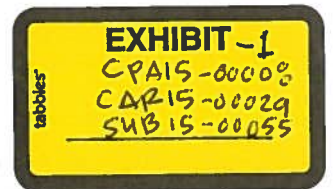


RICHARD KAYLOR

7355 W. RING PERCH OR



Syringa Subdivision Brief1

February 6, 2016

REZONE OF APPROXIMATELY 601 ACRES FROM A-2 (OPEN LAND) TO SP-03 (SYRINGA VALLEY SPECIFIC PLAN).

Comprehensive Plan Amendment Comprehensive Plan Policy SW-CCN 2.5(a) limits residential uses north of the Lake Hazel extension to the 65 acres in the northwest corner of the development. In addition, Policy SWCCN 2.5(b) limits the gross density in this residential area to a maximum of three dwelling units per acre. The applicant would like to increase the residential development area to approximately 100 acres and density allowed to approximately 4.5 dwelling units per acre. **The policies restricting residential development were adopted in response to concerns voiced by the Boise Airport when the property was annexed into Boise City.** This property is located within the Airport Influence Overlay Area Zone A which does not restrict residential density like other Airport Influence Area zones. Policy SW-CCN 2.10 requires development in the Reserve Planned Community area to adhere to the land-use restrictions of the Airport Influence Areas. Principle GDP-AIA.2(a) requires all new residential development and new schools which are affected by average sound levels in the 60-65 DNL and/or aircraft traffic patterns below 1,000 feet, to provide a sound level reduction of 25 db. A condition of approval will require all residential homes and schools located within the development to provide a sound level reduction of at least 25 db

TRAFFIC

Cole Road south of Victory is only two lanes. There are four churches on it and when a car is waiting for opposing traffic to clear to turn left it backs up traffic behind it. Traffic has been heavy and increased since Lake Hazel extension was opened. Some say more traffic has increased on Cole Road south of the Lake Hazel extension, than north of Lake Hazel extension, but this is not true. Phase 1A (Kirsten's Subdivision) with 170 single-family lots will add 1,770 vehicle trips per day. ACHD said that in 2017 traffic on Cole Road segment between Amity and Victory Road will not be acceptable. In 2025 segments of Cole Road from Amity to Desert Avenue, and from Amity to Victory Road, are expected to exceed acceptable level of service thresholds. Under 2035 total traffic conditions all segments of Cole Road between Lake Hazel and Overland Road are expected to exceed acceptable level of service thresholds.

AIRPORT NOISE

We live in Southfork Subdivision, (zoned R4 in the county) just north of the planned development, and we are in an Airport Avigation Easement Airport Influence Area B (subject to noise levels of up to 70 dNL), but no one told when we were buying our home. An avigation easement is the right to the use of real property for the purpose of aircraft overflights and related noise, vibrations, and other effects caused by aircraft operations. An avigation easement is a permanent encumbrance on the land. I wonder if new homeowners in Syringa subdivision will be told this. They are in Airport Avigation Easement Airport Influence Area ~~B~~ noise levels of up to 65 dNL. Airport Avigation Easement causes homeowners to lose many rights, such as Limits on

noise, dropping of oil, fuel and debris on property, ability of airport personnel to come on property and planes to fly low overhead.

"This subdivision is located within the Airport Influence Area A (noise levels of up to 65 dNL), which is affected by average sound levels in the 60-65 DNL, and/or aircraft traffic patterns below 1,000 feet. All new residential development is subject to an aviation easement and required to meet the sound attenuation standards of a minimum noise level reduction (NLR) of 25 dB." Boise City Planning and Zoning Commission / January 8, 2016 Page 16 of 20
Last fall when Boise City held the hearings on the Boise Airport they said that they would require that land south of the airport would not be developed because of the noise in that area.

Military aircraft at Boise will continue for at least five years with the F10s, and then probably F35s which are a lot noisier.

When the third runway is expanded the new subdivision will be under their flight path. Look for map.

