



Planning & Development Services

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MEMORANDUM

MEMO TO: Boise City Council

FROM: Todd Tucker, Senior Planner

RE: CAR15-00029, CPA15-00008 & SUB15-00015 Additional Information

DATE: March 25, 2016

The attached correspondence was received after publication of the planning report for the items referenced above.

From: [Inna S.](#)
To: [Todd Tucker](#)
Cc: [Kent Goldthorpe](#)
Subject: Public Comments for Boise City Council on ACHD Staff Recommendations re: Syringa Valley
Date: Thursday, March 17, 2016 12:54:25 PM

To:
Boise City Council,
Todd Tucker
Subject: Syringa Valley Development, Road Improvements

CC: Kent Goldthorpe, ACHD Commission President

I would like to bring to Boise City Council's attention that ACHD Staff deviated from their Policy and common Engineering practices in their Final Recommendations on roads improvements to Syringa Valley Development, dated 1/27/2016.

I have already testified about the need for Lake Hazel to Orchard extension.
ACHD also fully considered and then omitted necessary improvements to S. Cole road from their written recommendations to the City of Boise.

As an engineer, I know that sidestepping Engineering process and not providing needed roads before the start of a major construction project undermines both public safety and our quality of life in South Boise.

Regarding S. Cole rd, ACHD Staff wrote that according to their policy, Developer is responsible for all street frontages adjacent to the site.
Developer proposed to access existing Cole road to access the building site.
Cole Rd received a failing grade "F" south of Victory, that stands for a jammed road, in ACHD traffic assessment.

ACHD Staff Report on Kirstin Subdivision stated: "Typically, staff recommends improvements to mitigate the impacts, or that the developer wait until ACHD makes improvements, as scheduled in the CIP or FYWP. In this case improvements would include widening Cole Road to 5 lanes from Amity to Victory Road. However, given the costs associated with widening Cole Road (\$3,500,000), and the planned extension of Orchard Street to Lake Hazel Road it would be infeasible (and after the extension of Orchard Street unnecessary) for the applicant to widen a mile segment of Cole Road with the first phase of this development. The applicant will be required to construct the Orchard Street extension after the first 170 single family lots have been final platted the development as required in the Syringa Valley Specific Area Plan".

I would like to comment here, that the word "infeasible" does not exist, and should be "unfeasible".

Then, as I stated before, since there are no roads on North and South sides of the 600 acre site, and the roads on West and East sides are only 2-lane roads, the DEVELOPER ABSOLUTELY HAS TO PLAN FOR BUILDING ROADS TO THE

ACREAGE HE WANTS TO DEVELOP.

Also, the assertion that no cars from future Syringa Valley will use Cole Road and will only drive on future Orchard extension DEFIES COMMON SENSE.

West bound traffic will avoid taking detour to the east on future Orchard extension.

It is only fair to assume that HALF of Syringa Valley's 44,000 estimated car trips will drive on S. Cole rd, which amounts to DOUBLE of 2014 traffic count of 17,000 to 23,000.

Since S. Cole rd ALREADY GOT A FAILING GRADE "F", without a doubt the road has to be improved before Syringa Development construction starts.

On the final page of ACHD Staff report on Syringa Valley, ACHD also made statements what it considers ACCEPTABLE for Level of Service on our roads such as:

" * Acceptable level of service for a two-lane principal arterial is "E" (690 VPH)."

I compared this to "**Highway Capacity Manual**", and am including explanation of the Grading System:

Table 1. Level of Service Criteria for Signalized Intersections

A, Free Flow

B, Stable Flow (slight delays)

C, Stable flow (acceptable delays)

D, Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)

E, Unstable flow (intolerable delay)

F, Forced flow (jammed)

This led me to conclude that ACHD considers "Intolerable traffic delays" to be Acceptable for the public it is supposed to serve.

Further, at the very bottom of page 34, ACHD went on describing what it considers Acceptable LOS for Intersections.

"* Acceptable Level Of Service for a signalized intersection is a V/C ratio of 0.90 or less."

I consulted with **Federal Highway Administration Guide for their Standard.**

It describes **Thresholds for Critical Volume-to-Capacity ratio** as:

< 0.85	Intersection is operating under capacity. Excessive delays are not experienced.
0.85-0.95	Intersection is operating near its capacity. Higher delays may be expected, but continuously increasing queues should not occur.

