



Planning & Development Services

Boise City Hall, 2nd Floor
150 N. Capitol Boulevard
P. O. Box 500
Boise, Idaho 83701-0500

Phone: 208/384-3830
Fax: 208/384-3753
TDD/TTY: 800/377-3529
Website: www.cityofboise.org/pds

MEMORANDUM

MEMO TO: Boise City Planning and Zoning Commission

FROM: Todd Tucker, Senior Planner

RE: CPA15-00008, CAR15-00029 & SUB15-00055 Additional Information

DATE: October 3, 2016

On September 19, 2016 the Planning & Zoning Commission heard a presentation from the Current Planning Team and the applicant. They also heard testimony from numerous neighbors. After deliberation the Planning & Zoning Commission deferred the items to allow time for them to review the draft Cooperative Development Agreement between the applicant and the Ada County Highway District (ACHD). The draft Cooperative Development Agreement was transmitted to the Planning & Zoning Commission on September 26, 2016. It was also uploaded to PDS Online on September 23, 2016 for review by the general public. The Commission indicated at the September 19, 2016 hearing that they would not take public testimony at the October 3, 2016 hearing, but they would accept written testimony if it was submitted by the required deadline. Each item was submitted prior to the deadline on September 29, 2016.

TABLE OF CONTENTS

Page 2..... Neighborhood Correspondence

Page 36..... Traffic Evaluation of Lake Hazel Extension for Phase I

David Lee Clayton
6634 South Zeus Ave
Boise, ID 83709
208-899-7587

COREY BARTON HOMES, Inc,
Applicant,

and.

BOISE PLANNING & ZONING COMMISSION,
Reviewer,

RE: Amendment to Policy SW-CCN 2.5

**AFFIDAVIT OF DAVID CLAYTON IN
OPPOSITION TO THE AMENDMENT TO
POLICY SW-CCN 2.5 AND SW-CCN- 2.5(c)**

STATE OF IDAHO)

) ss.

County of Ada)

David Lee Clayton, first being duly sworn upon oath, and based upon his own personal know deposes and says the following:

1. I am a Boise resident and I am over the age of 18 and have personal knowledge of the facts set herein and can testify thereto.
2. I am not a party in this matter and do not have an "economic interest" in the proposed development.
3. I own and operate a commercial construction company and have worked in the industry for 25 years in both the commercial and residential sectors and have extensive knowledge and understanding of project estimates, costs, budgets, timelines, and contingencies.

4. I have read the Cooperative Development Agreement CDA16-0005 in its entirety, am familiar with the language therein, and have a reasonable understanding of its contents and implications.
5. The Boise Planning and Zoning department and The Boise City Council do not have jurisdiction over roads.
6. During the September 19th public hearing the Applicant represented that the development plan and road infrastructure had been designed to support a minimum of 32,000+ car trips daily on Lake Hazel.
7. During the September 19th public hearing the Applicant showed a cross sectional diagram of Lake Hazel Rd from Cole Rd to Gowen Rd. The diagram depicted a road that the Applicant's experts derived as necessary to support the traffic for the development, that diagram showed Lake Hazel as a 4 lane road with additional turn lanes and several intersections (90+ feet wide).
8. During the September 19th public hearing the Applicant showed an overhead view of Lake Hazel Rd detailing its lanes (4 and more at intersections) and various lights and intersections.
9. During the September 19th public hearing the Applicant verbally submitted on the record that it would be contributing \$3,000,000.00 to the Lake Hazel/Gowen Rd "project" and that ACHD would be responsible for the Cole/Lake Hazel intersection, connecting the Applicant's road (ending 640 feet east of Cole) to Cole, and the construction of a bridge over the New York Canal; the details of which were contained in a Cooperative Development Agreement between ACHD and the Applicant.
10. Page 2, Section 1.5 of the Cooperative Development Agreement defines the "Project" as the following, *"The extension of Orchard Street approximately 6,350 feet as a minimum 40 foot rural arterial street section from Gowen Road south to Lake Hazel Road*

- extended; and the extension of Lake Hazel Road approximately 4,760 feet as a minimum 40 foot rural arterial street from approximately 640-feet east of Cole Road to Orchard Street extended.”(emphasis added)* This definition therein is not consistent with the representation given by the Applicant for Lake Hazel as planned nor does the agreement anywhere indicate the Applicant will in fact be putting forth \$3,000,000.00.
11. During the February 8th hearing when Mr. Tucker was asked how many lanes Lake Hazel was planned to be he responded, *“Commissioner Richardson, it’ll be an arterial roadway, so I think it’s planned to be a 7 lane arterial if I understand the Highway District’s report”*
 12. An industry rule of thumb for costs to construct a non-improved (no utilities or intersections) two lane paved road is \$1,000,000.00 per mile. (would not include blasting costs)
 13. Nowhere in the cooperative agreement does it indicate ACHD has in any way committed to the construction of a bridge over the New York Canal, the Lake Hazel/Cole intersection, nor the 640 foot stretch of Lake Hazel east of Cole Rd.
 14. In a letter dated September 22, 2016 from the ACHD to Trilogy Development, the ACHD submits that it has a total of \$3,825,000.00 set aside for the project, \$350,000.00 of which will go toward in house design and contract design, and \$3,475,000.00 for the construction of the Lake Hazel Road extension.
 15. The Cooperative Development Agreement also indicates that the Applicant is eligible for \$1,000,000.00 in reimbursable expenses. Aside from the “Priority Corridor” Account, there is no representation of any other funds available from ACHD for the project.
 16. Per the proposal the Applicant wants to begin homebuilding prior to the planned completion of Lake Hazel road and the bridge.

17. Due to Federal Regulations a bridge over the New York Canal or any construction within 25 feet of the base of the canal may only be done while it is not stocked with irrigation water limiting construction to fall and winter months (to protect the integrity of the canal and supply of water to the region).
18. During the September 19th hearing the applicant represented that traffic on arterial roads would be mitigated by “trip capture” and that “trip capture” was “absolutely” essential to traffic safety in the region and success of the development.
19. Until the Schools in the proposed development are built there is no way to capture those daily trips out of the development, nearly all of which will use Cole road.
20. Mr. Tucker testified that mass transit was not currently an option for the region and there were no plans in the near future either.
21. During the September 19th hearing the Applicant showed a plot map for a planned commercial center as well as a mixed use center. The applicant also acknowledged that they had not contracted with an anchor store and it had not even made an attempt to bring in an anchor as would be required by the plan.
22. During the September 19th hearing the Applicant testified that it would not be performing any core & shell construction in the commercial center and that all of that would likely “eventually” be contracted out to others.
23. The plot map shows the anchor store occupying approximately 10% of the proposed commercial district.
24. Large anchor retailers such as Target/Walmart are on average in excess of 200,000 sqft and are subject to significantly increased construction “red tape”.
25. A Community Shopping Center has a leasable area not to exceed 350,000 sqft leaving approximately 150,000 sqft of leasable area for the remainder of the commercial district (which is 90% of the commercial district area).

26. The proposed plot map shows a public plaza directly adjacent to an elementary school.
27. The Noise Study the applicant submits is based on the use of the “North Runway” and its operations which is used primarily for commercial aircraft. The Applicant submits that it is appropriate to overlay that onto the south runway which is planned to be extended and used primarily for military aircraft, aircraft that will be much louder than the A-10’s Boise currently operates.
28. I have the unique insight into aerospace engineering having a technical science education from BYU and having been raised and educated in the field of aerospace by a father whom is a Senior Technical Fellow at Boeing heading up projects on planes such as the F-22 and Joint Strike Fighter (now known as the F-35). After consulting with my father on the matter, I can attest that Sound Attenuation is a highly complex field and it would be grossly negligent to assume a simple overlay of the Noise Study from the north runway to the south runway would adequately establish the necessary easements and housing density limits in the proposed development.
29. The development proposes “xeroscaping” to mitigate the lack of water rights for the area (use of low water vegetation and or primarily non vegetative landscaping such as landscape rocks). I have not however seen a proposal on how that will be enforced.
30. It is a scientific fact that sound reflects off of and is in many instances amplified by large or hard/solid objects (constructive interference) and sound is absorbed by porous or soft objects. (imagine how sound travels throughout a room covered with grass or moss versus a room made out of rock, wood, or concrete)
31. The south runway is much closer to the hill side, which the Birds of Prey reserve sits atop, than the north runway. It would no doubt be accepted upon Judicial Notice that sound travel has unique characteristics nearby and around mountains or canyons (often

the echo off a mountain side or canyon can be as loud as or louder than the original shout).

32. During the September 19th hearing the Applicant alleged that the development of the proposed area would not add dangerous traffic to the region such as large equipment or trucks utilizing Cole road because “there would not be any”.
33. A review of the geological survey of the proposed rezoning areas indicates large amounts of hard pan rock just below the surface which will require significant blasting, excavation, and the removal of rock and replacement with suitable grading materials. This is aside from the construction traffic added to the area from the road construction and subcontractors.
34. If the Lake Hazel extension is not complete prior to the development of the rezoned area the only access roads to the area are Hollilynn, Cole, and Lake Hazel all of which are not equipped to support additional traffic or heavy construction traffic and have already been determined by experts to be overburdened.

I plead to the commission that it consider the foregoing in its decision. The current roads are not adequate for the traffic already and adding more traffic before improvements are made is not just irresponsible but dangerous; the ACHD has failed to properly consider the “land use effects of transportation” that it is required to consider prior to approval. The budgets and construction road maps are grossly inadequate and contain conflicting information. Who is going to pay for the actual proposed 7-lane Lake Hazel? From the documentation it doesn’t appear anyone is and ACHD has admitted it does not have adequate funds set aside for it. Per the documentation provided by the Applicant the Applicant is only obligated to construct a rural two lane road from the bridge to Orchard, which does not provide the needed infrastructure for the proposed development. Having worked in the construction industry my entire adult life I can

attest that the budgets and project road maps will fall severely underfunded and significantly behind schedule. A 7-lane wide bridge across the New York Canal sufficient to support stop light traffic, a 640 foot 7-lane road, and a major intersection cannot be built for \$2,475,000.00 (the remainder after the reimbursable expenses are paid back to the Applicant). ACHD has previously put on record that the Lake Hazel from Cole to Orchard project will cost more than 9 million dollars (before seeing the new upgraded Lake Hazel proposal), so why are we supposed to be convinced that it can be done for less than 6? A three month construction time might be possible if there are zero setbacks but would require pre-casting. Additionally, any contractor that agreed to perform the work during the scheduled months of October-December would require a weather clause allowing for more time and increased costs for heating in case of bad weather.

