage materials that protect the community and environment yet recognize existing industries and the need for quality industrial expansion.

#### **OVERALL POLICIES**

1. Identify and protect areas with special characteristics such as stream corridors, canals, and wetlands.
2. Control and preserve the natural beauty of Indian Creek, and retain access for all residents to the creek.
3. Encourage the construction of energy-efficient residences and businesses, and promote energy conserving activities.

#### **WATER QUALITY POLICIES**

1. Control development along major drainage ways to ensure that development does not cause additional ground or surface water contamination.

2. Reduce the use of high quality groundwater for irrigation, by using available surface water sources for irrigation throughout Kuna.
3. Prevent contamination of water with sewage and wastewater through appropriate treatment and by enforcing regulations.
4. Promote water saving devices and techniques through education and incentives to all segments of the community. Initiate new design elements that reduce water-use, such as the use of native and drought resistant species in the landscape.
5. Manage stormwater using Best Management Practices (BMPs) to prevent degradation of both surface and groundwater supplies.

#### **HAZARDOUS AREAS POLICIES**

1. Consider flooding potential and preserve adequate unobstructed channels to prevent flood damage to developments contiguous to natural waterways, irrigation canals, laterals, and drainage ditches.
2. Develop a floodplain evaluation to establish the 100-year and 500-year storm boundaries.
3. Prohibit construction in floodways.
4. Consider the potential impact of man-made hazards for any development.

#### **ENVIRONMENTAL ENHANCEMENT POLICIES**

1. Coordinate and utilize applicable resource planning information and management guidance as provided by local, state, and federal agencies, and to update the physical resource information of the Urban Service Planning Area when relevant data becomes available.
2. Evaluate the environmental impacts of both public and private projects carefully prior to their approval. Projects with environmental problems and/or impacts should only be approved subject to adequate mitigation measures being provided by the applicant.
3. Ensure that information is readily available to the public regarding environmental hazard or problem areas within the community, especially with regard to land, air, water, vegetation, and other natural resource constraints.
4. Ensure that canal irrigation systems are not jeopardized by subdivision or other developments.

# 11.0 RECREATION

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## 11.1 INTRODUCTION

Kuna residents consider quality schools, parks, and recreation facilities to be the most significant factors contributing to the overall quality of life within the city. Providing quality park and recreation facilities and programs includes the acquisition and development of land, funding the ongoing operation and maintenance of developed facilities and programs, and the development of new facilities and programs.

This plan component presents a summary of current facilities and future conditions to establish development policies that will increase the amount and variety of active park land within the community. This park land would include open space, neighborhood parks, community parks, play fields, large recreation parks, reservations, green belts, recreation center buildings, and specialized areas.

## 11.2 EXISTING CONDITIONS

Kuna has many attractive natural features including Indian Creek, meandering through the city. These natural features provide scenic areas that lend themselves to rural park development and create open spaces to provide buffer zones for commercial and residential developments.

Numerous recreational opportunities are available within the Kuna area. These include both organized activities and programs, as well as opportunities for self-initiated recreation. While there is no Parks and Recreation Department in Kuna, existing volunteer recreation programs available to the local citizens include Adult Softball League, Kuna Youth Softball and Baseball Association, Kuna Youth Soccer Association, Optimist Football, Kuna Summer Fun Days, Kuna Youth Basketball Association, and Kuna Boxing Club. The city's current parkland inventory is listed in Table 11.2-1. The facilities owned and operated by the Kuna School District are included in Table 11.2-2. Recreation facilities in the surrounding region are listed in Table 11.2-3.

Kuna has approximately 17 acres of parkland available for recreation activities. The National Recreation and Parks Association (NRPA) guideline recommends five to seven acres per 1,000 population. Given the community's current estimated population of 3,341, Kuna has an average of about five acres per 1,000 city residents, thus meeting the minimum NRPA recommended standards.

## 11.3 FUTURE CONDITIONS

Parks and open spaces currently meet the recommendation of the NRPA. However, population forecasts indicate Kuna will continue to expand, creating an increased need for additional park space and recreation programs. The Birds of Prey Area and Kuna Cave have special appeal

<b>Table 11.2-1. Existing City Parks</b>	
<i>Facility</i>	<i>Location</i>
Neighborhood Playgrounds	Butler Park, 1 acre The Farm, 5 acres
Neighborhood Parks	Kuna City Park, 3 acres Discovery Creek Park (undeveloped), 5 acres The Farm, 3 acres Sutter's Mill, 6 acres
Parkway/Greenbelt	Indian Creek Green Belt (under development)
Recreation Buildings	Kuna Senior Center
Specialized Areas and Facilities	BMX Track City of Kuna Softball Fields (2) KHS - Tennis Courts (4) Discovery Creek Island (undeveloped), 6 acres

<b>Table 11.2-2. Facilities Owned and Operated by Kuna School District</b>	
<i>Facility</i>	<i>Location</i>
School Playgrounds	Hubbard Elementary School Indian Creek Elementary Ross Elementary
Play Fields	Hubbard Elementary School (1) Indian Creek Elementary (1) Ross Elementary School (2) Kuna Junior High School (2) Kuna High School (3)
Recreation Buildings	Old High School Gym
Specialized Areas and Facilities	KJH - Football Field KJH - Volleyball Courts (2) KHS - Football Field KHS - Softball Field

<b>Table 11.2-3. Recreation Facilities in the Surrounding Area</b>	
<i>Facility</i>	<i>Location</i>
Local Sites	Birds of Prey Natural Area Kuna Cave Snake River Swan Falls Dam
Historical Sites	Celebration Park Silver City Halverson Lake
Tourism	Kuna Days High School Agricultural Expo Indian Creek Winery River Tours Trail Rides Givens Hot Springs Black's Creek Gun Range

<b>Table 11.2-4. Other Facilities</b>	
<i>Facility</i>	<i>Location</i>
Privatized/Fee for Use Facilities	Happy Heart Horse Arena Kuna Community Hall

that will continue to attract more visitors. Likewise, recreation and fitness trends indicate more time devoted to leisure and health. As these elements continue to grow, the potential recreation demand will increase. Therefore, it will be necessary to improve and maintain parks to accepted national recreation standards. In addition, parks and facilities will require modifications and improvements to provide handicap accessibility. Enhanced funding sources, such as general obligation bonds, development impact fees or in-lieu of fee dedications would need to be approved to support future park and recreation development.

The comprehensive plan has established a clear position supporting the importance of open space to the basic quality of life in Kuna. A standard of five to seven acres of parkland per 1,000 residents is recommended by national standards for communities of similar size.

An additional factor which Kuna City planners must consider is the role of the city as a hub for a geographically large rural school district. The families of the 2,500 students in the schools frequently look to the city for recreational resources and facilities. This demand will continue to increase as the population of the school district increases.

Kuna faces significant population growth and development which will be superimposed over its landscape, and much of the open space and special areas which it now enjoys and which make life livable could be whittled away and lost. The challenge is to preserve these non-renewable aspects of Kuna's landscape that make it unique and special, that help to establish its community identity, and that give shape and beauty to its urban outdoors.

## **11.4 GOALS, OBJECTIVES, AND POLICIES**

### **Open Space, Parks, and Recreation Goal**

Provide a wide variety of opportunities for wholesome, year-round, indoor and outdoor public recreation to meet the projected needs of local citizens and visitors alike; to protect and improve the parks, open spaces and recreation facilities of the City of Kuna; and to preserve the natural resources in and around the city.