ACHD estimates that currently Cole/Victory rd operates with V/C ratio 0.86, which stands for INTERSECTION NEAR ITS CAPACITY.

Allowing anymore housing and car trips to be added to S. Cole rd will only make this

intersection WORSE.

In conclusion, I would like to sum up that the existing traffic problems in S. Boise must stem from ACHD's policy that INTOLERABLE TRAFFIC DELAYS and INTERSECTION NEAR ITS CAPACITY are ACCEPTABLE.

Since ACHD's role to the City of Boise is Advisory, I would like to propose that Boise City Council should make their own common sense recommendations about LACK OF ROADS and CAPACITY near Syringa Valley site, and does not rely on ACHD's final recommendations, that sidestepped common engineering standard, as well as their own development policy.

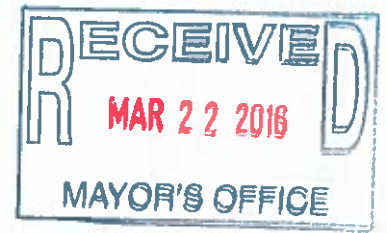
I had to put this in writing now because of 3 minute limit on my public testimony at City Hall.

With best regards,

Inna Patrick, Ph.D.
6850 Hollilynn Dr.
Boise, ID 83709

March 17, 2016

Mayor David Bieter
Boise City
150 N Capitol Blvd
Boise, ID 83702



Dear Mayor Bieter:

Please vote AGAINST Pleasant Valley South, LLC
CAR15-00029 & CPA15-00008

No one who lives near the planned development wants it to happen

The only benefit is so the developer and investors can make a bunch of money.

What happened to Free Range A-2?

The Open Land A-2 District provides a zoning district within the City for property intended for permanent open space and to properly guide growth of the fringe areas of the City. The A-2 zone should be applied to property that is not intended for development.

Density changing from 1 unit per 40 acres to 4.45 homes per acre

The Maximum Density of A-2 is 1 unit per 40 acres. SP-03 (Syringa Valley Specific Plan) is 453 homes on 101 acres or 4.45 homes per acre.

Avigation Easement

Subdivision is located within Airport Influence Area A with average Day Night levels up to 65 decibels.

At Airport Hearings last year Boise City pledged that no homes would be build on land south of the Boise Airport

Limited Water Rights

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".

Drilling new wells will affect current well owners.

Traffic on Cole is backlogged now and will only get worse with 400 new homes

Require that no development occur until Cole is widened south of Victory, Lake Hazel is extended east and Orchard is extended down to Lake Hazel Extension, and all construction traffic is to use Orchard Road.

ACHD said current traffic on Cole is no problem but their study was flawed

1,770 Additional Trips per day on Cole Road

This is just for Phase 1 (170 single family lots).

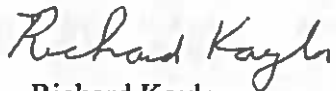
44,120 Additional Trips per day after full build-out

4,315 vehicle trips per hour during the PM peak hour.

What is Impact on World Center For Birds of Prey?

South of W Hollilynn Drive

Thanks

A handwritten signature in cursive script that reads "Richard Kaylor".

Richard Kaylor

7355 West Ring Perch Dr

Boise, ID 83709-5695

Syringa Subdivision Briefl

February 6, 2016

We live in Southfork Subdivision and our property abuts the northern edge of Kirsten Subdivision.

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.

Our roads need to be fixed before this subdivision is allowed to add more traffic!

It will be even worse when the 601 acres of Pleasant Valley South are rezoned from A-2 (Open Land).

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 aviation easement is a permanent encumbrance on the land. I wonder if new homeowners in Syringa subdivision will be told this. They are in Airport Aviation Easement Airport Influence Area B noise levels of up to 65 dNL. Airport Aviation 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 noiser.