No attempt has been made yet to secure an anchor store and, per testimony during the September 19th hearing, the developer does not intend to erect core and shell infrastructure to encourage tenants. I don't see anything in the proposal that would limit them from completing the entire Kirsten Subdivision or other Subdivisions prior to any commercial development (meaning no "trip capture" and years of unsafe roads). It can take years for a large retailer such as Target or Fred Meyer to just get the planning and approvals in place to build and then it can be over a year to build them.

It is a very poor plan to design a public plaza directly adjacent to an elementary school. Encouraging the general public to congregate unsupervised within 100 feet of an elementary school seems like a common sense paradox, especially with all the tragic incidents we've seen at our schools in the past couple years.

To paraphrase Mr. Tucker, he made the comment during his September 19th presentation that the south runway sound issue if approved would basically mean that the residents will complain and be told they don't get to complain. I hold no ill feelings towards Mr. Tucker but, that seems like an entirely insensitive thing to say especially when one in his position is supposed

to be working to ensure a quality standard of living for the Boise residents now AND in the future. It appears that he is aware and has made it known to the council that there will be many complaints and that the sound will be an problem for the residents but the intention is to brush it under the rug for now and when the runway is extended and it becomes an issue people will be told, "sorry, it's too late, there is nothing you can do about it now." Is the Planning and Zoning going to tell the National Guard when it comes time that we can't extend the runway and secure the military safety in the region because as it turns out after having actually done a noise study the easements were insufficient? I get it, noise studies are expensive and not every development needs to have one done, but if not for one that is directly adjacent to and falls directly in the flight path of an airport runway, then when is it appropriate?

Furthermore, xeroscaping will only exacerbate the noise on top of the fact that policing xeroscaping will be a genuine nightmare; a little more than 100 of the houses will have water rights while the other 2,000+ will not. What about the schools? Are we not going to have soccer, baseball, or football fields at the high school? Will the elementary children be sentenced to play on rocks during recess?

In conclusion, although the new developer has made significant strides since taking over, the comprehensive plan is still inadequate and there is serious conflicting information regarding road construction responsibility. The Commission should NOT recommend the City Council move forward with the Comprehensive Plan. Such a move by the Commission shouldn't be taken by the Applicant as a "no" the project won't happen but rather an opportunity to dot the "I's" and cross the "t's" and resubmit. After all, that is what the Planning and Zoning Commission is there for; to ensure there is a comprehensive plan free from holes and future pitfalls. Under no circumstances should the development of the proposed areas be allowed prior to the completion of the Lake Hazel extension (as it is depicted by the Applicant with stop lights and intersections not the two lane rural road in the Cooperative Development Agreement) and the completion of

the bridge and Cole road intersection. It should also be made clear that it's the Applicant's responsibility to complete its section of the Lake Hazel improvements as presented in the Comprehensive Plan. Once the development does get underway the Applicant's and its contracted agent's construction traffic should be required to divert to Orchard for access and not Cole road or Hollilynn, with steep fines for violations. Lastly, I request that the Applicant sign a Memorandum of Understanding accepting all public liability from the developer's and its agent's/contractor's construction vehicles including personal injury and property damage in the 2.5 mile radial area near the development including but not limited to Cole, Lake Hazel, and Hollilynn (ie: vehicle accidents involving their construction vehicles). After all the Applicant took it upon himself to state on the record in the September 19th hearing that it's development activities will not increase traffic risks to the surrounding roads and residents from heavy equipment or construction traffic.


Thank you for your attention in the matter.

DATED THIS 29th day of September, 2016.


David Lee Clayton

SUBSCRIBED AND SWORN to be before me this 29 day of September, 2016.




Notary Public for the State of Idaho

Residing at Boise, ID

My Commission Expires: July 7, 2021

Todd Tucker

From: tkcoops@yahoo.com
Sent: Tuesday, September 27, 2016 6:24 PM
To: Todd Tucker
Subject: No new houses until new roads!!!

I invite you to come to my house on thunder Mountain Drive which faces the canal, and you can see the traffic backed up on Cole Road, basically stopped, in the morning and in the evening rush-hour traffic, and also sometimes in between. If you don't want to come to my house, just go park down at the Maveric or stinker Station at victory and Cole and judge for yourself!!! Please do not do this to us, we have been nothing to deserve it!
Kathy Coops

Sent from my iPhone

Douglas R. Hackler, Sr.
5755 W. Hollilynn Dr.
Boise, ID 83709

Cell (208) 761-0088

September 26, 2016

Dear Mr. Tucker,

This morning I reviewed Gary Inselman's (Development Services Manager, ACHD) Sept. 22, 2016 letter regarding the Syringa Valley/Cole Road and Lake Hazel Road Intersection. ACHD appears to be making an initial effort to consider the project. Unfortunately, the letter raises additional concerns regarding the feasibility for the project. Most significantly, ACHD will not even begin an effort to secure the necessary right-of-way west of Cole until June 2017 at the earliest.

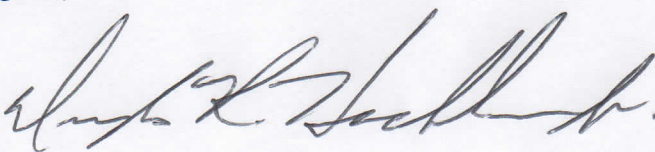
ACHD states its desire to construct a bridge in the winter/spring of 2017-2018 with completion of the project in the spring of 2018. If the project is completed, and assuming the associated extension of Lake Hazel is finished, it might help resolve the current Cole, Victory and Hollilynn traffic problems. However, if there are any issues associated with the bridge design which has not yet been started and the right-of-way procurement that is not even scheduled to start, then it is certain that the proposed project would be delayed and perhaps even canceled due to lack of feasibility.

To say the least, there is a large amount of undefined risk in the scheduling and feasibility for the Syringa Valley Cole Road/Lake Hazel Road Intersection. With the high level of current risk associated with the timing of this project it would be unconscionable to approve the Syringa development before validation of the schedule and verification of feasibility for the project. The current Syringa schedule shows that construction does not need to start before spring of 2017. ACHD claims that they will resolve the uncertainty around the road construction in the summer of 2017. It is only prudent to delay the Syringa plan approval for the short time necessary to learn the actual status of the proposed ACHD plan. If the ACHD plan moves as envisioned in Mr. Inselman's letter, then Syringa could be approved with confidence that the critical road would be available. If the ACHD plan does not move forward due to bridge engineering problems or lack of right-of-way, a delay in approving new development avoids the catastrophic problems that would be created by building this development without adequate infrastructure.

Cole Road is a serious traffic problem today for businesses in south Boise due to the inadequacy of traffic management at the Cole/Victory intersection. This problem was created by the failure to complete the widening of Cole Rd. as needed to support residential development. Hollilynn is a serious safety problem today due to traffic detouring to avoid the Cole/Victory traffic jams. You have stated that Boise Planning and Zoning intends to do Syringa development right this time. We hope that you follow through on your good intentions and do not provide a short sighted approval to meet a builder's time line without waiting to see if ACHD actually can achieve what they promise.

- Please delay the proposed Phase I of the Syringa development by a minimum of four (4) months and make your future approval contingent on ACHD acquisition of the necessary right-of-way and completion of the bridge design. (If ACHD cannot procure the necessary right-of-way, the project should never be approved. We encourage the developer to work diligently with ACHD.)
- Please delay all home construction until the new road is available to avoid loading construction vehicle traffic onto south Cole Rd and Hollilynn and exacerbating the current traffic and safety problems.

Regards,



Todd Tucker

From: Inna S. <ivserdiu@yahoo.com>
Sent: Tuesday, September 27, 2016 12:14 PM
To: Todd Tucker
Cc: Inna S.
Subject: comments for P&Z Commission meeting on Oct 3, please forward
Attachments: SyVly0001.JPG

Comments on Syringa Valley subdivision roads for the City of Boise Planning and Zoning Commission meeting on Oct 3, 2016

Dear Commissioners,

After reading the Joint Development agreement for the construction of Lake Hazel rd extension to Orchard, I am still asking you to deny all 3 applications and send them back to ACHD.

Your lawyer reminded you and us that traffic and roads are ACHD's responsibility. Therefore there is nothing you can do for traffic mitigation, nor will Boise City Council.

The applications have to head back to ACHD so that they come up with the conditions of approval that include South Cole improvement between Victory and Lake Hazel roads, in addition to much heard of Lake Hazel road extension to Orchard.

We keep hearing that ACHD does not have funds for that. But as a private citizen, not having the money does not spare me from obeying the law. And in engineering practice modifying standards to suit your purpose is frowned upon too. So why should ACHD staff be able to modify the criteria for the road and intersection Level of Service? Or to spare the developer from improving the S Cole road that is required by ACHD's own code?

The only thing that ACHD could do is declare bankruptcy, but it only spares them from some financial obligations, and not from following the law, or engineering principles.

I am sure we agree that roads, traffic and traffic mitigation are ACHD's responsibility.

Now what is City of Boise responsibility – it is Comprehensive Planning.

As I see it, word “Planning” implies being proactive. It does not mean sitting in a few work sessions and reviewing other people's plans. And this is where Boise City still has to show improvement.

City has the power to tell the development to make concrete plans for commercial space on the 601 acres, I myself think it needs to be Fred Meyer, to recapture the trips inside the subdivision. And they can also give a target trip recapture rate %.

It is just one example, and I think the rezoning of the 601 acres should wait till we see committed planning and not writing in the sand of this desert. The developer cannot argue that they will do all the planning after City approves the applications.

Another example, Elaine Clegg said she wants to see higher density in Syringa Valley because it should be served by mass transit. As Todd Tucker testified on Sept 19, there is no such plan in foreseeable future.

My own observation is that as long as S. Cole and Lake Hazel remain 2-lane country roads around Syringa Valley, it cannot be served by buses. Buses will delay and back up lines of cars on these streets, that are sufficiently stocked already.

This one example justifies denying the amendment to increase residential density in Kirsten Subdivision.

As to the Kirsten Subdivision Plat. Bob Taunton absolutely refused to use words “West” or “East” to answer the question from the Commission if the subdivision will start building from the side of Cole road. So I will answer it for him. Yes, it will start building from the West side, and they already use S Cole for access, the tracks in the dirt can be seen from my house. I am attaching a picture of Syringa Valley.

How else will they get heavy equipment there, drop it off from helicopter?

Therefore, Kirsten Subdivision application should also be denied, until we see truthful presentation of facts. I do not think such large development should be approved based on misrepresentation, although a professional one.