#### **OBJECTIVES**

1. Enhance recreation opportunities for all citizens in a cost-effective manner regardless of age, color, race, creed, disability, or economic status.
2. Provide, protect, and improve public recreational opportunities to meet projected neighborhood, community, and regional demands.
3. Protect and maintain fish, wildlife, and vegetation species and habitat along Indian Creek.

#### **POLICIES**

1. Continue to develop and improve recreational programs and facilities to enhance the use and enjoyment of existing public parks.
2. Encourage efficient utilization, operation, and maintenance of recreational facilities.
3. Establish a budget for ongoing recreation operation and maintenance.
4. Continue to develop and improve the Indian Creek Greenbelt.
5. Maintain at least the existing minimum parkland standard identified by the NRPA (5 to 7 acres per 1,000 population) and require the development of recreational open spaces. All new development will contribute to the parkland inventory which may be a portion of the development.
6. New subdivision development, highway improvements, and all changes of land use will be considered as opportunities to provide greenbelts, bike paths or pedestrian access to public parks, and links between schools, parks, and neighborhoods.

## **Recreation Board Development Goal**

Establish a Kuna Parks and Recreation Board.

### **POLICIES**

1. Investigate the feasibility of establishing a Regional Recreation District.
2. Encourage the use of a full-time staff person to coordinate various existing and new programs to improve facility utilization and scheduling.
3. Encourage private enterprise to develop commercial recreational facilities which will serve special recreational needs.
4. Conduct regular, periodic reviews of the recreation needs and conditions of the community.

## **Unified Plan Goal**

Develop a unified recreation plan to establish a well-balanced recreation system to serve the entire area.

### **POLICIES**

1. Develop a plan defining the general approach to the selection and location of various parks and facilities. The plan would include a study of existing resources, needs, and trends including public and private facilities. The plan would invite the participation of individuals, citizen groups, civic organizations, the school district and those having special needs; encourage the development of recreational facilities in a paced manner; and balance economic and natural resource issues.
2. Develop and maintain bicycle and pedestrian pathways as an integral part of the park system.
3. Interconnect the park and open space system with rights-of-way for trails, walkways, bikeways, and horses.
4. Conserve area scenic and natural resources, especially waterways, drainage ways, and natural habitats.
5. Consider enhanced use of Birds of Prey NCA as part of the unified recreational plan.

## **New Facilities and Program Goal**

Create new public recreation opportunities by acquiring new parkland and expanding existing programs to respond to the needs of the community.

### **POLICIES**

1. Acquire land for recreational parks and facilities well in advance of the development of the area to avoid the rising land costs and the risk of having the land put to some other use.
2. Identify methods to set aside monies for the acquisition of needed lands.
3. Review opportunity to build, operate, and maintain a community swimming pool.
4. Support the development of a Youth/Community Center.
5. Support the development of new community facilities which would include athletic fields (e.g., soccer, baseball, etc.) and other multi-purpose facilities.
6. Support the development of an outdoor amphitheater and related programs.
7. Encourage the development of a high quality recreational vehicle park to attract visitor opportunity.
8. Continue to support the Kuna senior citizen's organization as an important social program in the community.

## 12.0 ECONOMIC DEVELOPMENT

### 12.1 INTRODUCTION

The purpose of the economic development component of this comprehensive plan is to describe characteristics of Kuna's economy and to analyze its strengths and weaknesses. This economic development component includes the following topics: Kuna in a regional context, the local economy, occupation, income, and employment forecasts; and future activities. Economic development goals and policies are found at the end of this component.

### 12.2 EXISTING CONDITIONS

#### The Regional Context

Economic conditions in the City of Kuna are part of the entire Ada County economy. The Ada County economy has been strong and has expanded substantially from 1990 to 1996 (Table 12.2-1). Total county employment increased by nearly 40 percent, an average annual gain of 6.5 percent. It has been one of the fastest growing economies in the nation. The services sector had the largest numerical gain, increasing by more than 14,000 employees. Construction employment had the largest percentage gain, increasing by three-fourths.

Table 12.2-1. 1990 and 1996 Ada County Employment

<i>Employment Sector</i>	<i>1990 Employment</i>	<i>1996 Employment</i>	<i>Numerical Change</i>	<i>Percentage Change</i>
Mining	112	85	(27)	(24%)
Construction	5,877	10,292	4,415	75%
Manufacturing	16,018	22,677	6,659	42%
Transportation/Utilities	5,816	7,082	1,266	22%
Wholesale Trade	6,607	9,014	2,407	6%
Retail Trade	20,214	27,162	6,948	34%
Finance	8,168	10,115	1,947	24%
Services	23,819	37,878	14,059	59%
Government	19,407	23,055	3,648	16%
TOTAL	106,038	147,360	41,322	39%

Sources: Intermountain Demographics  
Idaho Department of Labor

The Idaho Department of Labor only collects and maintains data on non-farm employment. However, information from the U.S. Department of Commerce showed that farm and agricultural services employment increased by 13 percent from 1990 to 1995 (from 3,384 to 3,838

employees). Ada County farm employment remained relatively constant (1,700 employees) in contrast to most of the other areas in the country which experienced declines in this type of employment.

Ada County gains in personal income from employment also were substantial from 1990 to 1995, increasing by 75 percent. The single largest gain was in the manufacturing sector, which increased by more than 100 percent. Personal income from farming and agricultural services remained consistent from 1990 to 1995.

### **The Local Economy**

Kuna's rather isolated location surrounded by agricultural uses has affected its economic base. The local economy mainly consists of small, privately owned businesses which support the local population. Those types of businesses generally employ five or fewer employees and tend to be sales and service oriented. There also are several small businesses in the area of impact which support agricultural production. Large employers include the newly opened Paul's grocery store, the school district, and the City of Kuna.

The City and its area of impact does not contain a major employer which brings employees into the area from other parts of the region. The new grocery store does however attract shoppers from Canyon and Owyhee Counties. The industrially zoned land immediately south of Kuna contains several storage facilities, but most of the remaining land in the area is vacant.

Employment concentrates in distinct areas in the city. The Central Business District (CBD) is located along Third Street from about Linder Road to School Avenue. It contains a wide variety of uses including offices, retail sales stores, restaurants, a bank, gas stations/convenience stores, and automotive parts sales and repair services. Public uses in the CBD include Kuna City Hall and the U.S. Post Office. The Senior Center is located south of City Hall, slightly off the main downtown street. The Kuna City Park is located on the east end of the CBD. The greenbelt along Indian Creek is found on the south side of the downtown area.

A newly developing retail center is located on Kuna Road, about one-half mile east of the CBD. Currently, the main use there is a grocery store which also contains a bakery, delicatessen, a fast food establishment, and a pharmacy. Vacant pads are available for future sales and service activities.

The remaining employment activity is the schools which are generally located in the residential areas north of the city center. The three elementary schools are on West Fourth Street, North School Road, and East Porter Street. Kuna Junior High is next to the elementary school on East Porter Street. Kuna Senior High School is on Boise Street, east of North Ten Mile Road.

