

**CITY OF KUNA
JOINT CITY COUNCIL, P & Z & TTF MEETING
MINUTES**

SEPTEMBER 12, 2006

KUNA CITY HALL COUNCIL CHAMBER, 763 W. AVALON

NOTE: These minutes are an unofficial record of this City Council meeting until reviewed; corrected if deemed appropriate and formally approved by the Kuna City Council at a subsequent Council meeting.

Council President Lang called the Joint City Council, Planning & Zoning Commission and Transportation Task Force Meeting to order at 5:35 p.m.

Present: Council President Lang, Council Members Trina Stroebel and Richard Cardoza; Planning & Zoning Commission Chairman Brian Roth, Commissioners Brian Stewart and Holly Kerfoot; Transportation Task Force Chairman Tim Gordon and Arnold Watkins; John Wasson, ACHD; City Attorney Randy Grove; City Engineer Keven Shreeve; Planning & Zoning Interim Director Diana Sanders and Planner Lisa Bachman and City Clerk Lynda Burgess.

HIGHWAY 69 ACCESS:

Diana Sanders stated that the Planning & Zoning Department has had a few developers ask about setbacks from Highway 69. Currently, the City's setbacks from the highway are 150 feet from the right-of-way. Instead of just changing the setbacks, the City should look at the whole ordinance so all of its criteria is consistent for all future development along the Highway 69 corridor within Kuna.

ISSUES:

Half-mile – will Kuna allow access at half-mile locations or just at mile locations?

Frontage or backage roads – is it desirable to require one or the other or a mix of these types of access roads? Not all roads that access Highway 69 will be commercial; there will be some residential.

Buffers – what type? Residential will need a larger buffer or a sound-proof fence.

Right in /right out – the Transportation Task Force has not supported this type of access in the past. An example is the new Double D Store along Highway 69 in Meridian with a right in/right out at the north end of their parking lot. Ms. Sanders reported that she had observed that traffic using this entrance turns left into the access entrance instead of the right in/right out.

Limited access – leave Highway 69 as a highway and not turn it into another Eagle Road and Fairview. Eagle Road is a state highway and there is unlimited access on that highway. When staff prepared the ordinance, a council member from Meridian commented that if they had to do it over again, they would never have allowed the access that they have permitted on Eagle Road. Once they allowed some access, it opened the door to everyone else.

Our Highway 69 corridor will start at Kuna Road and Highway 69. Access questions to consider:

- Requiring ¼ mile roads to be built
- Currently, the ordinance does not allow any access other than at the mile.
- Introduce a mid-mile access 660 feet from an intersection.
- ITD encourages three accesses on each side of the road from the City. Ms. Sanders would like to be more restrictive than ITD.
- Pedestrian access?

Tim Gordon stated that mile access standards were added to the ordinance to keep from having another Eagle Road in the City. He felt that it is imperative, as the City goes forward with various developments, that access onto the highway allows for good and safe traffic flow. Further, he thought that mid-mile access should be revisited. With 1/4 or 1/3 mile access, Kuna will have another Eagle Road with traffic at peak commuter hours moving at 30 mph. How long would you want to spend getting home if you work in Boise?

John Wasson, ACHD, stated that the City will want ¼ mile access designed as collectors with limited access. Eventually, Kuna will have the demand and if it's not planned and engineered in the first place, then Kuna will play retrofit and catch up forever.

HIGHWAY 69 ACCESS:

- SUPPORTED – mid-mile access east and west.
- SUPPORTED – ¼ mile collectors north and south, engineered not to promote speeding.
- SUPPORTED – round-abouts/traffic circles with traffic speeds of 17 to 19mph to be added at appropriate intersections. (Promote them in appropriate areas)
- SUPPORTED – traffic calming measures
- SUPPORTED – no access less than 660 feet from Highway 69
- SUPPORTED - Commercial buffer width – 15 ft. of grass and 15 ft. of meandering sidewalk

RESIDENTIAL ACCESS:

- SUPPORTED – berm/wall combination
- Encourage backage roads
- Residential buffer width – 50 feet.

There being no further business to conduct, the meeting was adjourned at 6:43 p.m.

Jeffery T. Lang, Council President

ATTEST:

Lynda Burgess, City Clerk

APPROVED: OCTOBER 3, 2006