Inna Patrick
6850 Hollilynn dr
Boise 83709



Comments on Lake Hazel development agreement

I have read the agreement between ACHD and Trilogy, twice.

Nowhere it says how many houses can be built and sold by CBH homes before May 2018.

There is no mention of when Lake Hazel will become 5-lane road that it needs to be to serve the development of this size.

I am concerned that we will get stuck with 2-lane roads S. Cole and Lake Hazel, and 3000 more residencies, as a result of this inadequate road planning. Traffic will get worse, not better.

Because ACHD always lacks funds, there will never be the money to improve these 2 roads.

2-lane country roads cannot carry public transportation, which was used as an excuse for increasing housing density request, as in one of the applications submitted by the developer.

I am also concerned as the attention shifted to reviewing the development agreement, no action will be taken on the completion schedule for S. Cole road, that is the only road serving the development.

Both City of Boise and Suez Water used S Cole rd to lay sewer and water pipes, and S Cole road was closed at least twice to the residents so far for that work on Syringa Valley development. And issued the permits for tearing the road, and then ACHD re-paved the road, that was the 3rd time S Cole was closed.

In Sept 19 P&Z Commission hearing, Todd Tucker presented Syringa Valley applications and commented that Hollilynn rd residents object based on traffic. This led Commission President to question how was neighborhood association SWACA, represented by Betty Bermensolo and Phill VanSickle, impacted by the proposed development. The answer to which in general was sharing the Cole rd boundary, and excessive traffic on S Cole rd already, and ACHD improperly assessing the Levels of Service for S Cole road and Cole/Victory intersection, as well as nixing improvements to S Cole road from the final conditions of approval to Syringa Valley.

I am now submitting to you summary of comments from over 450 residents of Ada County who signed my petition online, many of them from zip code 83709. Much of these are about S Cole rd, which is positioned as a major arterial road because of its central location, even though south of Victory it is built as 2-lane unimproved country road.

450 people cannot be all from Hollilynn drive that only has 39 homes on it. And they cannot be all wrong.

We want our elected officials to hear from the people working and living in the area impacted by the proposed Syringa Valley development.

S Cole rd improvements scope should be between Victory rd and Lake Hazel rd, and schedule should be the same as the new massive development start, and the developer has to be responsible for their share of improvements per ACHD code.

I am copying our ACHD Commissioners Kent Goldthorpe and Jim Hansen, because most of these comments come from their districts.

With best regards,

Inna Patrick
6850 Hollilynn dr
Boise, ID 83709

Jan Peterson
5960 W. Hollilynn Dr.
Boise, ID 83709

Boise Planning and Zoning Commission
Todd Tucker
Kent Goldthorpe

September 29, 2016

Dear Planning and Zoning Commissioners;

I would like to submit some comments and thoughts regarding the Cooperative Development Agreement for the Lake Hazel - Orchard Extension.

I have read through the agreement and appreciate that the developer is putting forth a good faith effort to coordinate some of the needed infrastructure for this master planned community. The developer and the City Council have put in a good deal of work to make this community *within its boundaries* an asset to the City of Boise. My concern is that there has not been enough *planning* done with regards to the infrastructure *surrounding* Syringa Valley. Some of this is due to the fact that ACHD is the entity that controls the roads, and that Syringa Valley was annexed into ADA County space which is controlled by ADA County, so there are three agencies involved in the surrounding infrastructure making this a nightmare for residents already living in the county as far as planning goes.

I know others have addressed the details of the agreement in much more detail that I am prepared to do, but I ask that you consider some of the larger concerns and think on a more elevated level than just this one road. Yes, this one road will be a help in moving traffic through this area, but what happens to the roads that it connects to? Orchard? Cole Rd?

You have the opportunity to create something that will be viable for many years to come. I ask that you look to master planned communities in other areas that have gone before. A good example is Irvine CA - a link to the road planning infrastructure is worth looking at:

<http://www.goodplanning.org/master-plan/infrastructure/>

The roads were planned to move residents from their homes to the freeway system with a system of graduated road sizes. These roads STILL move residents in an acceptable fashion 50 years later.

Placing one road extension that will help with the east/west traffic will not help with the north south traffic on Cole Rd., the only viable route to this development until the Lake Hazel extension is done, and there are no immediate plans to convert this two lane road to the Lake Hazel intersection anything larger for many years to come. The "concept" that Lake Hazel will be come a 5 lane arterial road is just that - a concept. These thousands of homes will be constructed with no guarantee that Cole Road or a 5 lane Lake Hazel will ever have the funds to be completed. ADA County continues to approve building of hundreds of units along Lake Hazel which has to be taken into consideration as well.

At minimum, I ask that construction and sales of home be limited until there is access from Orchard to Lake Hazel.

When ACHD sent their approval to you last year, it was with a recommendation that access from Gowen Road be in place for construction traffic.

Thank you for your time and due diligence in making Boise not only an acceptable but well planned place to live for many years to come.

Sincerely,

Jan Peterson

September 29th, 2016

Todd Tucker
Attn: P & Z Commission
Re: Syringa Valley

I am a property owner at 6954 W. Hollilynn Drive, Boise, Idaho 83709 and would like to reiterate my concerns with the proposed development and the agreement between the developer and ACHD.

I understand you as a commission do not have the authority to make any determination on the agreement thus I would respectfully request you deny all three and send it back to ACHD to change their approval to include the bridge over the New York canal in the time frame they have agreed to with the developer.

Now I am not a lawyer nor am I totally versed in the rules and regulations of the three bodies that can either approve or disapprove of the applications. Our hopes are for the road to be put in first or at the very least to coincide with the development and that no house will be sold until the bridge and road are complete. I am not against the development as a whole and look forward to some of the commercial amenities it will offer, only that roads come first to alleviate the commuter traffic on our rural road.

Additionally, the subject of water came up and the developers' representative stated the water came from West Gowen area of Suez water, this is false. The water does come from the substation labeled as part of the West Gowen system, but the wells that provided the needed water to that pump house come from the south from the Ten Mile Range. I understand these wells have been in existence for many, many years and they are just now being brought on-line. I also understand as a private well owner this can lower levels in the water table ours access. It is the false representation that is cause for pause on the agreement to complete the roads and bridge prior to house.

Lastly, as a side, we moved from the Mesa where our traffic was frustrating at best when some of Harris Ranch was developed with the promise of the East Park Center Bridge and extension of Park Center Road only to put on hold because the cost became more than the developer bargained for. That development is a perfect example of how not to grow Boise.

So, please, if it is within your power deny all three and send them back to ACHD for a more concrete plan prior to approval.

Thank you and respectfully,
Pamela Pogue
6954 W. Hollilynn Drive
Boise, Idaho 83709
208-571-1088
pamelajpogue@hotmail.com

Todd Tucker

From: Chris Rogers <firemancjr@gmail.com>
Sent: Thursday, September 29, 2016 9:43 AM
To: Todd Tucker; Bethany Rogers
Subject: Please send to P&Z Commission re:syringa development

Hello,

I have been unable to attend meetings in the past but I would like to add to the discussion.

I feel, as many others, that the traffic studies done by ACHD are severely inadequate. Not only are they not current and done at lowest traffic times, but they don't take into account the other developments of hundreds of homes already under construction. Here are some pictures of what every commuter sees as they drive Cole road in the morning.



11 ,11a, 11b

Note that the traffic light in the picture above is the light at Cole and Amity, my car is stopped at Cole and Desert. I was not the last car in line. Considering that the majority of these vehicles were headed to the freeway that is a 2.5 mile back up. Unacceptable.



The picture above is just as I passed the traffic light at Amity, 10 minutes later. The traffic light at the bottom of the hill if the emergency signal in front of the fire station. It was an additional 17 minutes before I reached Cole and Overland.

CBH is currently building hundreds of homes immediately north of the proposed Syringa development. This increase, nor any of the other new construction has been taken into account before approval by ACHD. Taking a "big picture" view is the responsibility of the Planning and Zoning Commission. As a retired firefighter I am concerned. These small increases in addition to the massive planned increase of the Syringa Valley development will not only cause undue burdens on the existing infrastructure, but will create innumerable safety concerns. This area is already very underserved by city infrastructure. Police, fire, hospitals and clinics, sidewalks, bike lanes, even things like internet access are almost nonexistent. Adding thousands of new homes before upgrading infrastructure is like installing a sink with no attached plumbing, or screwing in light bulbs before electrical lines are installed.

It was discussed at the last meeting wether or not you could require roads and other infrastructure to be installed before building. I don't know the answer to that question, but I do know that everywhere I have seen before has required developers to install all infrastructure before building or even selling lots. The developer will certainly argue this point saying that it is not fair. What is not fair is developers declaring bankruptcy or simply loosing interest and leaving subdivisions and other developments only partially completed.

I have also heard a lot of talk about how the Lake Hazel extension will alleviate must of the Cole road traffic. Bull. Has anyone on the commission looked at a map lately? The only traffic the Lake Hazel extension will help is the traffic headed to Micron, in other words only east bound traffic. Anyone traveling north, or west or into downtown will still have to use Cole road. Trying to use Lake Hazel for anything but east bound traffic will add a great deal of time and distance to anyone's commute and will therefore be avoided.

We residents of this area beg the Planning and Zoning Commission to deny all three applications from CBH for the Syringa Valley development. Please require updated traffic studies, environmental studies, and installed infrastructure before approving this development.

Thank you for your time.

-Chris Rogers
7093 W Ring Perch Ct

Todd Tucker

From: betty bermensolo <BSOLO6@msn.com>
Sent: Thursday, September 29, 2016 1:33 PM
To: Todd Tucker; annette; Phillip VanSickle
Subject: Re: Development Agreement for Syringa Proposal

The Southwest Ada County Alliance hopes that the commissioners, who are more familiar with development agreements will note that there did not appear to be any date specific REQUIREMENT that ALL construction for the Kirsten subdivision (1ST PHASE OF SYRINGA) take access to the site by way of the Orchard St easement, thereby alleviating additional burden to the Cole neighborhood at the Cole/Victory intersection (LOS F) . The SWACA does not feel that this dangerous intersection should have to cope with ANY additional trips , that immediate closure off Cole Rd would automatically press any development to become accustomed to staying on the freeway until the Orchard exit.

This would, at very least allow development to not further adversely impact the neighbors safety.

The Southwest Ada County Alliance asks that these conditions be placed on the development or denial of the Syringa Proposal until the Orchard Exchange and Lake Hazel connection are in place.

Thank you for your concern for the safety of the Southwest Boise area .