## Occupation

In 1990, Kuna residents were primarily employed in administrative support (19 percent of all employed residents), services, (17 percent), and precision production and craft (15 percent) (Table 12.2-2). That occupation alignment was slightly different from Ada County's where the largest percentage of residents also was involved in administrative support, but the executive and managerial and professional specialty occupations contained the next largest percentages of residents.

Occupation	1990 Residents	Percentage Total
Executive/Managers	53	6%
Professional specialty	97	11%
Technical support	24	3%
Sales	78	9%
Administrative support	164	19%
Services	145	17%
Farming/Agriculture	20	2%
Precision production/Craft	126	15%
Machine operator	50	6%
Transportation/moving	52	6%
Laborers	36	4%
TOTAL	845	100%

Sources: Intermountain Demographics  
EQUIFAX

## Income

### 1990 KUNA, ADA COUNTY, AND IDAHO INCOME CHARACTERISTICS

The City of Kuna's 1990 median household income (\$23,312) was about 30 percent lower than the Ada County median (\$30,246), but was slightly less than the State of Idaho median at \$25,257 (Table 12.2-3). Kuna's per capita income (\$8,225) was about 75 percent less than Ada County's per capita (\$14,268), and nearly 40 percent below the state's per capita income (\$11,457). Kuna's relative level of income is one indication that demonstrates a need for additional employment with higher wage levels.

**Table 12.2-3: 1990 City of Kuna, Ada County, and Idaho Income Comparison**

<i>Income Range</i>	<i>Kuna Households</i>	<i>Kuna Percentage</i>	<i>Ada County</i>	<i>State of Idaho</i>
Under \$5,000	44	7%	4%	5%
\$5,000 to \$10,000	56	9%	7%	11%
\$10,000 to \$15,000	75	12%	9%	11%
\$15,000 to \$25,000	175	27%	20%	22%
\$25,000 to \$35,000	146	23%	18%	18%
\$35,000 to \$50,000	110	17%	19%	17%
\$50,000 to \$75,000	35	5%	15%	11%
\$75,000 to \$100,000	5	1%	4%	3%
\$100,000 to \$150,000	0	0%	2%	1%
\$150,000 and More	0	0%	1%	1%
TOTAL	646	100%	100%	100%
Median Household Income	\$23,312	-	\$30,246	\$25,257
Per Capita Income	\$8,225	-	\$14,268	\$11,457

Sources: Intermountain Demographics  
U.S. Department of Commerce

In 1990, the City of Kuna had a higher percentage of households in the lower income ranges compared to the county. Nearly 30 percent of all Kuna households had incomes under \$15,000 that year, compared to 20 percent of Ada County households. However, Idaho did have a similar percentage of households (31 percent) in the under \$15,000 income range.

Kuna also had a lower percentage of households in the higher income ranges, compared to county and state data. Six percent of all Kuna households had incomes between \$50,000 and \$100,000 in 1990. Nearly 20 percent of all Ada County households and 14 percent of Idaho's households were in that same income range. According to census information, no households in Kuna had incomes greater than \$100,000 in 1990.

#### **1990 TO 1996 CITY OF KUNA INCOME CHARACTERISTICS**

Changes in Kuna's income characteristics have been positive from 1990 to 1996 (Table 12.2-4). The percentage of households with incomes less than \$15,000 decreased from 27 percent to 20 percent of all households. A similar reduction occurred in the percentage of households with incomes between \$15,000 and \$25,000. The absolute number and percentage of households in the higher income ranges increased. Nearly 40 households had incomes greater than \$100,000 in 1996.

Table 12.2-4: 1990 to 1996 City of Kuna Income Characteristics

Income Range	1990 Households	Percentage Total	1996 Households	Percentage Total
Under \$15,000	175	27%	219	20%
\$15,000 to \$25,000	175	27%	233	21%
\$25,000 to \$35,000	146	23%	226	20%
\$35,000 to \$50,000	110	17%	237	22%
\$50,000 to \$75,000	35	5%	116	11%
\$75,000 to \$100,000	5	1%	35	3%
\$100,000 to \$150,000	0	0%	18	2%
\$150,000 and More	0	0%	18	2%
TOTAL	646	100%	1,102	100%
Median Household Income	\$23,312	-	\$29,379	-
Per Capita Income	\$8,225	-	\$11,682	-

Sources: Intermountain Demographics  
EQUIFAX

Median household income increased by one-fourth, from \$23,312 in 1990, to \$29,379 in 1996 and stayed even with the national rate of inflation. Per capita income increased by more than 40 percent in the same timeframe, to outgain the national inflation rate. It is interesting to note that per capita income in the area outside of Kuna's city limits was \$14,104 in 1996, or about 20 percent greater than per capita income inside the city limits.

**POVERTY**

In 1990, slightly more than 10 percent of all Kuna residents had incomes below the poverty level, about the same as all Ada County residents. Kuna also had a higher percentage of families (7.1 percent) than Ada County (6.2 percent) below the poverty level. More than 16 percent of Kuna's population aged 65 and older were below the poverty level, compared to about eight percent of the total Ada County elderly population. Female headed households in Kuna with children under five years of age contained the highest percentage (54.5 percent) of persons below the poverty level.

**12.3 FUTURE CONDITIONS**

**Employment**

Short term employment forecasts, from 1996 to 2000 prepared by the Idaho Power Company indicate that total employment gains in Ada County will remain positive, but will be less than the total employment gains experienced from 1990 to 1996. The short-term forecasts predict an employment increase of about two percent annually from 1996 to 2000. Historic information

indicated that Ada County employment expanded about 6.5 percent annually from 1990 through 1996. While the two percent annual rate of increase was below the historical employment gain, it still is the sign of a healthy county economy. The largest employment gains were forecast to occur in the service and government sectors, followed by manufacturing and trade.

Short-term employment forecasts for the year 2000 prepared by the local metropolitan planning organization predict that total employment in the Kuna planning area (an area closely resembling the area of city impact) will reach more 1,300 employees, up from 697 in 1990. That is an average annual increase of nearly nine percent, greater than the annual rate of increase for the county. Retail employment is forecast to increase by nearly four percent annually, while the non-retail sector of the economy is forecast to increase by nearly nine percent annually.

Long range employment forecasts prepared for Ada County indicate that it is expected to gain nearly 80,000 employees, an increase of more than 50 percent from 1996 to 2015. The long-range forecast is an average annual gain of approximately of 2.8 percent, slightly higher than the short-term forecast, but down from the 1990 to 1996 average annual gain of more than six percent. The largest total employment gains are forecast to occur in the service and trade sectors, followed by gains in the government and manufacturing sectors.

Long range forecasts for the planning area place total employment at more than 2,600 employees in 2015 – an increase of more than 1,900 employees since 1990, about tripling total employment in the planning area. Nearly 300 of those employees will be working in retail positions, with the remaining in non-retail employment. Retail employment was forecast to increase at 3.4 percent annually. The average annual gain forecast for non-retail employment is more than 9.0 percent.

According to the land use map, future retail employment will be located within and adjacent to the Central Business District and in the commercial center located on Kuna Road. Office type and service employment also will be located in Kuna's downtown area. Other non-retail employment such as manufacturing, assembling, and auto repair will be located in the newly developing industrial park.

### **Future Activities**

The City wants to expand and diversify its economic base beyond the primarily local serving sales and services. It wants to add light manufacturing, office, and central telephone center types of activities to strengthen the local economy and add to the current tax base. Several activities are underway and are being considered to promote that type of economic expansion.