INFRASTRUCTURE

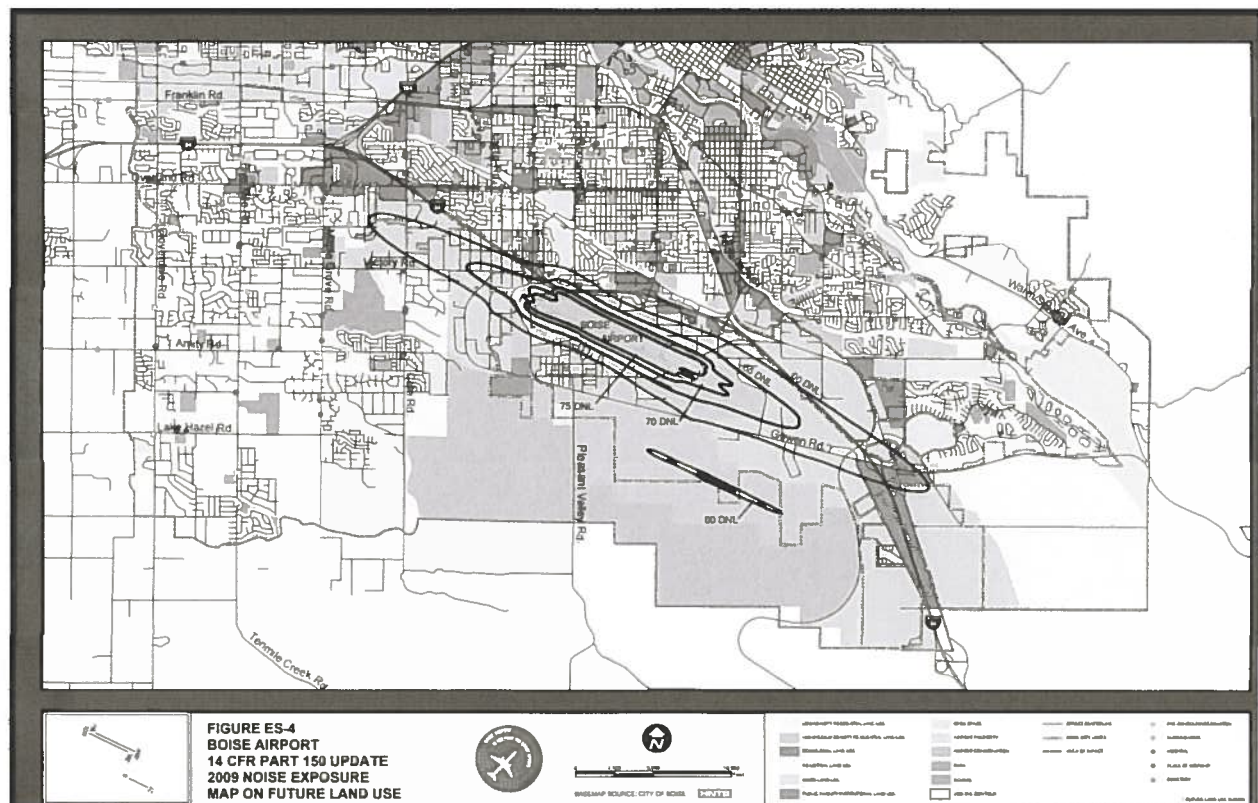
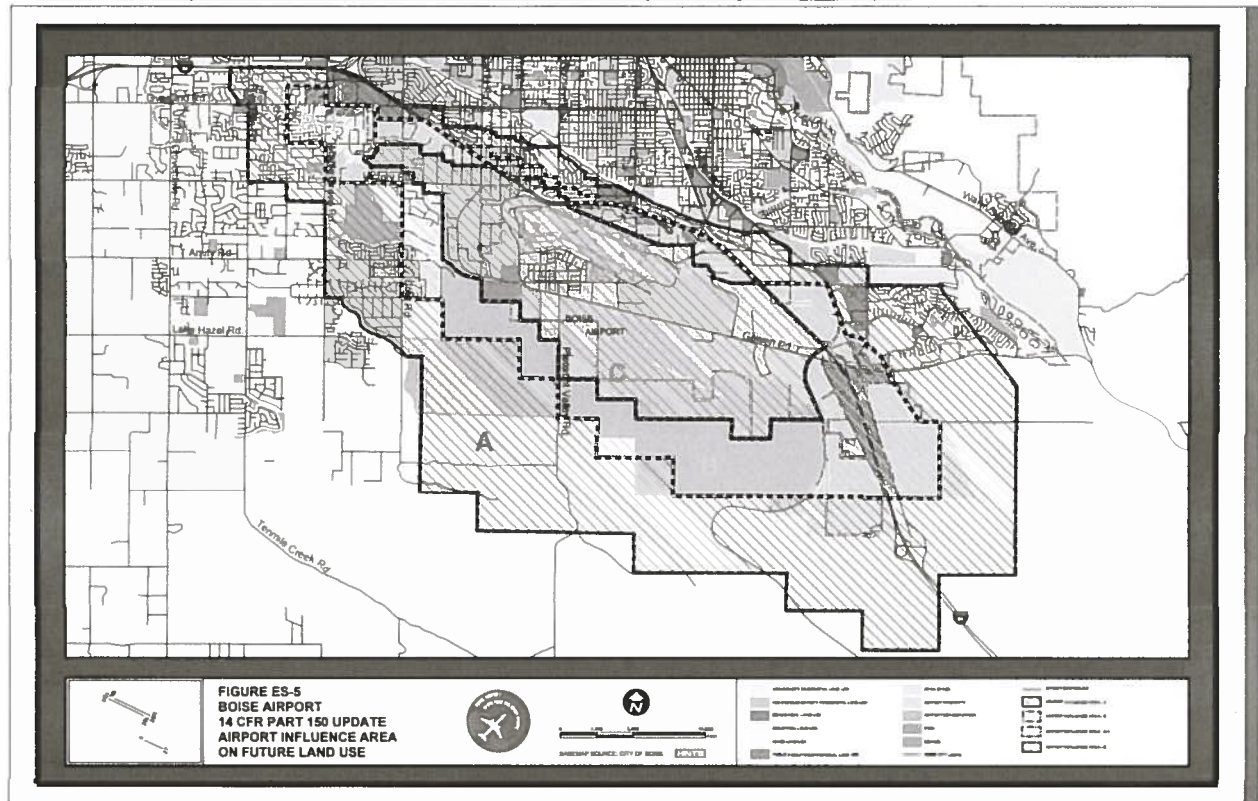
What about water and sewer and irrigation water?

Boise Project Board of Control said

As presented, the above-mentioned development contains 100.9 acres of an overall 601 acre project; however, (per our records) a portion of this property is limited to 31.79 acres of valid water right "and should be so noted".

The area of new development is directly under, or nearly so, the most heavily traveled airspace for both arrivals and departures to/from Boise airport. Airport noise is why this area has remained blank for so long. It was used as a noise buffer by your predecessors. I do not expect the noise level to the north or south of Lake Hazel and east of Cole road will be tolerable to most residential home owners if an afterburning type aircraft becomes an hourly routine at Boise. Also please consider the most modern USAF aircraft have a night and day mission capability. Do you really think residents won't be bothered by frequent F-35 flights arriving and departing Boise at night?

Figures ES-3 and ES-4 show the 2004 and 2009 Noise Exposure Maps at Boise Airport, as accepted by FAA. The Noise Exposure Maps show existing areas of aircraft noise, known as "contours" (black lines), overlaid on land uses. Land uses near the Airport include residential (yellow and tan), commercial/industrial (red and gray) and parks and open space (light and dark green).



ES-4 above