Sincerely,

Betty Bermensolo

SWACA Spokesperson

From: Todd Tucker <TTucker@cityofboise.org>
Sent: Wednesday, September 28, 2016 2:58 PM
To: betty bermensolo; vansicklep@gmail.com; the_cruiser39@yahoo.com Chrisman; ivserdiu@yahoo.com
Subject: RE:

Betty,

I don't believe the Commission plans on taking testimony. That would require that they open the public hearing back up and then everything is open for discussion again. They are allowing written testimony on the Development Agreement only. And yes, written testimony is due by 5:00 tomorrow 9/29/16.

Todd

-----Original Message-----

From: betty bermensolo [<mailto:bsolo6@msn.com>]
Sent: Wednesday, September 28, 2016 1:44 PM
To: Todd Tucker <TTucker@cityofboise.org>; vansicklep@gmail.com; the_cruiser39@yahoo.com Chrisman <the_cruiser39@yahoo.com>; ivserdiu@yahoo.com
Subject:

Todd,

Are residents able to testify at Oct 3

P& Z hearing ?

Are comments accepted until Thurs ,Sept 28th ?

Tks

Betty

SWACA

Comments

Name	Location	Date	Comment
Jack Wilson	Boise, ID	2016-03-10	I'm signing because I believe the roadway infrastructure should be in place to handle the valley population growth not the reverse.
Juan Crabtreeio	Avon, IN	2016-03-10	Smart growth means having the infrastructure in place to support growth BEFORE you build!
Jan Petersen	Ketchum, ID	2016-03-10	Ada County has been approving subdivision after subdivision in SW Boise area without creating the infrastructure. Please do not allow a massive planned community be approved without the roads in place first!
Doug Hackler	Boise, ID	2016-03-10	Poorly planned development without adequate roads in South Boise has created serious safety issues to the Hollilynn neighborhood. Cole widening and the Lake Hazel extension must be completed before anymore new construction is considered.
Douglas Pogue	Boise, ID	2016-03-10	How can you have a planned community with out a plan for the already over crowded intersections and streets? ACHD, the city council and the mayor need to find the money for the Lake Hazel/ Orchard project before ANY homes are allowed to be built.
Inna Patrick	Boise, ID	2016-03-10	Developer had 10 years since their start in 2006 to work with ACHD to build roads to the Subdivision site. There are NO ROADS on the North and South sides of their site. The roads on the West and East sides of Subdivision site are 2-lane roads without even a turn lane.
Clark Magstadt	Boise, ID	2016-03-10	Changing traffic patterns have already affected my street adversely. This new subdivision will only amplify the situation.
CHERYL AMYX	Boise, ID	2016-03-10	I LIVE IN A NEIGHBORHOOD WHICH WILL BE ADVERSELY EFFECTED IF INFRASTRUCTURE IS NOT ADDRESSED PROPERLY IN THE BOISE AREA! WATER AND LAND RESOURCES NEED TO BE UTILIZED WITH REGARDS TO MEET FUTURE DEMANDS.
Richard Thatcher	Boise, ID	2016-03-10	There is a need to build the extension before the new housing to reduce the already heavy traffic on Hollilynn and S. Cole.
Kristi Davis	Boise, ID	2016-03-10	I am all for city economics improving and growth, however Boise has got to stop putting the cart before the horse. Study Arizona and other places. They build the road infrastructure before allowing all the new subdivision development.
Alan Pladsen	Boise, ID	2016-03-10	It only makes sense to do the infrastructure first!
Carla Pladsen	Boise, ID	2016-03-10	Roads need to be in place prior to construction start. So. Cole and Lake Hazel are already very congested, with traffic heavily impacting Hollilynn dr. (Residential street) Boise needs to stop adding subdivisions without safely managing it's traffic first.
Inna Patrick	Boise, ID	2016-03-10	Ada County and City of Boise have an APPROVAL PROCESS for the proposed Subdivisions. Now they have to DEVELOP A GROWTH PLANNING PROCESS !
Tracy McDonald	Boise, ID	2016-03-10	I work on W Victory Rd and utilize Coke Rd, Orchard, and W Victory Rd at least five days a week. Thee traffic throughout the day is astonishing. This area has to provide the infrastructure, including roads, for the safety and population growth of this area.
Katie Larsen	Boise, ID	2016-03-10	I feel that the current ordinances in place need to be updated to reflect the necessity of having adequate infrastructure in place before any other construction begins in any one area.

Name	Location	Date	Comment
Solvae Gulbranson	Boise, ID	2016-03-10	Too much traffic already on s. Cole
Rebecca Franson	Boise, ID	2016-03-10	I care about our community.
Christy Beal	Boise, ID	2016-03-10	Too many cars , too many homes, overcrowding of roads.
Andrew Bell	Boise, ID	2016-03-10	More roads/lanes are needed currently to alleviate congestion in that area, adding more homes would make a current problem worse and create a gridlock situation in southwest Boise.
Jeff Jerome	Boise, ID	2016-03-11	Traffic flow is already very bad
Janet Erickson	Boise, ID	2016-03-11	I live nearby and traffic is already a nightmare with the poor planning of roads and even worse are our schools in this district. They are all over capacity by hundreds! Please stop now!
Kristin Nelson	Boise, ID	2016-03-11	The current infrastructure cannot support more homes
Tanya Leighton Nelson	Boise, ID	2016-03-11	The existing infrastructure does not support the increase in residential growth.
zweifel alisha	Meridian, ID	2016-03-11	Need way better roads
Cynthia Molis	Boise, ID	2016-03-11	Boise city, Ada county and Meridian city need to start considering the impact on the development has on the existing community. It is unfair to burden the taxpayers to expand roads and build schools when the developers are profiting millions.
Cari Smith	Meridian, ID	2016-03-11	This is a huge issue in the Treasure Valley right now. The infrastructure is in horrible shape yet we build, build, build without the roads to accommodate. It's getting ridiculous. If I wanted crazy traffic I'd move to California.
Chris Christman	Boise, ID	2016-03-11	I agree, for too long they have been putting the horse in front of the carriage. And now it's effecting all of us! The safety of our roads is horrible along with the traffic. Infrastructure needs to catch up!
Inna Patrick	Boise, ID	2016-03-11	Smart Growth Explained - Politicians want to expand their tax base to more residencies, because it is easier than increasing the tax rate.
Inna Patrick	Boise, ID	2016-03-11	Added ACHD Director to the Petition today.
Callie Bates	Meridian, ID	2016-03-11	We need to fix our roads before building more subdivisions and companies! The traffic back up is getting ridiculous and the safety of our roads need to be #1 priority.
Nick DeMarco	Boise, ID	2016-03-11	it needs to be done the roads are already to crowded
Roger Nielsen	Meridian, ID	2016-03-11	A new mini-sub-division was built our neighborhood. We had an ACHD road intrusion moratorium in place after a re-surfacing and sealing. The contractor removed a whole section of our road and only replaced the half on their entrance side. ACHD told us there are no requirements in place to make them put it back the way it was. Developers need to be held to public service rules...like the rest of us.
Jamie Van Eaton	Boise, ID	2016-03-11	Please provide infrastructure before more housing.
Inna Patrick	Boise, ID	2016-03-11	ACHD has their policies. They also have a policy that allows them to not follow their rules. Like your road is too old to need safety upgrades.
Christen Lewis	Boise, ID	2016-03-11	Because traffic is already getting difficult on Cole Road. Without an extension prior to building the new homes it will become a more difficult road to travel
Celin Adams	Boise, ID	2016-03-11	Cole road will not handle a large influx of population to South Boise. New residents need an alternate way to access the freeway.
Jennifer Zandes	Boise, ID	2016-03-11	I live over there and this needs to happen!
Charli Collins	Boise, ID	2016-03-11	It makes sense.

Name	Location	Date	Comment
Roger Heath	Mountlake Terrace, WA	2016-03-11	I have seen traffic increase by (in my opinion) 2 to 3 hundred percent in the last 3 years on Lake Hazel, Maple Grove and Five Mile roads. Development of new subdivisions has sky rocketed! Developers should be required to improve roads to accommodate the additional traffic they create AND PROFIT from.
Todd Hobdey	Boise, ID	2016-03-11	This lack of planning, caused by the motto of "growth at all costs" is resulting in massive problems. Eagle Road, anyone? How about the thousands of homes in Harris Ranch when the primary routes connecting East Boise with the rest of the "metroplex" are Front and Myrtle, but these streets are just a joke.
Carmen French	Boise, ID	2016-03-11	It is already a challenge to get onto northbound Cole Rd. During high traffic times, 7-8:30 am and 4:30-6pm on weekdays, and trying to make a turn off of Cole into subdivisions or churches or other streets during these times is precarious. We need roads that can handle not only what we have now in traffic flow as well as projected flow from such a huge subdivision as is proposed south of the area.
Betty Bermensolo	Boise, ID	2016-03-11	It is imperative that the city of Boise hear that without the streets to safely manage existing traffic, the developer should be looking for alternative funding methods before further burdening SWACA neighborhoods
Brian Hofeld	Boise, ID	2016-03-11	This subdivision will create way too much traffic on Hollilynn Dr as it is a subdivision road not a throughfare!
Carol Hockman	Boise, ID	2016-03-11	This RESIDENTIAL street is currently being used as a major thoroughfare shortcut - I leave for work very early in the morning - still dark outside - and have had people speeding in front of the house and almost been rear-ended going the speed limit. Please think this through and do the right thing.
Lisa Becker	Boise, ID	2016-03-11	Cole road already has enough traffic. The existing road needs improved before we get even more traffic!
Alicia Farina	Yakima, WA	2016-03-11	My backyard bumps up to S.Cole rd. We can hear all the traffic. Also, there is a lot of foot traffic along Cole rd and more traffic would increase the probability of addition accidents.
David Klungle	Boise, ID	2016-03-11	I'm signing because this change will impact my current lifestyle, commute, and my affection for the neighborhood I wanted to live in. I moved to this neighborhood very deliberately, and while I understand change is inevitable, I hope the people making these decisions understand and appreciate the impact. I also hope that the new park behind the fire station is considered when talking about traffic and increased vehicle travel.
Keilani Ludlow	Boise, ID	2016-03-11	ALL growth should be accounted for before new subdivisions start. Roads, schools, services. The cost of growth should be paid for by growth, not by ongoing tax hikes or bonds requiring everyone else to pay for a developer/builder to put in a subdivision. It's time to choose wisely and plan ahead and make sure the growth pays for it's self and the services, roads, and schools are put in place before we're overburdened.
Elise Daniel	Kuna, ID	2016-03-11	We need infrastructure before homes!
Kathy Taylor	Boise, ID	2016-03-11	New roads need to be built prior to building and adding more homes. The traffic is already too much for the current roads to handle
Kelli Phelps	Boise, ID	2016-03-12	I'm signing because I am one of the many drivers that suffer through the traffic build up on Cole road in the mornings between Amity and Victory rd. Not to mention the back up we encounter everyday in front of Costco, in both directions.