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

INFRASTRUCTURE

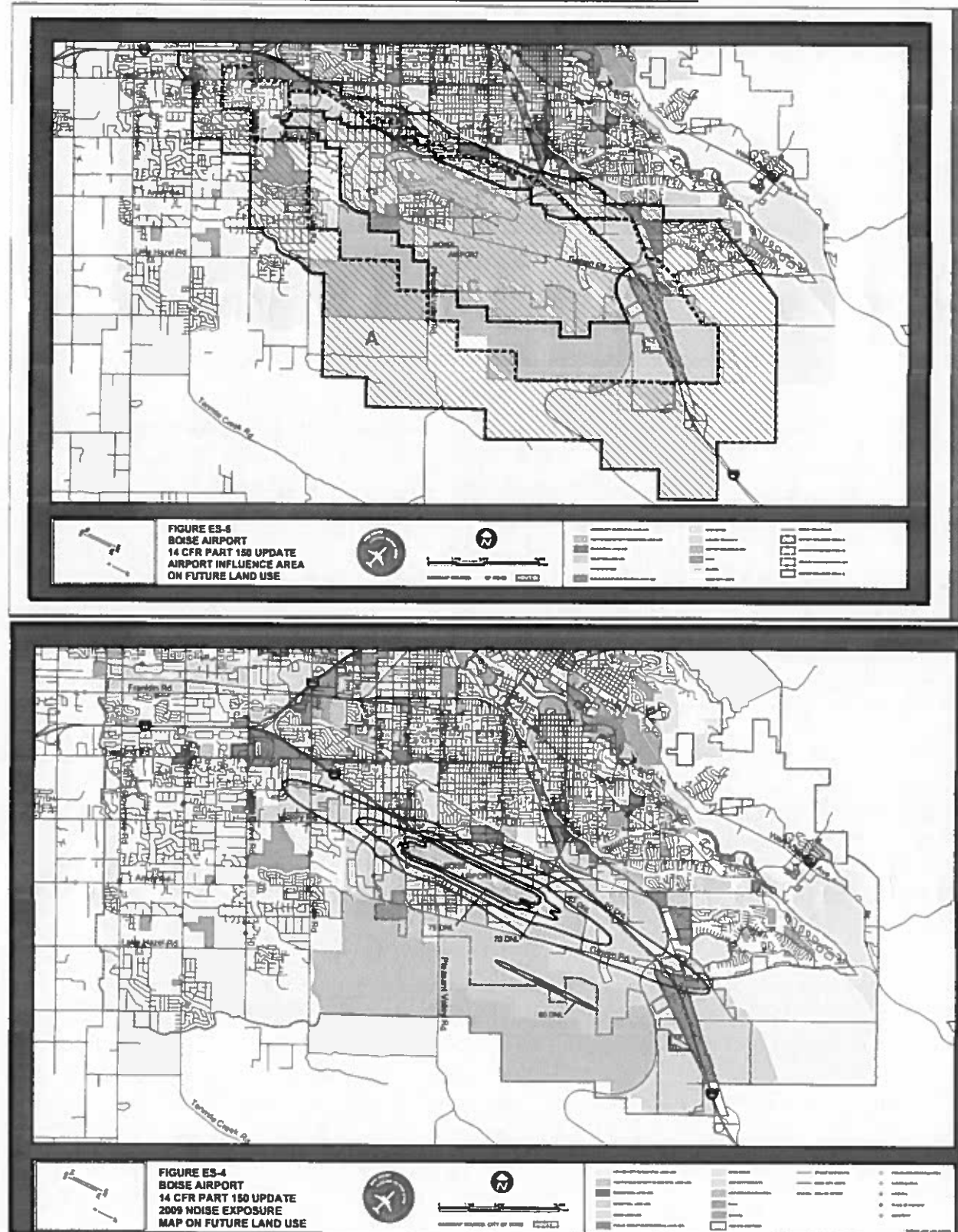
What about water and sewer and irrigation water?

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

Dear Members of the Boise City Council,

We would like to address the pending matters of the Requested Change of Zoning, Amendment to Policy SW-CCN 2.5 of The Comprehensive Plan, and proposed Kirsten Plat (matters 6, 6a, and 6b on the PZ Commission agenda for the 2/8/16 meeting).

In examining the viability of any project such as this we are seemingly faced with any number of planning documents and regulations, as well as the discourse accompanying the pros and cons of such a development. Arguments can, and have been made, that this project does or does not comply in all these aspects.