The City is extending water and sewer lines to the industrially zoned area southeast of town. That area east of Swan Falls Road and south of East Stagecoach Way will be Kuna's light manufacturing and research park.

The City also wants to prepare an economic development plan. The main purposes of that plan will be to determine what types of economic activity to attract to the area and the methods to attract these activities. Other potential areas to be analyzed include the types of activities missing from the local economy, methods to capitalize on the popularity of the Birds of Prey area, and identification of an agency or person to be directly responsible for economic development marketing. The plan may include an inventory of community assets, a merchants survey, and a residents survey.

## **12.4 GOALS, OBJECTIVES, AND POLICIES**

### **Economic Development Goal**

Stimulate, encourage, and give preference to those types of economic activities and developments which provide for the employment of Kuna citizens and area residents.

#### **OBJECTIVES**

1. Harmonize the character, site improvements, and type of new commercial, technical or industrial developments with the natural environment and respect the unique needs and features of each area.
2. Encourage and support business expansion by maintaining adequate capacity in the city's public facilities, utilities, and services.
3. Encourage efforts to develop and maintain quality neighborhoods and housing, which are recognized as basic infrastructure requirements of economic development.
4. Attract private schools, vocational and technical education programs, and other educational opportunities.

#### **POLICIES**

1. Identify and initiate positive programs to support existing industrial and commercial areas to ensure their continued vitality.
2. Locate city hall and associated uses near the commercial activity center.
3. Continue to support and fund local economic programs.
4. Support efforts to ensure the redevelopment of the downtown area by developing a plan to include public parking.
5. Direct economic development committee to pursue potential private schools and vocational and technical education programs.

### **Economic Development Plan Goal**

Develop, adopt, and implement an economic development plan which will support active solicitation of desirable industrial and commercial enterprises (i.e., those enterprises that provide a variety of wage levels, have a low impact on infrastructure, promote a mixture of job classifications, provide upward mobility, and encourage employees to live in Kuna).

### **POLICIES**

1. Appoint an economic development task force to coordinate plan development.
2. Identify funding sources to support economic development.
3. Identify strategies within the plan to attract business and industry, which support the residents of Kuna and the surrounding area by providing the day-to-day services needed by area residents.
4. Study and identify sites for potential development, which will generate employment.
5. Develop strategies within the plan to revitalize existing facilities for new economic uses.
6. Develop strategies to encourage tourism and recreation activities (i.e., Birds of Prey NCA).

## 13.0 IMPLEMENTATION

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### 13.1 INTRODUCTION

The Kuna Comprehensive Plan reflects a 10-year time horizon. This planning period allows adequate time to implement new development ordinances, land use patterns, transportation networks, and facility plans. Capital improvement funding strategies, funding sources, planning techniques and plan review are important facets to the Plan's implementation and ultimate success.

Implementation is the phase of the planning process which makes the goals and policies, as stated in the comprehensive plan, become reality. This chapter discusses implementation tools, goals and policies and presents all plan policies by priority.

### 13.2 IMPLEMENTATION TOOLS

Citizen involvement and support is a very important implementation tool and it has been strongly affirmed throughout the comprehensive plan update. The public should be aware of, and involved in, all of the City's planning decisions. Kuna is well known for its community spirit and citizen involvement policies. All Kuna citizens are encouraged to contact city leaders at any time to review the comprehensive plan and implementation policies.

**Annual Plan Review.** The comprehensive plan should be continually reviewed and updated. It is recommended that a yearly review of the plan be held to update and/or reaffirm the plan to fit changing needs as well as unforeseen planning problems and opportunities.

**Zoning Ordinance and Map.** The policies of the Comprehensive Plan establish a framework for the zoning and development ordinances and zoning map. The text of the ordinances establishes the conditions under which land may be used to create a stable future land use development pattern of the City of Kuna. Existing uses of land and buildings are permitted to continue – even if they are not in conformance with the plan policies and the associated land use ordinances. The zoning map shows the location of districts in which various residential, commercial, technical, and industrial uses may be located to form a compatible arrangement of land uses.

The Planning and Zoning Commission reviews all new development proposals to insure compatibility with the zoning and development ordinances and the comprehensive plan. The City Council conducts the same review, accompanied by the Commission's recommendations, and makes the final decision on a particular development issue.

Subdivision regulations are contained within the Kuna Municipal Code. Subdivision regulations establish various standards for the subdivision of property to ensure an adequate lot, street access built to adequate specifications, that urban services have been installed, and public parks, schools, and pathways are given consideration.

**Future Acquisition Map.** A city may designate appropriate sites for streets, schools, parks, and other public purposes on a future acquisition map. These sites can be reserved for a public purpose for no more than a 20-year period (see Idaho Code, Section 67-6561). At this time, Kuna does not have a formal future acquisition map or land reservation procedure.

**Specific Master Plans.** Throughout the planning process, development of specific master plans was discussed. Some of the following may be necessary at some future date to implement various comprehensive plan policies:

- Downtown Specific Master Plan
- Economic Development Analysis
- Capital Improvement Plan
- School Site Selection, Acquisition and Development Master Plan (Joint School District)
- Satellite Fire Station Master Plan with phasing toward permanent fire protection staff
- Emergency Medical Services Plan for the Kuna Urban Service Planning Area
- Parks, Recreation, and Open Space Master Plan
- A Municipal Fiscal Plan (a plan which outlines how the City of Kuna intends to fund its Capital Improvement Plan)

**Comprehensive Plan Amendments.** From time to time, changing conditions will result in a need for comprehensive plan amendments which should be carefully considered. Review is desirable on an as-needed basis by the Planning and Zoning Commission and a Comprehensive Plan Oversight Committee that included public comment.

The Idaho Code provides for amendment to the comprehensive plan. The City Council or any group or person may petition the City Planning and Zoning Commission for a plan amendment at any time. The City Planning and Zoning Commission may recommend amendments to the comprehensive plan to the government board (City Council) not more frequently than every six months. The following narrative outlines the requirement, timetables and procedures to amend Kuna's comprehensive plan:

- A. Application to amend the comprehensive plan may be filed with the Planning and Zoning Commission at any time.
- B. The application form must contain the following:
  1. Specific definition of the change requested.

up to a one-year period to allow the budgeting of the necessary funds for the study, unless the applicant agrees to pay in advance the estimated cost of the study.

1. The City of Kuna shall initiate a modification to the area of city impact agreement to reflect appropriate plan amendments.

### **13.3 GOALS AND POLICIES**

#### **Implementation Goal**

The Kuna Comprehensive Plan and related ordinances will be considered “working documents” and used by citizens and city leaders to shape the future of Kuna.

#### **POLICIES**

1. Update the zoning and development ordinance to be in conformance with the adopted comprehensive plan and map as required by state law.
2. Review the status of the implementation actions (Table 13.4-1) to ensure steady progress on all items.
3. Require that the Planning and Zoning Commission budget include detailed review of the adopted comprehensive plan at least once a year.
4. Require that public meetings be held annually to review the comprehensive plan and to promote a better understanding of the plan and its purpose.
5. Conduct work sessions with area cities as needed to better coordinate planning policies on a regionally.
6. Create a checklist for the Planning and Zoning Commission and the City Council to review all development.
7. Establish a Capital Improvement Plan.
8. Establish a Future Acquisitions Map.
9. Pursue negotiations with the Ada County Commissioners to modify the area of city impact map and agreement consistent with the provisions of this plan.
10. Organize and fund committees or special commissions consistent with the provisions of this plan.