Name	Location	Date	Comment
Larry Moore	Boise, ID	2016-03-12	I have lived in this area for the last twenty years and have seen Cole Road traffic increase significantly. Cole Road needs to be widened south from Victory. I believe that even if Orchard was connected to Lake Hazel most of the new residents of this subdivision will use Cole.
Tara Christman	Boise, ID	2016-03-12	Traffic already blows here
KD Vest	Boise,, ID	2016-03-12	The road congestion is already beyond insane! Adding more subdivisions without a proper road management and planning borders on malfeasance. Do not approve more subdivisions before this serious issue is addressed.
Inna Patrick	Boise, ID	2016-03-12	Find our petition using SEARCH function on www.change.org with the keywords "Boise ACHD".
Loren K	Boise, ID	2016-03-12	Current infrastructure is inadequate. Roads are not wide enough for bikes. There are no sidewalks on main roads for a pedestrian to walk. And no parks?
Roberta Ireland	Nampa, ID	2016-03-12	Improved road planning saves a lot of money and time. In addition, more thought can be put into the growth patterns rather than them happening by chance.
Inna Patrick	Boise, ID	2016-03-12	Developers play ACHD and City to bypass traffic impacts mitigation, read: http://www.idahostatesman.com/opinion/readers-opinion/article54770815.html
Lise Hansen	Boise, ID	2016-03-12	I use Cole Road regularly, and it is already busy and congested. There are certain times of the day when I try to avoid it. If we are to have more development, the infrastructure to support it should come first.
Matt rubio	Boise, ID	2016-03-12	We need to manage growth!!
Lindsey Jebb	Nampa, ID	2016-03-12	I grew up in a house on 7474 Thunder Mountain Dr, Boise, ID 83709. My parents built the house in 1989 and still live there today. My mother frequently cares for my daughter. Attempting to pull out on S Cole Rd from their neighborhood is not only difficult, it is extremely dangerous as there is a constant flow of traffic headed both directions most parts of the day. This not only puts my child and my family in danger, it puts other drivers in danger as well. Building this new subdivision without constructing alternate routes for the additional large volume of residents to commute would be completely irresponsible.
Kasey Lol	Kuna, ID	2016-03-12	I'm signing because I recently moved from Lake Hazel and Five Mile area and absolutely a widening of the road should have happened. And reading about Cole Rd and what is being planned it's absolutely imperative that there be an extension .
Michael Ogas	Boise, ID	2016-03-13	Every road south of Overland SUCKS ASS! We need a minimum of 2 lanes each direction and a center turning lane for every road in Boise on these 2 mile main road grids! And do this on Gowin Field road, too!
Nicolas Larrinaga	Boise, ID	2016-03-13	I believe all developer's should pay for the road infrastructure for which the development will require and maintain sustainable road conditions for a minimum of 2 years after the development is completed.
Garth Hopson	Boise, ID	2016-03-13	I agree that the infrastructure should be improved and increased before more subdivisions are added.
Michael Rossknecht	Boise, ID	2016-03-13	I live on Lake hazel and maple grove. This impacts my life daily.

Name	Location	Date	Comment
Dana Reid	Boise, ID	2016-03-13	This impact directly affects me and the quality of life I expect from this area. It is literally in my backyard. Unbelievable that the city and county have not created turn lanes, bike lanes, and proper access with as much traffic, walkers, bikers, and runners there are in the area. You need to stop the greed and make sure new developments are carefully considered and prepared for before they are built.
Benjamin O Bray	Boise, ID	2016-03-13	Moving to the south cole area
Inna Patrick	Boise, ID	2016-03-13	Boise City councilman TJ Thomson eyes Ada County Commission: read at BoiseWeekly.com. In which district?
Midio Delgado	Boise, ID	2016-03-13	Common sense
Connolly Jeffrey	Meridian, ID	2016-03-13	I live in Ada County in the Locust Grove Rd. and Victory Rd. area. This area is being heavily developed and yet the intersection at Locust Grove and Victory has not been updated. Center turn lanes into developments also need to be added to help maintain traffic flows.
Annette Curtis	Boise, ID	2016-03-13	There needs to be better planning of this neighborhood before starting. Cole road is already very busy in the commuting hours and there needs to be an alternate route for existing citizens.
Inna Patrick	Boise, ID	2016-03-13	ACHD, Ada County and Boise City are all independent agencies. They do not follow any single growth plan or procedures. They have an APPROVAL process for the Developers, but not GROWTH PLANNING process for the Residents. We do the traffic impact mitigation by sitting in traffic longer each week.
Inna Patrick	Boise, ID	2016-03-13	The only traffic mitigation now is for us to leave home earlier to get to where we need to be on time. Traffic jam is a stochastic process, and is therefore unpredictable. We need Engineering Solutions for Traffic Problem in Ada County. MODERN ROADS!
Bob Heindel	Boise, ID	2016-03-13	It is time for Ada County to start planning ahead with regard to roads, not reacting after the housing developments are complete.
Inna Patrick	Boise, ID	2016-03-13	Just added District 3 ADCA Commissioner David Case to our campaign.
Jana Hyland	Boise, ID	2016-03-13	I live out here and the traffic on Cole is horrendous now. If this subdivision is built before the roads are widened people won't be able to get home before 7:00.
Paul Scherer	Boise, ID	2016-03-13	This is good policy and is a basic need for the community to grow in a viable way that keeps people safe and traffic moving efficiently. Good public policy.
Steve Bollman	Boise, ID	2016-03-13	This directly impacts me and my neighbors.
Inna Patrick	Boise, ID	2016-03-13	Did you know? ACHD is independent of the Ada County organization.
Rena Bayley	Abilene, TX	2016-03-14	The traffic is pretty horrendous!!! Takes forever to get anywhere the morning and night!! To add THAT amount of cars in to the mix.. Wow, that just seems like an uneducated or thought through idea!
Inna Patrick	Boise, ID	2016-03-14	ACHD, Ada County and City of Boise DO NOT HAVE A COMMON POLICY ON GROWTH PLANNING.
Inna Patrick	Boise, ID	2016-03-14	Boise City P&Z blames ACHD and Ada County for traffic due to unplanned growth. We want the 3 agencies to start working together.
Inna Patrick	Boise, ID	2016-03-14	City Council makes FINAL DECISION about Syringa Valley Subdivision on March 29 at 6pm in City Hall.
Leanna Simmons	Boise, ID	2016-03-14	I live in the area and traffic is ridiculous in the morning on Cole Rd between dessert and victory in the morning 7-8:30am and 4-6 pm

Name	Location	Date	Comment
Scott Braun	Boise, ID	2016-03-14	I'm signing this petition because I live in that area as we speak. The traffic is terrible I believe if Residential Building is going to go on they need to widen and build roads before they actually built the homes. I believe the builders need to be the ones that are responsible for building a bigger road to handle the traffic they're making millions off the property they should be spending some of it on the roads
Inna Patrick	Boise, ID	2016-03-15	When signing the Petition, please write your zip code to make your voice count.
carissa cox	Boise, ID	2016-03-15	Because I fully support this.
Inna Patrick	Boise, ID	2016-03-15	Ada County needs Modern Road Infrastructure to enable growth.
Paul Hardy	Boise, ID	2016-03-16	Traffic!
Inna Patrick	Boise, ID	2016-03-16	ACHD considers "Intolerable Delays" on S. Cole to be Acceptable Level of Service. Please sign our Petition today!
katie jennings	Garden City, ID	2016-03-17	The traffic is getting terrible!
Joel Hilty-Jones	boise, ID	2016-03-17	Tired of ADHD's lack of planning.
Inna Patrick	Boise, ID	2016-03-17	Traffic Engineering Can Be Taught - even to ACHD staff.
joe walmsley	Boise, ID	2016-03-17	South Cole RD is already over burdened and cannot handle the extra traffic this subdivision expansion will create. The road infrastructure needs to be built prior to breaking that system with added traffic.
Inna Patrick	Boise, ID	2016-03-17	People have been building roads for a long time now ... Time for ACHD to take notice.
Natalie Teninty	Boise, ID	2016-03-17	This impacts where I live, quality of life, etc. I live on Estrella Dr. in Boise 83709 and up until recently thousands of vehicles sped past my home on a residential street all hours of the day because the subdivision were built before roads, so people were commuting on our subdivision street because they had no other access to main roads. It was a nuisance to say the least for over a decade and it had a poor outcome on quality of life. It was a huge sigh of relief when ACHD finally connected Lake Hazel to Cole Rd.
Bo Higby	Garden Valley, ID	2016-03-17	It just makes sense to provide better infrastructure prior to building any new subdivisions/condos/apartments or business complexes. If the roads are already too clogged (which they are) adding more traffic to those already clogged roads just decreases the quality of life here in this beautiful state.
Brandon Lindberg	Boise, ID	2016-03-17	I'm signing this because I live off of Cole Road south end of Boise. There will be a large subdivision built S. Cole Rd. is already congested
Inna Patrick	Boise, ID	2016-03-18	The Process of Subdivision Approval by ACHD, Ada County and City Council relies on Voter input to the elected Commissioners and Councilmen. Get to know who represents you. Be heard.
Rob Greenwood	Freedom, NH	2016-03-18	The traffic definitely is not Boston or Seattle yet but lets fix it before it is!!
Marcia Bartlett	Boise, ID	2016-03-18	The area already is quite crowded and without proper street mitigation it will be quite awful.
Casey O'Connell	Boise, ID	2016-03-18	Please, let's show some common sense.
Corinne Stairs	Boise, ID	2016-03-18	I live near here..... Traffic is already bad.
Robert Mancini	Boise, ID	2016-03-18	Traffic is already horrible in this area and more and more subdivisions keep popping up without infrastructure accommodations. Enough already!

