

Todd Tucker

From: Inna S. <ivserdiu@yahoo.com>
Sent: Monday, September 05, 2016 2:48 PM
To: Todd Tucker
Cc: Kent Goldthorpe; Inna S.
Subject: public comments for Sept 19 P&Z Commission meeting on Syringa Valley

Dear Todd Tucker,
Please forward this before the meeting.

To City of Boise P&Z Commission, re: Syringa Valley applications to be considered on Sept 19, 2016

Dear Commissioners,
I am asking you to vote as explained, on the three applications from Syringa Valley development now owned by CBH homes.

1. Deny Kirsten subdivision, until paved and adequate Lake Hazel rd extension and Orchard st. re-alignment are completed, including new Lake Hazel bridge.
2. An amendment to Increase density in Kirsten subdivision, – Boise City wants to see higher density, so who will care what I think?
3. Deny Specific/Comprehensive Plan with the same conditions as Kirsten subdivision application. If Comprehensive plan gets approved (but Kirsten sub does not), the development code will not require neighbor notification when Kirsten sub application gets re-submitted by the developer in by-pass of residents objections.

Lake Hazel bridge has to be completed before homes are sold, because it is needed for proper (downhill) sewer hook up.

CBH homes is already building many homes in our area on Lake Hazel rd, many of which use my residential street Hollilynn for commuting west to east, or to avoid congestion on S Cole rd.

I do not think CBH should be in such a rush to build more homes in Syringa Valley before completion of paved and adequate Lake Hazel to Orchard extension rd., as well as a new bridge as explained already.

I also ask Boise city P&Z Commission to recommend that City of Boise increases the priority and scope of improvements to S Cole rd from 4 years currently to 2 years.

The scope of improvements on S Cole should be between Victory rd and Lake Hazel rd.

In ACHD's current plan the improvements are between Victory and McGlochlin, which is to the north of the proposed Syringa Valley development, and will be insufficient by the time they go in.

The time for S Cole improvements should be concurrent with the start of Syringa Valley development, as at present it is the only way for the proposed subdivision to access the land.

The schools currently assigned to Syringa Valley development require use of S Cole rd. West Junior high is on S Cole rd. And Hillcrest elementary is north of I-84. Before new roads are built (Lake Hazel and Orchard), S Cole is the only route to be taken to school.

I think it an error for ACHD to speculate that S Cole rd improvements will not be needed once Lake Hazel to Orchard extension is built. Because some of the residents of Syringa Valley will choose to use S Cole, and there will be lots of car trips generated by the humongous subdivision.

ACHD development code requires developers to improve the roads adjacent to their property. For example, recently a 120-unit housing complex was proposed on 9 acres at Lake Hazel and Maple Grove corner, near the proposed Syringa Valley subdivision. I am going to quote from July 11, 2016 public hearing record at Ada County P&Z, findings of fact on Dave Evans Construction application for the 120-unit multi-family development with a clubhouse and playground.

"The Ada County Highway District stated in Exhibit #30 that the applicant shall (1) Dedicate additional right-of-way to accommodate the construction of a multi-lane roundabout at the Lake Hazel/Maple Grove intersection, (2) Dedicate right-of-way to total 50-feet of right-of-way from the centerline Lake Hazel Road abutting the site, (3) Construct a 5-foot wide detached concrete sidewalk located a minimum of 53-feet from the centerline of Lake Hazel Road abutting the site. Provide a permanent right-of-way easement if public sidewalks are placed outside of the dedicated right-of-way on Lake Hazel Road, (4) Widen the pavement on Lake Hazel Road to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder abutting the site, (5) Install "NO PARKING" signs on both sides of Lake Hazel Road abutting the site, (6) FINDINGS OF FACT, CONCLUSIONS OF LAW AND ORDER 201600795 ZC-DA-MSP Dave Evans Construction Page 8 Dedicate 37-feet of right-of-way from the centerline of Maple Grove Road abutting the site, (7) Construct a 5-foot wide detached concrete sidewalk located a minimum of 30-feet from the centerline to Maple Grove Road abutting the site. Provide a permanent right-of-way easement if public sidewalks are placed outside of the dedicated right-of-way on Maple Grove Road, (8) Widen the pavement on Maple Grove Road to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site, (9) Install "NO PARKING" signs on both sides of Maple Grove Road abutting the site, (10) Construct one 36-foot wide right-in/right-out driveway onto Lake Hazel Road located 365-feet west of Maple Grove Road. Install a 6" raised median in Lake Hazel Road to restrict the driveway to right-in/right-out only. Begin the median at the Maple Grove Road and extend it west 75-feet beyond the driveway. Coordinate the location and design of the median with District Development Review staff, (11) Pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of Lake Hazel Road and install pavement tapers with a radius of 30-feet, (12) Construct one 30-foot wide temporary full access driveway onto Maple Grove Road located 330-feet south of Lake Hazel Road, (13) The temporary full access driveway onto Maple Grove will be restricted to right-in/right-out only when Maple Grove Road is widened to 3 lanes, the Lake Hazel/Maple Grove intersection is improved, or as conditions warrant, as determined by ACHD, (14) Pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of Maple Grove Road and install pavement tapers with a radius of 30-feet, (15) Other than the access specifically approved with this application, direct lot access is prohibited to Lake Hazel Road and Maple Grove Road, (16) Payment of impact fees are due prior to issuance of a building permit. "

I hope you were able to read thru all the ACHD requirements for the Dave Evans Construction's 120-unit complex.

Compare the above to NO IMPROVEMENTS ON S COLE rd FOR 4 YEARS, for Syringa Valley subdivision of 3000 households on 601 acres, that proposed to access it from S Cole rd in its original application to ACHD, and where ACHD concluded the improvements required by its own code "are infeasible".

Clearly, City of Boise P&Z should take this Sept 19, 2016 public hearing on Syringa Valley as an opportunity to make new recommendations about S Cole rd improvements.

I appreciate your attention and help in so many matters before you.

Inna Patrick
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Boise, ID 83709