2. Specific information on any property involved.
  3. The condition or situation which warrants a change being made in the plan.
  4. The public need for and benefit from such a change in the plan.
  5. Documentation that no other solutions to the problem are presented by the current policy of the plan are possible or reasonable.
  6. Development intentions for any land involved.
  7. Any other data and information needed by the Planning and Zoning Commission in evaluating the proposal, such as who does it help, who does it hurt, how much is it going to cost, and who's going to pay for it.
- C. Once the application is complete, the commission may appoint a committee to report on the application and after the commission has received the committee report, if a committee has been appointed, shall hold a public hearing on the application. Within 45 days of the hearing, the commission shall make a recommendation to the City Council supported by findings of fact and conclusions of law.
- D. All applicants shall be notified of the commission's decision by mail. Any applicant whose application is denied may appeal to the City Council within thirty (30) days from the date of notification of the decision by filing a written appeal stating the reasons for the appeal.
- E. Upon receipt of the Planning and Zoning Commission's recommendations on plan amendments, the City Council will set a date for public hearing on the application. At the public hearing, the proposed amendments will be presented and the City Council will receive the report of its committee, if one has been appointed, and public testimony on each application.
- F. At the public hearing or within 45 days thereafter, the City Council shall approve or deny the application (except that with the written agreement of the applicant, an additional amount of time, which shall be specified, may be taken). All applicants shall be notified by mail of the City Council's decision and the decision shall be supported by findings of fact and conclusions of law.
- G. All applications for comprehensive plan amendments shall be considered by the City Council within six months from their date of filing unless the provisions of Section (I) are applicable requiring additional time for study.
- H. If the Planning and Zoning Commission determines that a study of the proposed application or conditions affecting the proposed application is necessary, and the necessary funds for such a study are not available, the application may be tabled for

### **13.4 PRIORITIZED LIST OF POLICIES/RESPONSIBLE ENTITIES**

In order to ensure implementation of the policies identified in this plan, those policies have been prioritized by citizen committees and assigned to the responsibility of appropriate government or public agencies. Table 13.4-1 illustrates the categorical priority of each goal as well as the party responsible for implementation. Certain general types of strategies, such as regulations and committee formations, have been merged into one strategy based on their centralized authority for implementation.

Prioritization of the policies for implementation should be based on the immediacy of community need regarding the expected outcome of such policy. Those identified as “immediate” (0 to 1 years), should be in their developmental stages immediately after the comprehensive plan is adopted. Those policies ranked as “intermediate” (1 to 3 years) should also be considered as near-term projects, although the level of further study or organization involved will likely extend the time for implementation. Policies designated as “long-term” (3 to 5 years) or “on-going” (5 or more years) are not necessarily less important. This classification indicates that they simply do not have the same urgency and will be ongoing policies.

The responsible entities identified in Table 13.4-1 include:

- Ada County Highway District (ACHD)
- Ada County Sheriffs Department
- Board of Ada County Commissioners
- Budget Committee
- Economic Development Committee
- Kuna City Council (Council)
- Kuna City Engineer (Engineer)
- Kuna Planning and Zoning Commission (Planning and Zoning)
- Kuna School District (School)
- Parks Committee
- Plan Oversight Committee
- Safety Committee
- Transportation Task Force (T.T.F)
- Urban Forestry Committee

**Table 13.4-1. Prioritized List of Policies  
(Page 1 of 21)**

<i>Priority</i>	<i>Policies</i>	<i>Responsible Entity</i>
<b>Population</b>		
Ongoing	Use the population forecasts to determine future levels of public facilities and services and to fund these levels of facilities and services in the city's annual budget.	Council/Budget
Ongoing	Annually evaluate population data and demographic forecasts and update the Kuna Comprehensive Plan as needed.	Planning and Zoning/Plan Oversight Committee
On-going	Coordinate with Ada County regarding planning for areas outside the community to address regional growth.	Council/Planning and Zoning
<b>Land Use</b>		
Immediate	Protect citizen investments and existing public facilities (water, sewer, streets, fire) through planning reviews and enforceable development agreements.	Council
Immediate	Support negotiation of new impact area boundaries, when necessary, to promote the City's goals and policies.	Council
Immediate	Promote the design of attractive roadway entryway areas into Kuna which will clearly identify the community.	Planning and Zoning
Immediate	Continue to require irrigation water to be preserved and furnished to each residential parcel by the developer.	Planning and Zoning/Council
Immediate	Promote new residential development which will not adversely affect existing neighborhoods.	Planning and Zoning

**Table 13.4-1. Prioritized List of Policies  
(Page 2 of 21)**

<i>Priority</i>	<i>Policies</i>	<i>Responsible Entity</i>
Immediate	Support well-planned, pedestrian-oriented commercial services uses.	Planning and Zoning/Economic Development Committee
Immediate	Require landscaping to enhance the appearance of structures and parking areas that blend with or enhance the existing areas.	Planning and Zoning
Immediate	Locate industrial uses where adequate water supply and water pressure are available for fire protection.	Planning and Zoning
Intermediate	Encourage the development of a high quality RV park to attract visitor opportunity.	Economic Development Committee
Intermediate	Promote the development of land contiguous to the city limits.	Economic Development Committee/Council
Intermediate	Encourage sidewalks and paved streets for all existing neighborhoods through joint Ada County Highway District/Local Improvement District programs.	Council
Intermediate	Promote the use of alternative development plans for large lot subdivisions within the impact area.	Planning and Zoning
Short-term	Establish a land use review process that involves the public in the conceptual and ongoing stages of development proposals.	Planning and Zoning
On-going	Continue to promote a land development review and approval process that is clear and concise.	Planning and Zoning

**Table 13.4-1. Prioritized List of Policies  
(Page 3 of 21)**

<i>Priority</i>	<i>Policies</i>	<i>Responsible Entity</i>
On-going	Promote the development of environmentally compatible residential areas that contain the necessary parks, schools, and neighborhood commercial service facilities.	Planning and Zoning
On-going	Consider the adopted Kuna Bike Plan in all land use decisions.	Planning and Zoning/Council
On-going	Promote the design and development of multi-use facilities and trails (pedestrian, equestrian, and non-motorized vehicles).	Planning and Zoning/Council
On-going	Promote the urban forestry goal statement.	Urban Forestry
On-going	Locate commercial areas within proximity to major utility, transportation, and service facilities. Commercial development within the city limits should receive the highest priority.	Planning and Zoning
On-going	Support well-planned, pedestrian-oriented technical park uses.	Planning and Zoning
On-going	Locate technological development within proximity to major utility, transportation, and public services and facilities.	Planning and Zoning
On-going	Review and evaluate applications for technological development.	Planning and Zoning/Economic Development Committee
On-going	Locate industrial areas within proximity to major utility, transportation and service facilities. Industrial development within the city limits should receive the highest priority.	Planning and Zoning