Name	Location	Date	Comment
Steve Holland	Boise, ID	2016-03-18	I am signing because I worked in Transportation for 32 years and I see that what is happening in SW Ada County is causing major delays in traffic and increase in emissions due to long lines that form on under built roads that cannot handle the volumes of traffic that ADA County approves for when adding new subdivisions. Developers who place added stress onto existing facilities are charged an impact fee but normally the fee is not enough and the ACHD and the Developer never build the road system in advance of the opening of the developments. The latest addition of Syringa development is going to add to roads that are ready far above their capacity and many have not been maintained as is evident by the spider web cracking in the asphalt and the pot holes that have to be patched all the time. It is time to put things in the right order and make sure the infrastructure is in place before allowing high volumes of traffic to be added to the system.
Ellie Gerber	Boise, ID	2016-03-19	Traffic is heavy now on South Cole. It is hard to cross safely now that Lakehazel is complete.
Susan Ahrens	Boise, ID	2016-03-19	We live in the area that will be impacted by the extra traffic being generated by these new homes. Not preparing for this extra traffic is flat out irresponsible by the city council.
Jeanine Lane	Boise, ID	2016-03-19	We need to have the roads before we build more homes, it's called city planning.
Austin Groskopf	Boise, ID	2016-03-19	I'm signing because I attempt to go north from Lake Hazel at 730am and it's already backed up throughout the lights. If new housing goes in before roads, it will be a huge downfall to the nice location in southwest Boise.
Inna Patrick	Boise, ID	2016-03-19	There is Nothing New about Roads. People have been building roads for a long time now. Politicians forgot about this important engineering process.
Bill Muthiora	Boise, ID	2016-03-20	I live off South Cole road and the traffic is ALREADY horrible.
Rocio Gil	Boise, ID	2016-03-20	We need roads.
Karen Law	Boise, ID	2016-03-20	The traffic on Cole road is already heavy. Since Lake Hazel Rd was put through to Cole road it's very difficult to get onto Cole at times during the day.
Thane Beckstead	Boise, ID	2016-03-21	Traffic needs to be addressed before this subdivision makes it worse. Lake Hazel extension to Eisenman needs to happen to accommodate this growth.
Phil Jones	Meridian, ID	2016-03-21	I work on S. Cole, and traffic has become a problem.
Lori Thomason	Boise, ID	2016-03-21	I am signing this petition because it already takes me 30 minutes to get from Lake Hazel down Cole to I-84 in the mornings and same at night. Adding more traffic to Cole with out additional routes out of the area is crazy.
Justin Thacker	Boise, ID	2016-03-22	I'm living in the effected area and I completely agree that major road work needs to be done before they build more houses on South Cole road.
Kurt Wiedenmann	Boise, ID	2016-03-22	Current traffic levels on Cole Road, south of Victory are high, particularly during morning and evening commutes. New roads need to be addressed prior to construction of the proposed Syringa Valley subdivision.
Sue McDonald	Boise, ID	2016-03-22	there are safety concerns trying to pull out onto Cole; there already have been casualties at Cole/Desert
Laura Fisher	Boise, ID	2016-03-23	I live in the area and traffic is awful now. The roads need to be widened to 5 lanes on Cole, Maple Grove, Five Mile, Amity and Vicotry before you build more houses out here.
Judith Richard	Boise, ID	2016-03-23	Idaho needs to build the infrastructure first and then the subdivisions

Name	Location	Date	Comment
Mary Johnson	Boise, ID	2016-03-24	<p>The traffic is already terrible and trying to get onto Cole off of Colt in the am is about impossible as it is.</p> <p>How is this going to impact the need for Boise to maintain the new F35 at Gowen Field when new home owner started complaining about the noise of these aircraft.</p> <p>More schools will be needed, and along with all of this Property Taxes will raise a lot...</p> <p>For those of us who chose to live on the outskirts of town with 1/2 acre lots in 1970s built homes did it for a reason... we wanted to be on the outskirts of town and live a quieter life...</p> <p>South Cole Road will be an absolute nightmare.... Put the infrastructure in place first no matter what and the reality is that this area doesn't need 2000 cracker jack homes. I'm not saying I'm against progress... but not the cram-n-jam cookie cutters...</p>
Jeremy Dowalo	Boise, ID	2016-03-24	The roads are horrible already! Now you want to build 200 homes with the only way into town is single lane roads? This is ridiculous.. I love living on this side of Boise and this is going to make me regret it.
John Dahl	Garden City, ID	2016-03-24	we need more roads
Justin Grigg	boise, ID	2016-03-25	Traffic is already awful on Cole road.
Reid Coy	Boise, ID	2016-03-25	overcrowding on Maple Grove Rd AND it's the most poorly maintained road I drive in this valley. My Parents live on Maple Grove south of Victory & can hardly get out on the road in rush hour. There are hundreds more homes going in NOW and ACHD tells me it may not even be in their 5 year plan to widen Maple Grove.
Susan Camp	Boise, ID	2016-03-25	I commute from SW Boise to the bench area and am concerned about the ability of current roads to handle any more traffic.
John Wortendyke	Boise, ID	2016-03-27	If this is not done we will be in grid lock.
Samantha Zettler	Boise, ID	2016-03-27	I'm tired of driving the luge everyday.
Randy McGlasson	Boise, ID	2016-03-27	I agree with the above statement. There isn't room for that many more residents to commute on the existing roads. There are days when the traffic backs up to the preceding intersection. Cole and maple grove need to be widened and orchard needs to be extended out to relieve the pressure.
Tracey Talley	Boise, ID	2016-03-27	Traffic on cole is horrible
Cherie Thacker	Boise, ID	2016-03-28	The roads need to be majorly improved before any other additional housing is allowed. We are currently in a major safety hazard as it is! ACHD needs to make sure the roads are improved first by the developer per Policy #7205.2.1.
Marilyn Aiton	Boise, ID	2016-03-28	We are bumper to bumper now during rush hour. Don't add more without planning for it.
michael bailey	Boise, ID	2016-03-29	because roads should be in place prior to beginning home construction to minimize impact on residents after the development is finished
Stacee Waite	Boise, ID	2016-03-29	There are already too many residents in this area and the roads have not been updated to accommodate the traffic flow.
Amy Mai	Boise, ID	2016-03-29	I live in SW Boise and drive these N S roads daily. Traffic congestion is already an issue and is going to continue to get worse as more developments begin. I love my neighborhood and plan on living here a long time. Would like to see planning done for transportation before the issue gets worse.
Crystal Collins	Boise, ID	2016-03-29	Things are already crowded as it is and they're about to try to rezone some land to put 2000 new cookie cutter homes in the area. This is a really bad idea!

Name	Location	Date	Comment
Clinton Randall	Boise, ID	2016-03-29	I live where I can see the traffic every morning and evening during rush hours. The traffic already moves at a snails pace for about an hour twice a day between Victory and Amity. Doubling the numbers of vehicles is going to create a major problem for the people that live in this area. We hope you have some compassion!
Naomie Gough	Boise, ID	2016-03-31	I agree.
J. Michael Greenwood	Boise, ID	2016-04-03	I am signing this petition because we need the streets to be put in first and not just one lane each direction. Cole road needs to be widen first along with Pleasant Valley Rd
zach johnston	Boise, ID	2016-04-07	i feel like it
Mary Woodward Finch	Boise, ID	2016-04-07	We need major roads leading to the subdivision site are built and upgraded before the housing construction starts. downsize the amount of homes to be built.
Doug Hackler	Boise, ID	2016-05-04	Using a residential street like Hollilynn to avoid the cost of constructing the necessary arterial roads just so the developer can profit is just plain wrong.
Clark Magstadt	Boise, ID	2016-05-04	Before and after work traffic is already tying up Cole & Victory intersections, Cole & I-84 is unbearable during lunch hours and it will just get worse with Syringa if there are no additional outlets.
Dave Case	Boise, ID	2016-05-04	I have met with several citizens regarding the Syringa Valley issue. I have been meeting with decision makers individually in an attempt to convey your concerns. I encourage all of you to continue to engage in the public meetings and express your concerns on the record. I will continue to work for you.
John Ahrens	Boise, ID	2016-05-04	Living at the south end of Maple Grove, I completely agree with this petition. New streets and street upgrades are needed before more housing is approved!!!! Major arterial streets are now at failed status during commuting hours. Three or more stoplight cycles are required to get through an intersection.
John Taknen	Boise, ID	2016-05-04	I am signing because I have watched the growth in subdivisions over the past 10 years in this area alone without attention paid to the road systems and 30 years in the Boise Area.
Gregory Thomas	Boise, ID	2016-05-05	I live close to Cole and Lake Hazel and will be affected by the construction and traffic during and after construction
Angie Taylor	Boise, ID	2016-05-18	lived in SW Boise for over 30 years and see the impact it has on the 2 lane roads that cant handle the traffic in the area right now
khema siemers	boise, ID	2016-06-04	there is conflict of interest if the deveolpers helped write the comprehesive plan or the Boise Blue Print-and now want to develop the land without dealing with the traffic concerns.
Cassandra Roberge	Boise, ID	2016-06-07	I agree that developers should have to pay for road improvements and this should be done before they build.
Jordan Belisle	Boise, ID	2016-06-26	Just moved from Portland, OR to Boise. Traffic in Portland and surrounding suburbs has been a main complaint for many people. The area is growing, and more homes are being built than the roads can support. I see it as ridiculous for Boise to head down that same path. Boise is great, and it is growing, but the city should be smart about moving forward and operating with these higher numbers of people. With such sub-par public transportation, cars are the staple of travel in the city, and more people = more cars = more traffic. Streets like Eagle Rd, Chindin, and State St seem to already be having huge issues supporting commuters during rush hours.