We propose focusing in on one simple, and rather obvious, element of the discussion. Everyone can agree that a predominant theme for utmost consideration running throughout any planning discussion must be the promotion and maintenance of stable communities. Here we are referring to that aspect of a neighborhood which defines its character and promotes a particular quality of life consistent with the needs and desires of the residents of that neighborhood. Therefore, any planning must absolutely take into account and give greatest weight to sustaining and nurturing that character and quality of life. What else is there to preserve in a neighborhood, if not this?

There can be little question that the subject area is distinctively rural in nature. A quick perusal of a vicinity map, or better yet, a casual drive down Cole Rd. past the subject property will unmistakably reveal that this is rural, country-style living. Evident are large agricultural fields to the west, estate lots and the renowned Birds of Prey to the south, the open, virgin lands to the east, and only the smallest slice of single family residences on the northwest fringe. To classify this as anything other than a distinctly, very low density, rural environment is to ignore one's senses. The people living here want to be here for exactly the environment it provides, one of removal from the hustle-bustle of city life, with its attendant light and air pollution, congestion, wildlife decimation, and the myriad other "blessings" of urban life. The open environment, with its intrinsic value as wildlife habitat,

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the sense of calm and peace, is extraordinarily valuable to our well-being, and deserves greater consideration and protection, as opposed to the need to plant a cement-laden, crowded complex in our backyard.

The subject proposal is nothing less than a catastrophic destruction of the qualities which we cherish and which drew us to live here in the first place and which keep us here. Any planning documentation rationale to the contrary only provides cover for the wholesale, radical, poorly-conceived change of our neighborhood. What we are respectfully requesting is a common sense consideration of the proposal. It is one thing to develop open lands for light residential use mirroring the neighborhood, as opposed to a massive project flooding the area with urban congestion, obliterating this most valuable "reserve" of open space. The subject property is an integral part of the area, and this project would simply create an island of congestion in the middle of our pastoral community.

For the reasons expressed above, we hereby respectfully request that the City Council act to deny the zoning change, deny the modification, and deny the plat application. If the Council finds that development of some sort is ultimately warranted, then a very low density residential proposal be alternatively considered, thus preserving the open land concept originally envisioned for this area.

Respectfully submitted,

Carol A. Hill
7219 W. Old Country Cr.
Boise, ID 83709
Southfork subdivision

From: tkcoops@yahoo.com
To: [Todd Tucker](#)
Subject: New development
Date: Thursday, March 24, 2016 11:27:43 AM

NO new development until we get new roads! All anybody needs to do is sit out on S. Cole Rd. late afternoon or early morning to know that this is absolutely necessary!

Tom and Kathy Coops

Sent from my iPhone

Planning and Zoning
City of Boise
150 N Capitol Blvd
Boise, Idaho 83702

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Public Hearing March 29, 2016
Case Numbers CAR15-00029
CAR15-00008

We agree with the P&Z recommendation for approval on both of these requests. We look forward to the long delayed growth of the City of Boise in this area and the improved transportation access that will be gained when Lake Hazel is connected to Orchard and points east. We also encourage quick improvements to Cole Road south of Victory.

We also request that some element of the project include the name Sellars in honor of John and Gladys Sellars.

The Sellars bought their forty plus acres on March 19, 1942 when there was nothing south of Overland but a narrow gravel road. The Sellars lived there all their life after returning to Boise following WWII and a stint in the Marines. Their address was 6300 S Cole road but the house and property were down Sellars Lane, which the extended Lake Hazel will cross. When we sold the property in December there was some informal talk of one of the small parks being named Sellars so we are taking this opportunity to raise the issue again and get it in the public record.

Thanks



Carol (Sellers) Heimbuch

Jerald and Carol (Sellars) Heimbuch
(Previously of 6302 S Cole Road)
PO Box 190826
Boise ID 83719

For your general information:

We still have the 9 page Abstract of Title No 6-210 that begins with the original 176 acres. It includes the Patent of Water Rights dated June 28, 1913 under President Woodrow Wilson and the January 14, 1913 Warrantee Deed before Chas Koelsch recorded in Ada Co Book 105 of Deeds at Page 301 on July 23rd, 1913.