**Table 13.4-1. Prioritized List of Policies**  
**(Page 4 of 21)**

<i>Priority</i>	<i>Policies</i>	<i>Responsible Entity</i>
On-going	Review and evaluate applications for industrial development to ensure conformance with environmental standards.	Planning and Zoning
<b>Housing</b>		
Immediate	Implement proposed future land use map.	Planning and Zoning
Immediate	Establish an active program of code enforcement for all housing types.	Council
Intermediate	Provide incentives for in-fill housing within the city limits.	Planning and Zoning/Council
<i>Priority</i>	<i>Policies</i>	<i>Responsible Entity</i>
Long Term	Provide for the development of one-acre lots within the area of impact.	Planning and Zoning
On-going	Continue to offer alternative densities in housing developments.	Planning and Zoning
On-going	Ensure that new residential development is compatible with existing housing types.	Planning and Zoning
On-going	When necessary, expand the area of impact to allow for future housing development.	Planning and Zoning/Council
<b>Public Facilities</b>		
Immediate	Develop a procedure to integrate public input into public facilities decisions.	Planning and Zoning/Council

**Table 13.4-1. Prioritized List of Policies  
(Page 5 of 21)**

<i>Priority</i>	<i>Policies</i>	<i>Responsible Entity</i>
Immediate	Develop near- and long-term capital improvement plans for all City facilities and services.	Council
Immediate	Investigate and pursue the feasibility of a City services facility.	Council
Immediate	Support and coordinate with Kuna Rural Fire District to expand services to include full-time fire protection.	Safety Committee
Immediate	Expand services to include full-time law enforcement presence within the community.	Safety Committee
Immediate	Ensure that all development within the city limits shall be connected to the City sanitary sewer system and potable water system, unless these facilities are not available within 300 feet of the development.	Planning and Zoning
Immediate	Install crossing arms at railroad crossings.	Council/T.T.F./Safety
Immediate	Pursue development sources for a public safety building south of the railroad (i.e., fire station and emergency vehicles).	Safety/Council
Immediate	Update the existing facility plan for irrigation system.	Council/Engineer
Immediate	Acquire an adequate site for an irrigation pond.	Council/Engineer
Immediate	Review sources of funding for irrigation water.	Council/Engineer
Immediate	Locate an adequate sewage facility site (approximately 200 acres).	Council
Immediate	Complete a current short-term expansion plan for sewer capacity.	Council

**Table 13.4-1. Prioritized List of Policies  
(Page 6 of 21)**

<i>Priority</i>	<i>Policies</i>	<i>Responsible Entity</i>
Intermediate	Investigate and pursue the feasibility of a combined Kuna City/Rural Fire District.	Safety Committee/Council
Intermediate	Develop a sewage facility plan.	Council/City Engineer
Intermediate	Seek funding sources for sewer capacity.	Council
Intermediate	Evaluate alternative treatment methods.	Council
Intermediate	Develop a surface water drainage plan.	City Engineer/ACHD
Intermediate	Investigate the feasibility for mandatory trash service in combination with other city services.	Council
Long-term	Reduce waste disposal in the Kuna area by providing public/private recycling opportunities, encourage the use of biodegradable materials, providing adequate public trash receptacles, and enacting recycling promotions.	Council/Tim Gordon
Long-term	Construct a separate pressurized irrigation system.	Council/Engineer
Long-term	Provide a pressurized irrigation system to older parts of Kuna.	Council
On-going	Restrict septic tank systems for multiple-lot development with the following conditions: dry sewer lines must be constructed and installed in preparation of connection to wet sewer lines throughout the parcel of land owned by the person proposing to install the septic system. Plans must also be prepared for connection to the municipal sewer system; placement of the temporary septic system must not degrade groundwater or surface water aquifers during the interim period; the septic system must be solely a temporary and interim wastewater disposal system.	Planning and Zoning/Council/Ada County Commissioners

**Table 13.4-1. Prioritized List of Policies  
(Page 7 of 21)**

<i>Priority</i>	<i>Policies</i>	<i>Responsible Entity</i>
On-going	Continue to review the need for expanded domestic water services.	Council
On-going	Pursue the transportation committee's recommendation for a railroad overpass.	Council/T.T.F.
On-going	Pursue funding sources for the overpass.	
On-going	Review relocation of the railroad siding.	T.T.F./Planning and Zoning
On-going	Require new development to provide a separate pressurized irrigation system.	Planning and Zoning
On-going	Preserve all natural/historic surface drainage channels.	Council
On-going	Contain runoff on site or demonstrate integration in a watershed plan that maintains natural runoff rates, reduces erosion and road hazards, and maintains the area's water quality and recharge capabilities.	Council
<b>Transportation</b>		
Immediate	Require all new residential and non-residential developments to provide adequate easements or rights-of-way based on an adopted pedestrian/bike pathway plan.	Planning and Zoning
Immediate	Support the annual development of a 3- to 5-year Transportation Improvement Program in cooperation with local and state planning and implementing agencies.	Council/T.T.F.
Immediate	Develop and update Kuna's Functional Street Classification Map as requested by the City.	T.T.F./Council

**Table 13.4-1. Prioritized List of Policies**  
**(Page 8 of 21)**

<i>Priority</i>	<i>Policies</i>	<i>Responsible Entity</i>
Immediate	Support the development of curbs, gutters, sidewalks, turn lanes, traffic control devices, and pedestrian ramps.	Council/Planning and Zoning
Immediate	Require all new development at designated entryway corridors (to include, but not limited to, Highway 69 and Linder, Ten Mile, Deer Flat, Swan Falls and W. Avalon Roads) to follow special entryway landscaping requirements.	Planning and Zoning
Immediate	Designate Future Minor Arterials.	T.T.F.
Immediate	Designate Future Collectors.	T.T.F.
Immediate	Provide for clearly marked bikeways and trails.	ACHD/Council
Immediate	Provide pedestrian crossings with signals, signs, and markings where necessary.	ACHD/Council
Immediate	Develop education and safety programs in association with the Sheriff's Department and bicycle interest groups.	Safety
Immediate	Coordinate with Ada County Highway District for the location of pedestrian crossing improvements.	Safety
Immediate	Require that all major roadways will have adequate width for emergency vehicle access.	Safety/Planning and Zoning/T.T.F.
Immediate	Discourage non-residential vehicular parking on residential streets.	Council/Sheriff Department
Immediate	Require adequate on-site parking facilities for all new development.	Planning and Zoning

**Table 13.4-1. Prioritized List of Policies**  
**(Page 9 of 21)**

<i>Priority</i>	<i>Policies</i>	<i>Responsible Entity</i>
Intermediate	Update, as needed, the pathway plan with citizen participation, to expand opportunities for alternative mode transportation and pathway use.	Council
Intermediate	Support the creation of a south alternate route from the vicinity of I-84 to Nampa/Caldwell area.	Council
Intermediate	Provide adequate street lighting in the interior and exterior of all subdivisions.	Planning and Zoning/Council
Long-term	Continue to participate in the development of Boise Valley Regional Transit System.	Council/T.T.F.
Long-term	Encourage development of park-and-ride lots as needed.	T.T.F./Council
Long-term	Work cooperatively with state and local highway districts to plan transportation corridors affecting Kuna.	T.T.F.
Long-term	Support the annual development of a 3- to 5-year Transportation Improvement Program in cooperation with local and state planning and implementing agencies.	T.T.F.
On-going	Consider and coordinate the compatibility of the change in land uses with the transportation system.	T.T.F./Planning and Zoning
On-going	Encourage clustering of uses and limited access points along arterial, minor arterial, and section line roads.	Planning and Zoning/T.T.F.
On-going	Preserve and protect future transportation corridor rights-of-way through land use planning.	Planning and Zoning