Name	Location	Date	Comment
Korena Baker	Boise, ID	2016-07-13	Traffic is already too congested on all of S.Cole Rd. I usually have to sit through the stop light at Cole and Overland two or three times to get on the freeway. That overpass needs updating. Commute traffic backs up about a mile at Victory Rd.
Nicole Oke	Boise, ID	2016-07-13	We need more roads to handle all of the additional traffic before new developments are put in. Traffic on Cole Road is HORRIBLE already and there is a development proposed that will add 2,000 homes, there needs to be a solution to the traffic problem before the homes go in!
Bethany Rogers	Boise, ID	2016-07-15	The Syringa developers keep saying that the traffic studies show the road congestion on Cole begins at 172 additional households, and they are only building 171 houses in Phase 1, so there is no need to expand Cole until later phases. This is ridiculous, because there are at least 3 developments already approved and actively building right now that are going to be using Cole as their main artery road for those households. That coming increase in traffic was not accounted for in the traffic study done by Syringa. The combination of these developments will overwhelm Cole. This must be resolved before the Syringa development (in any of its phases) is approved. Thank you.
John Crabtree	Boise, ID	2016-07-21	Makes sense
Jacquelyn Mayorga	Boise, ID	2016-08-16	I live in this area and agree wholeheartedly that roads need to be built first. My street was seeing over 3000 cars a day before the current Lake Hazel extension was complete. Now the traffic has been cut by more than half.
Bridges Richard	Boise, ID	2016-09-18	Roads need built before building is allowed. Lot sizes should not be changed from the original plan. More density increase per Barton amendment request is nothing but greed and will devalue existing homes.
Mark Lightbody	Boise, ID	2016-09-27	Present occupants should not pay for new infrastructure. Developer make money :Let it come out of their profit first.
Michael Wright	Boise, ID	2016-09-27	Cole road can not sustain the incremental traffic. The infrastructure needs to be built before we stress the system with so many new homes. Developers must be responsible for the impact of their efforts. Stop this and bring forethought and planning into our future growth.
George Jackson	Boise, ID	2016-09-27	I disapprove of this new subdivision, roads we have are not adequate as of now for existing traffic. This new subdivision will only add to the traffic problems we have now.
John Sugihara	Boise, ID	2016-09-27	I'm signing because we do not need any more traffic on S. Cole Road before the new Subdivision is started.
Tom and Kathy Coops	Boise, ID	2016-09-28	Traffic on South Cole right now is heavier than the roads here can take. There is no way more growth should take place without adding more roads! We live on thunder mountain on the canalside and we can look out and see Cole Road backed up, not only at rush-hour traffic in the morning and in the evening, but many times in between! No more houses without new roads!!!
Tia Sutton	Boise, ID	2016-09-28	I use Cole and Orchard Road and believe this would be very helpful!
Jill Siepert	Boise, ID	2016-09-28	It seems like roads before subdivisions is just common sense.
Danny Hammock	Boise, ID	2016-09-28	Lake Hazel Road needs to be extended out to Pleasant Valley to relieve bottleneck intersection of Cole and Victory. It already takes an extremely long time to wait on Cole Rd the mornings for us to get onto the interstate in the mornings. Adding 2000+ homes in this area means people will be waiting in lines to get out of their own driveways.
Jacqueline Delo	Boise, ID	2016-09-28	The traffic out south Cole is already packed and slow.

Name	Location	Date	Comment
Travis Hill	Boise, ID	2016-09-28	Cole Road is getting worse with the amount of increased traffic. Do something about the roads before you allow more homes to be built.
Jessica campfield	Boise, ID	2016-09-28	I love on cole road and the traffic is already bad. I can't imagine what it will be like once those houses are in.
Susan Littlehale	Boise, ID	2016-09-28	Highway improvements should be completed PRIOR to more housing being built.
Josh Ray	Boise, ID	2016-09-28	Cole Road is already a mess. It cannot handle the influx of new traffic with construction and new homeowners.
Darryl Hill	Boise, ID	2016-09-28	I'm signing because the traffic is horrible for me to get home everyday
Susan Higgind	Boise, ID	2016-09-28	We need to build more roads before any more houses are built.
Pam Frei	Boise, ID	2016-09-28	I am signing because we need to solve road and traffic issues on South Cole before we build more houses
Travis Roseberry	Boise, ID	2016-09-28	I want to see Syringa Valley be successful, but the current road system providing access to this area is not adequate to achieve optimal success.
anne boyer	Boise, ID	2016-09-28	I live on s cole
Lori George	Boise, ID	2016-09-28	Growth is Positive if done in a Responsible way for the surrounding neighborhoods. Maple Grove, Cole and Victory are already at a breaking point for safe commuting.
Susan Hickerson	Boise, ID	2016-09-28	This needs to be addressed!
Jean Roberts	Boise, ID	2016-09-28	For over 30 years now developers have been required to build an infrastructure to support the subdivision that included turn lanes into the sub, bike lanes and side walks around the perimeter when appropriate. The proper utilities were also installed - Internet/cable and sewer, etc. We saw this all go in prior to the homes going in, not after.
Larry Frei	Boise, ID	2016-09-28	Live in the area & am aware of existing problems AM & PM. To do it any other way is not "Planning", it is a "Lack of Planning"
David Sletten	Boise, ID	2016-09-28	I have lived here for 14 years and watched as the traffic has become a real problem in our area. The growth that is happening now is more than our present roads can handle. We need more connectivity. Lake Hazel to Orchard would relieve a lot of traffic.
Elann Petersen	Boise, ID	2016-09-28	I drove this daily taking students home from school.
P.A. Perow	Boise, ID	2016-09-28	To alleviate traffic congestion in SW area of Ada County, specifically to widen Cole and extend Lake Hazel to Orchard before another subdivision is built.
James Kaump	Boise, ID	2016-09-28	Policy needs to change and recognize the importance of providing roads along with the homes being built.
Mara Hargroder	Boise, ID	2016-09-28	I live directly in the neighborhood discussed and am impacted by the traffic and new building sites.
Sharon Montgomery	Boise, ID	2016-09-28	Yes more road connections need built to alleviate the congestion on Cole Rd. City growth and road growth must go hand in hand.
Katherine Bunn	Boise, ID	2016-09-28	traffic is already difficult in the mornings, adding more residences with out improved roads will make it worse.
Vicki Cloutier	Boise, ID	2016-09-28	major concern about traffic if roads are not built FIIRST
Arlynn Hacker	Nampa, ID	2016-09-28	I'm signing as this will have a major impact on the routes that I travel frequently.
Mersiha Taylor	Boise, ID	2016-09-28	I live off Cole and traffic is already a nightmare.

Name	Location	Date	Comment
Jamie Holfeltz	Boise, ID	2016-09-28	I work at The World Center for Birds of Prey which is at the end of S. Cole Road and I would be greatly affected in my commute to work. This is an issue that does need to be addressed.
Marcia Brinton	Boise, ID	2016-09-28	AGREED AND SHARED
shawwna Lyon wright	Boise, ID	2016-09-28	Traffic is already a mess on s Cole rd !!!!! Fix that problem first
Brenda Parish	Boise, ID	2016-09-28	The South Cole area does not need another subdivision and the roads cannot handle the traffic the way it is now
Cecilia Hope	Boise, Idaho, ID	2016-09-28	We dont want it.
MICHAEL Taylor	Boise, ID	2016-09-28	The roads can't handle existing traffic now!
Lauren Yoder	Boise, ID	2016-09-28	I am signing this petition because S Cole road is rhetoric only way to get in and out of our neighborhood and the traffic is already pretty congested multiple times a day, making travel inconvenient at times.
Andrew Waite	BOISE, ID	2016-09-28	I live here and this is important, although I understand the limited supply of funds and the limited supply of companies to contract the work
Joan Whited	Boise, ID	2016-09-28	The roads need to built before more housing!
joseph petzak	Boise, ID	2016-09-28	construction of a development of this size should be done over a span of at least 10 years; allowing infrastructure, including roads, to be expanded in-step with the added population. Water usage and water rights is another HUGE!!! concern that i've yet to see addressed anywhere. Where are these new residences going to get their water? Who are they going to take it from?
Nadine Chaffee	Boise, ID	2016-09-28	Traffic is already backed and slow during rush hours adding more houses before roads is ridiculous.
Daniel Gil	Boise, ID	2016-09-29	Roads are overcrowded during rush hour.
Julie Ingwersen	Boise, ID	2016-09-29	Encourage to be proactive to provide a 3rd lane on S. Cole rd. for the construction vehicles to be able to access subdivision site without delaying the commuter traffic before the start of the new subdivision
Scott Wakefield	Boise, ID	2016-09-29	Traffic sucks as is on S. ColeRd
Heather Matusiak	Missoula, MT	2016-09-29	I'm signing because I live in a subdivision off of S. Cole. Traffic is backed up as is right now. The addition of this development will make it unbearable, so much so that we will highly consider moving if they don't build and improve the roads prior to starting the houses.
Vicky McIntyre	Boise, ID	2016-09-29	The traffic is already horrible on Cole. This new subdivision will expand the number of drivers on Cole! STOP the madness.
Brad Galleher	Boise, ID	2016-09-29	I am against irresponsible development.
William Deseron	Boise, ID	2016-09-29	Commutes are bad enough with the population we currently have.
Kelli Allmaras	Boise, ID	2016-09-29	I live next to the neighborhood and the roads are a nightmare!
Tammy Asbury	Boise, ID	2016-09-29	Because I live in Indian Lakes Subdivision and the traffic affects my family negatively.
John Peugh	Boise, ID	2016-09-29	Roads are not supporting the increase in population.
Colleen Heaton	Boise, ID	2016-09-29	I want to see the traffic routed to Orchard Street before the new subdivision construction begins so we don't have traffic jams.
Laura Lind	Boise, ID	2016-09-29	I drive Cole everyday to work and it's already horribly in need of extra lanes, I can't imagine more traffic on that road.. Not to mention the inability for the fire department on Cole to get anywhere when traffic is bumper to bumper for miles

Name	Location	Date	Comment
Gabriel McDaniel	Boise, ID	2016-09-29	S. Cole is already over capacity during peak times and I have noticed a year over year decline in traffic. Developers come to idaho to make a quick buck and leave, I would like to see developers be more accountable to the people in the community.


KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

101 S Capitol Boulevard, Suite 301, Boise, ID 83702 P 208.338.2683 F 208.338.2685

August 23, 2016

Project #: 20231.0

Corey Barton Homes, Inc.
 C/O Bob Taunton
 Taunton Group
 2724 S. Palmatier Way
 Boise, ID 83716

RE: Syringa Development Traffic Evaluation of Lake Hazel Extension for Phase 1 – Boise, Idaho

Dear Bob,

This letter presents the results of the transportation evaluation of the benefits of extending Lake Hazel Road and S Orchard Road during development of Phase 1 of the Syringa Valley development. This study addresses the following key items:

- Background summary of the traffic impact study (TIS) findings for the key study roadways and the proposed Lake Hazel Road extension.
- Benefits of the Lake Hazel Road and S Orchard Street extensions proposed as part of Phase 1 of the Syringa Valley development.
- Other considerations for accelerating the Lake Hazel Road and S Orchard Street extensions.
- Conclusions

BACKGROUND

In January 2014, the TIS was prepared for the Syringa Valley development. Figure 1 shows the site vicinity and the future roadway improvements planned in the area. The shaded box identifies Lake Hazel Road and S Orchard Street connection that is proposed to be constructed by the Syringa Valley Development.

As shown in Figure 1, ACHD has included the expansion of the S Cole Road/W Victory Road intersection and the widening of Cole Road to the south of Victory Road in approximately year 2020 as part of their Five Year Work Plan. The widening is expected to significantly improve traffic operations on Cole Road, with or without, the Syringa Valley development.

