

From: [Chris Christman](#)
To: [Todd Tucker](#)
Subject: Syringa Valley Project/Kirsten Subdivision, Pleasant Valley South LLC Hearing
Date: Friday, January 29, 2016 8:37:12 AM

Good Morning Mr. Tucker,

First off, I would like to say thank you for returning my phone calls and answering my questions quickly and professionally.

I am writing you in regards to the Syringa project/Kirsten subdivision on south Cole that we have talked about in the past. I, along with other residents, plan on being at the hearing on Monday the 8th, but if for some reason I or they can't make it, I wanted to send you a written testimony with our concerns and opposition on certain parts of the plans. I would also like myself CC'd in when this is forwarded to the Commission and other concerning parties if possible.

This is in regards to File numbers CPA15-00008 & CAR15-00029 / Pleasant Valley South LLC

My name is Chris Christman. My family and I reside at 6209 S Latgio Dr. Boise, ID 83709. I have proudly served in the Idaho Air National Guard full time for the last 8 years as I cherish our great way of life in this city, state, and great nation. I am contacting you to cover some very important and concerning issues, in our opinion, that need to be addressed if the Syringa Development/Kirsten subdivision is approved. if not before it is approved. I have spent many days and hours visiting with neighbors and residents discussing this subject. Issues with this subject will be covered and solutions based on facts will be given, not just direct opposition. These are inputs from not just myself, but a diverse group of people from within the affected area. I also have a signed roster of these people in which this represents who are deeply concerned along with many others I have simply spoken to.

First of all I will start with Cole road traffic since this is what our community is mostly concerned with and it has already been a rising issue. As I'm sure ACHD is aware of traffic on this main road is reaching its limits during rush hour on weekdays, they still claim that it is within "level of service". I don't see how this is possible with Cole road backing up more than a mile from Victory, and south past Amity street in the AM. If anyone on the boards has been in this area during this time, they will know what I am talking about. ACHD needs to review how they calculate LOS as it is not accurate by any means, or perhaps the method they are performing the study isn't applicable to situation on this road. I will explain more in depth if you haven't witnessed this.

South Cole near Lake Hazel was not congested at all before Lake Hazel was tied in. But since the connection, it has more than tripled. ACHD traffic counts prove this. It's a non-stop flow between 7-9 am and 4-6 pm. Also, Cole will back up to Amity from Victory at these times since the connections. Cole road itself is falling apart between Desert and Lake Hazel and is in need of repair. This section could benefit from being widened to 3 lanes and this would largely increase safety for residents merging into

Cole. I know Cole/Victory intersection is supposed be improved to 5 lanes from Victory, south to the fire station. This improvement should be done in the VERY LEAST before any of the Syringa project is approved. Still, this won't solve the main problem, as the main issue lies south, beyond Victory, and this will just make a merging battle for drivers when the 5 lanes is reduced to 3 at the fire station. North of Cole, specifically Cole and Overland area is the problem. Traffic backs half way to Overland on Cole, and half way to Orchard on Victory during 4-5 pm. How is this area going to handle 500+ cars in the beginning? Let alone 5000+ once this proposed community is finished? We can foresee the majority of traffic going down Cole as it would be the shortest route with or without Lake Hazel being connected to Orchard, unless there was an alternative option put in to influence drivers to take another route. You might say, "go to a bigger city and see how their traffic is" or "we'll put bus services out there." Well, this isn't that city and there is no reason we can't make changes to keep our city from turning into that chaos. As far a the bus system, It isn't adequate as it is, and Idahoans are very independent you can expect public transportation will a last resort or simple wont be used. I personally have never road a bus in this town after 12 years of living here and never intend to.

The ultimate solution to these issue will be to connect Lake Hazel through to Orchard before any building occurs on Syringa Valley Development. Additionally, eliminate access to Cole, with the exception of Lake Hazel to influence drivers to take the Orchard interchange. This will also benefit Maple Grove, Five Mile, and the majority of the area south of I84 significantly as the traffic will flow from these other communities down this main feed road to the freeway at Orchard. Many other developments are being built, and according to ACHD, this traffic has not even been accounted for.

Second, we would like to cover density. The developer has plotted areas with 5-10 homes per acre. Most of the housing in the area of south Cole is plotted on 1/2 to 1 acre lots, with some of the small plotted lots being around .2 acres. Having the developer reduce density would help eliminate the stress on the current road infrastructure as this area was not built to sustain such density as the developer has planned. An example of this can be witnessed on Maple Grove and Five Mile from the over-population in that area. We would ask that you push the developer to not build so may homes per acre. This will also help reduce congestion and keep the area as it was built from the beginning and what the area was intended to handle. Along with following Blueprint Boise and maintaining open spaces and a rural environment, not urbanism.

Third, we want to address pollution. Air quality in this valley is already beyond poor when it comes to inversions. Not only will you have the emissions from heating 2000+ homes along with businesses, but also the emissions of 5000+ vehicles in the area every day. An estimated 44,000 vehicles, according to ACHD, from this community alone by 2035. My long-term intentions are to raise my family in this beautiful valley, the last thing I desire would to face health issues for yours, or my family, due to poor air quality. This we have no solution for other than not allowing any building at all. We do have one question: has the EPA or the DEQ completed an impact analysis for this much emissions in this area?

On a side note from that, Has there been an Environmental analysis complete for the projects in this area and the effects it will have on the surrounding wildlife habitats and ecosystem? The Snake River Birds of Prey conservation area is within a close vicinity to this area along with other wildlife in the area. Why is this a concern? The last thing we want to see is our tax dollars going towards fighting a lawsuit from an environmental organization, they love this stuff. Coming from a background in the mining industry I personally have seen this happen to governing agencies costing the tax payers millions of dollars. So we ask again, has this been done? And if not, why?

Lastly, the growth of our airport. With this many people this close to the airport, especially the possible 3rd runway, noise complaints are going to be a growing issue. Our airport is a key factor of our national transportation along with cargo movement. As an Individual, I myself and 100's of others have made a career working for the Idaho Air National Guard along with the Idaho National Guard. This could have a negative impact on the future mission selections and jobs of 1000's of treasure valley residents. How can we be confident this issue will be mitigated?

These are the comments and opinions of many citizens in the South Cole area. As much as we all would rather see the area on south Cole to stay the nice, open space it is, we also realize that growth is inevitable. With that being said, there is no reason the infrastructure can't be improved first, then the building plot density reduced before any development begins. Otherwise, the development should be moved to an area that is more capable of supporting it. If anyone's inputs and opinions should be in consideration, it should be the residents that live within the affected area and the ones that will be impacted by the development the most.

On behalf of myself, my neighbors, and the citizens of south Boise that this represents,

We strongly suggest the Boise Planning and Zoning Commission NOT pass CPA15-00008 & CAR15-00029 / Pleasant Valley South LLC Syringa Valley project until these issue are addressed.

Thank you for your time and considerations

Sincerely,

Chris Christman