**Table 13.4-1. Prioritized List of Policies**  
**(Page 10 of 21)**

<i>Priority</i>	<i>Policies</i>	<i>Responsible Entity</i>
On-going	Coordinate traffic studies evaluating the impact of generated traffic volumes (internal and external circulation) to preserve the integrity of residential neighborhoods, as requested by the city.	T.T.F.
On-going	Identify future transportation projects to provide for future growth of the City of Kuna.	T.T.F.
On-going	Maintain an ongoing transportation task force made up of interested and knowledgeable area residents to stand vigil on local transportation issues.	Council
On-going	Work with Idaho Transportation Department to address the reconstruction of Highway 69 to include turn lanes, widening of road, and bike paths.	T.T.F.
On-going	Encourage proper design of residential neighborhoods to ensure their safety and tranquility.	Planning and Zoning
On-going	Continue to support the right-of-way tree planting program.	Urban Forestry
On-going	Continue to promote the street tree program.	Urban Forestry
On-going	Consider all new development as an opportunity to provide and improve bicycle and pedestrian ways as specified in the overall pathway plan.	Planning and Zoning
On-going	Provide for safe pedestrian walkways, whether paved or unpaved.	Planning and Zoning
On-going	Design and build local streets to discourage through traffic.	T.T.F./Planning and Zoning

**Table 13.4-1. Prioritized List of Policies  
(Page 11 of 21)**

<i>Priority</i>	<i>Policies</i>	<i>Responsible Entity</i>
On-going	Manage on-street parking to permit the safe and efficient operation of the transportation system.	Council/ ACHD
On-going	Preserve all half mile roads as future arterials.	Planning and Zoning/T.T.F.
On-going	Support the creation of an Overpass across the Union Pacific Railroad and Indian Creek.	Council
Intermediate	Provide future lighting within and on the perimeter of all existing and future roads.	Council/Planning and Zoning
On-going	Improve the condition (width, safety, and grade) of existing walkways and incorporate standards for handicapped access.	Council
On-going	Ensure that new streets continue existing grid patterns fostering connections to central services.	Planning and Zoning/ Council
<b>School Facilities</b>		
Immediate	Share information between the school district and City staff regarding land development proposals.	Council
Intermediate	Provide for adequate pedestrian and bicycle access for school children within residential neighborhoods to minimize busing.	Planning and Zoning
On-going	Select school sites to avoid limiting physical features and other hazards detrimental to safety of children and to the general operation of school.	Planning and Zoning

**Table 13.4-1. Prioritized List of Policies**  
(Page 12 of 21)

<i>Priority</i>	<i>Policies</i>	<i>Responsible Entity</i>
On-going	Plan school sites to be large enough to accommodate possible future building expansion and recreation needs.	Planning and Zoning
On-going	Coordinate with the School District to explore community education and other higher education programs.	City Council
On-going	Direct economic development committee to pursue potential private schools and vocational and technical educational programs.	City Council
On-going	Discourage increased traffic on streets where existing and planned schools are located.	T.T.F./Planning and Zoning
On-going	Consider widening and the general upgrading of streets only when it will not have a negative impact upon schools.	T.T.F./Planning and Zoning
On-going	Ensure secondary schools (junior and senior high schools) have direct access onto a collector or minor arterial thoroughfare.	T.T.F.
On-going	Coordinate City and school district efforts to identify and acquire future school sites and adjacent open areas.	Planning and Zoning
On-going	Coordinate school site planning with adopted utility master plans prior to school site acquisition.	Council
<b>Community Design</b>		
Immediate	Review all commercial, industrial, and residential developments for adequate site planning.	Planning and Zoning

**Table 13.4-1. Prioritized List of Policies**  
**(Page 13 of 21)**

<i>Priority</i>	<i>Policies</i>	<i>Responsible Entity</i>
Immediate	Develop uniform sign design standards that enhance the community.	Planning and Zoning
Immediate	Develop and implement a streetscape plan for key areas of the city.	Urban Forestry
Immediate	Establish a Business Improvement District.	Council/Economic Development Committee
Immediate	Investigate possible downtown revitalization programs, such as Main Street.	Economic Development Committee/Council
Immediate	Encourage use of native and drought resistant species in landscaping.	Urban Forestry
Immediate	Continue property maintenance programs through code enforcement.	Council
Intermediate	Develop a specific development plan for downtown area.	Council/Economic Development Committee
Intermediate	Investigate and implement methods to resolve the parking issue.	T.T.F./Planning and Zoning
Long-term	Develop housing rehabilitation incentive programs.	Council
Long-term	Support private and public investment in the restoration of historic buildings, outdoor spaces and natural features.	Economic Development Committee
On-going	Require businesses to install and maintain landscaping within existing and new commercial lots.	Planning and Zoning

**Table 13.4-1. Prioritized List of Policies  
(Page 14 of 21)**

<i>Priority</i>	<i>Policies</i>	<i>Responsible Entity</i>
On-going	Administer an efficient, quick-response weed removal ordinance with progressive notices and penalties.	Council
On-going	Encourage landscaped setbacks for new development on entrance corridors. The city should require, as a condition of development approval, landscaping along all entrance corridors.	Planning and Zoning
On-going	Use the comprehensive plan, subdivision regulations, and zoning to discourage strip development and encourage clustered, landscaped business or residential development on entrance corridors.	Planning and Zoning
On-going	Continue to promote the Urban Forestry Council's policy of tree planting in residential subdivisions.	Council/Planning and Zoning
On-going	Continue to promote cooperation and coordination between utility companies and property owners.	Council
On-going	Identify sites and structures of historical or cultural importance, and initiate programs to preserve such areas and facilities.	School/Council
On-going	Encourage programs that will increase the community's awareness of its heritage and the economic, as well as aesthetic value of preservation.	Chamber/Council/School
On-going	Ensure that all new development enhances the visual quality of its surroundings.	Planning and Zoning
	Identify sites and structures of historical or cultural importance, and initiate programs to preserve such areas and facilities.	

**Table 13.4-1. Prioritized List of Policies**  
**(Page 15 of 21)**

<i>Priority</i>	<i>Policies</i>	<i>Responsible Entity</i>
<b>Natural Resources and Hazardous Areas</b>		
Intermediate	Identify and protect areas with special characteristics such as stream corridors, canals, and wetlands.	Planning and Zoning/Council/Engineer
Intermediate	Promote water saving devices and techniques through education and incentives to all segments of the community. Initiate new design elements that reduce water-use, such as the use of native and drought resistant species in the landscape.	Council
Intermediate	Develop a floodplain evaluation to establish the 100-year and 500-year storm boundaries.	Council/Engineer
Intermediate	Evaluate the environmental impacts of both public and private projects carefully prior to their approval. Projects with environmental problems and/or impacts should only be approved subject to adequate mitigation measures being provided by the applicant.	Planning and Zoning
Long-term	Reduce the use of high quality groundwater for irrigation, by using available surface water sources for irrigation throughout Kuna.	Council
Long-term	Coordinate and utilize applicable resource planning information and management guidance as provided by local, state and federal agencies, and to update the physical resource information of the Urban Service Planning Area when relevant data becomes available.	Planning and Zoning
On-going	Control and preserve the natural beauty of Indian Creek, and retain access for all residents to the creek.	Planning and Zoning/Council

**Table 13.4-1. Prioritized List of Policies**  
**(Page 16 of 21)**

<i>Priority</i>	<i>Policies</i>	<i>Responsible Entity</i>
On-going	Encourage the construction of energy-efficient residences and businesses, and promote energy conserving activities.	Council
On-going	Control development along major drainage ways to ensure that development does not cause additional ground or surface water contamination.	Planning and Zoning
On-going	Prevent contamination of water with sewage and wastewater through appropriate treatment and by enforcing regulations.	Council
On-going	Manage stormwater using Best Management Practices to prevent degradation of both surface and groundwater supplies.	Council/ACHD
On-going	Consider flooding potential and preserve adequate unobstructed channels to prevent flood damage to developments contiguous to natural waterways, irrigation canals, laterals, and drainage ditches.	Council
On-going	Prohibit construction in floodways.	Planning and Zoning
On-going	Consider the potential impact of man-made hazards for any development.	Planning and Zoning
On-going	Ensure that information is readily available to the public regarding environmental hazard or problem areas within the community, especially with regard to land, air, water, vegetation, and other natural resource constraints.	Council
On-going	Ensure that canal irrigation systems are not jeopardized by subdivision or other developments.	Planning and Zoning

**Table 13.4-1. Prioritized List of Policies**  
**(Page 17 of 21)**

<i>Priority</i>	<i>Policies</i>	<i>Responsible Entity</i>
<b>Recreation</b>		
Immediate	Continue to develop and improve recreational programs and facilities to enhance the use and enjoyment of existing public parks.	Parks Committee
Immediate	Establish a budget for ongoing recreation operation and maintenance.	Council
Immediate	Maintain at least the existing minimum parkland standard identified by the NRPA (5 to 7 acres per 1,000 population) and require the development of recreational open spaces. All new development will contribute to the parkland inventory which may be a portion of the development.	Planning and Zoning/Parks and Recreation
Immediate	Investigate the feasibility of establishing a Regional Recreation District.	Council
Immediate	Consider enhanced use of Birds of Prey NCA as part of the unified recreational plan.	Parks and Recreation
Immediate	Encourage the use of a full-time staff person to coordinate various existing and new programs to improve facility utilization and scheduling.	Council
Immediate	Develop a plan defining the general approach to the selection and location of various parks and facilities. The plan would include a study of existing resources, needs and trends including public and private facilities. The plan would invite the participation of individuals, citizen groups, civic organizations, the school district and those having special needs; encourage the development of recreational facilities in a paced manner; and balance economic and natural resource issues.	Council/Parks and Recreation

**Table 13.4-1. Prioritized List of Policies**  
**(Page 18 of 21)**

<i>Priority</i>	<i>Policies</i>	<i>Responsible Entity</i>
Immediate	Develop and maintain bicycle and pedestrian pathways as an integral part of the park system.	Planning and Zoning/Council/Parks and Recreation/T.T.F.
Immediate	Identify methods to set aside monies for the acquisition of needed lands.	Council
Immediate	Review opportunity to build, operate, and maintain a community swimming pool.	Council
Immediate	Support the development of a Youth/Community Center.	Council
Immediate	Support the development of an outdoor amphitheater and related programs.	Council
Intermediate	Encourage private enterprise to develop commercial recreational facilities which will serve special recreational needs.	Economic Development Committee/Parks and Recreation
Intermediate	Conduct regular, periodic reviews of the recreation needs and conditions of the community.	Parks and Recreation
Intermediate	Acquire land for recreation parks and facilities well in advance of the development of the area to avoid the rising land costs and the risk of having the land put to some other use.	Council/Parks and Recreation
Intermediate	Encourage the development of a high quality recreational vehicle park to attract visitor opportunity.	Economic Development Committee

**Table 13.4-1. Prioritized List of Policies  
(Page 19 of 21)**

<i>Priority</i>	<i>Policies</i>	<i>Responsible Entity</i>
Long-term	Interconnect the park and open space system with rights-of-way for trails, walkways, bikeways and horses.	Parks and Recreation/Planning and Zoning/T.T.F.
On-going	Encourage efficient utilization, operation and maintenance of existing recreational facilities.	Council
On-going	Continue to develop and improve the Indian Creek Greenbelt.	Council/Parks and Recreation
On-going	New subdivision development, highway improvements, and all changes of land use will be considered as opportunities to provide greenbelts, bike paths or pedestrian access to public parks, and links between schools, parks, and neighborhoods.	Planning and Zoning
On-going	Conserve area scenic and natural resources, especially waterways, drainage ways, and natural habitats.	Planning and Zoning
On-going	Support the development of new community facilities which would include athletic fields (e.g., soccer, baseball, etc.) and other multi-purpose facilities.	Parks and Recreation/Council
On-going	Continue to support the Kuna senior citizen's organization as an important social program in the community.	Council
<b>Economic Development</b>		
Immediate	Identify and initiate positive programs to support existing industrial and commercial areas to ensure their continued vitality.	Council/Economic Development Committee

**Table 13.4-1. Prioritized List of Policies**  
(Page 20 of 21)

<i>Priority</i>	<i>Policies</i>	<i>Responsible Entity</i>
Immediate	Support efforts to ensure the redevelopment of the downtown area by developing a plan to include public parking.	Council/T.T.F.
Immediate	Appoint an economic development task force to coordinate plan development.	Council
Immediate	Identify funding sources to support economic development.	Economic Development Committee
Immediate	Study and identify sites for potential development which will generate employment.	Council
Immediate	Develop strategies within the plan to revitalize existing facilities for new economic uses.	Economic Development Committee
Intermediate	Locate city hall and associated uses near the commercial activity center.	Council
Intermediate	Identify strategies within the plan to attract business and industry which support the residents of Kuna and the surrounding area by providing the day-to-day services needed by area residents.	Economic Development Committee
On-going	Continue to support and fund local economic programs.	Council
Intermediate	Direct economic development committee to pursue potential private schools and vocational and technical educational programs.	Council
Intermediate	Develop strategies to encourage tourism and recreation activities.	Economic Development Committee

**Table 13.4-1. Prioritized List of Policies  
(Page 21 of 21)**

<i>Priority</i>	<i>Policies</i>	<i>Responsible Entity</i>
<b>Implementation</b>		
Immediate	Update the zoning and development ordinance to be in conformance with the adopted comprehensive plan and map as required by state law.	Council/Planning and Zoning
Immediate	Review the status of the implementation actions to ensure steady progress on all items.	Council
Immediate	Require that the Planning and Zoning Commission budget include detailed review of the adopted comprehensive plan at least once a year.	Council
Immediate	Conduct work sessions with area cities as needed to better coordinate planning policies regionally.	Council
Immediate	Create a checklist for Planning and Zoning and the City Council to review all development.	Council/Planning and Zoning
Immediate	Pursue negotiations with the Ada County Commissioners to modify the area of city impact map and agreement consistent with the provisions of this plan.	Council
Immediate	Organize and fund committees or special commissions consistent with the provisions of this plan.	Council
Intermediate	Establish a Capital Improvement Plan.	Council
Intermediate	Establish a Future Acquisition Map.	Council
On-going	Require that public meetings be held annually to review the comprehensive plan and to promote a better understanding of the plan and its purpose.	Planning and Zoning

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