The TIS identified that Phase 1A (approximately 170 units) could be constructed while maintaining acceptable traffic operations at the study intersections with planned background improvements identified in the ACHD 2012 CIP. Beyond that level of development, the extension of Lake Hazel and/or the extension to S Orchard Street will be needed to provide an alternative connection to the site for traffic heading into Boise.

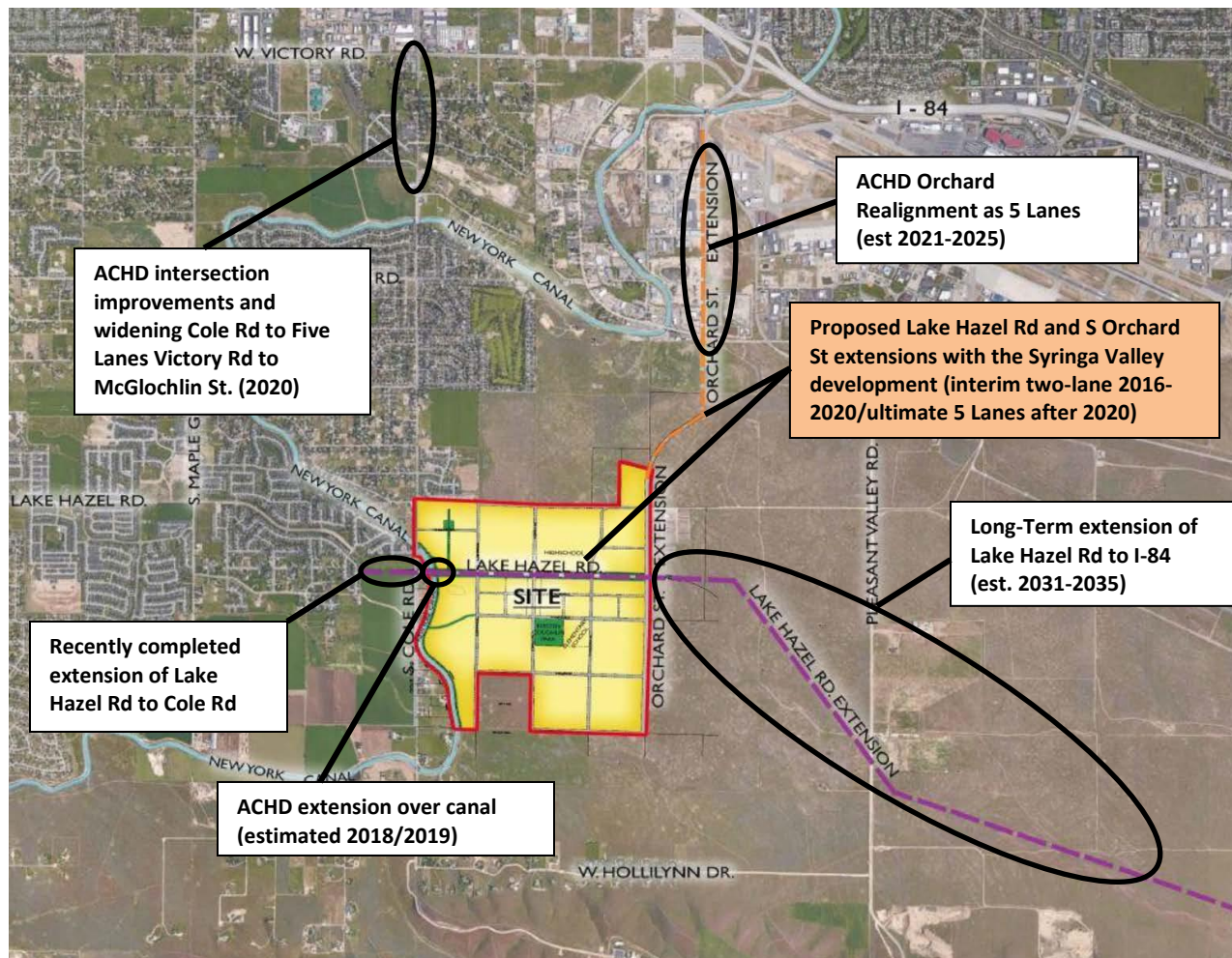


Figure 1. Site Vicinity

EFFECTS OF THE LAKE HAZEL ROAD EXTENSION

The extension of Lake Hazel Road east of S Cole Road and the extension of S Orchard Street from Gowen Road to Lake Hazel Road as interim two-lane roadways has a significant impact on travel patterns in the southwest Boise area. Some of the key impacts include:

- Reduces traffic demand on S Cole Road by providing a more efficient route for vehicles heading toward the north and east.
- Reduced traffic demand on W Victory Road by providing an additional east-west route to supplement W Victory Road and Overland Road.
- A more convenient connection to the Orchard interchange, Gowen Road, Boise airport, and the south/central Boise bench area.

In order to estimate the near-term impacts of the interim extensions of Lake Hazel Road and S Orchard Street, ACHD and the Community Planning Association of Southwest Idaho (COMPASS)

provided future year travel demand model traffic projections, with and without the Lake Hazel Road and Orchard Street extensions. Figure 2 illustrates the 2025 travel routes of the traffic on the recent connection of Lake Hazel Road to S Cole Road. The blue lines show the routes used by the traffic in the selected link shown in purple. The thicker lines indicate more trips from the select link using the roadway.

As shown in Figure 2, most of the traffic on the recent connection of Lake Hazel Road to S Cole Road utilizes the connection to go north on S Cole Road. Based on existing traffic counts, approximately 240 vehicles per hour (vph) turn left from Lake Hazel Road onto Cole Road in the weekday a.m. (morning) peak hour and a similar 240 vph turn right from S Cole Road on to Lake Hazel Road during the weekday p.m. (evening) peak hour. This illustrates the significant demand for a more direct route to the north and east.

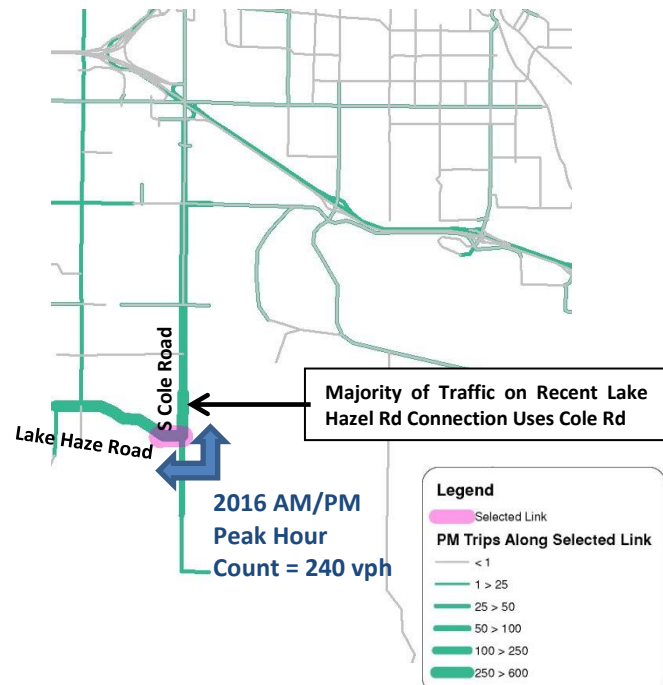


Figure 2. Select Link Trip Routes without Lake Hazel Road/Orchard Street Extension

Figure 3 shows the routing for traffic from the same select link at the recent Lake Hazel Road connection to S Cole Road with the Lake Hazel Road and S Orchard Street connections to the east.

As shown in Figure 3, a majority of the traffic from the select link on Lake Hazel Road is projected to switch routes to the proposed Lake Hazel Road/S Orchard Street connection. Very little traffic turning from Lake Hazel Road onto Cole Road is anticipated to continue to utilize S Cole Road.

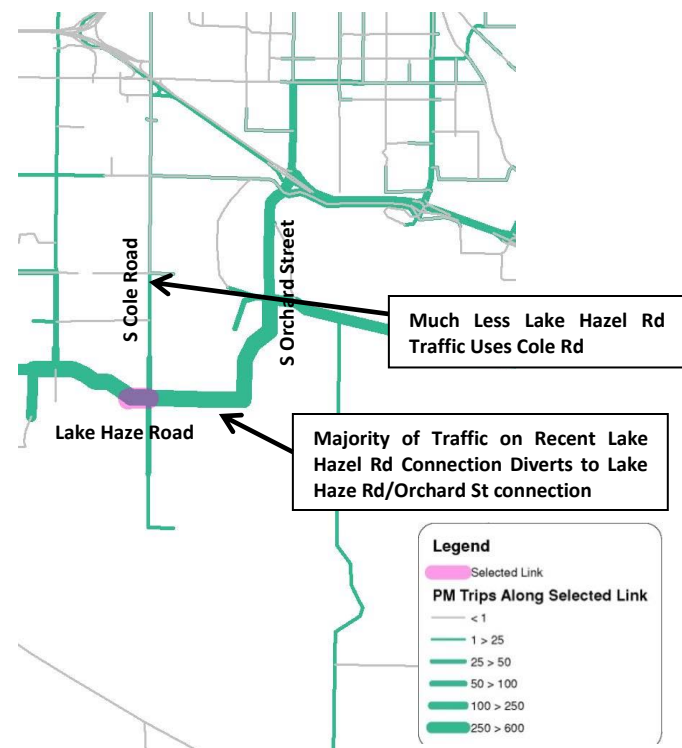


Figure 3. Select Link Trip Routes with Lake Hazel Road/Orchard Street Extension

Utilizing the regional travel demand forecasting model, the effects of the Lake Hazel Road and Orchard Street extensions on S Cole Road and W Victory Road were evaluated. The regional modeling utilizes households and jobs to estimate future travel demand on the roadway system. Table 1

shows the approximate development assumed in the in the Syringa Valley development area, which includes the Syringa Valley development and the area north to Desert Avenue.

Table 1 Land Use Assumptions for the Syringa Valley Development Area

Land-Use	2015	2020	2025	2035
Households	77	327	723	2,900
Jobs	58	84	642	1,295

As shown in Table 1, the modeling assumes a significant amount of jobs and housing. Under 2035 conditions, full buildout of the approximately 2,500 housing units proposed in the Syringa Valley Development were included in the traffic projections.

Figure 4 illustrates the future 2020, 2025, and 2035 weekday p.m. peak hour traffic volume growth with the Lake Hazel Extension as compared to the existing traffic on W Victory Road and S Cole Road.

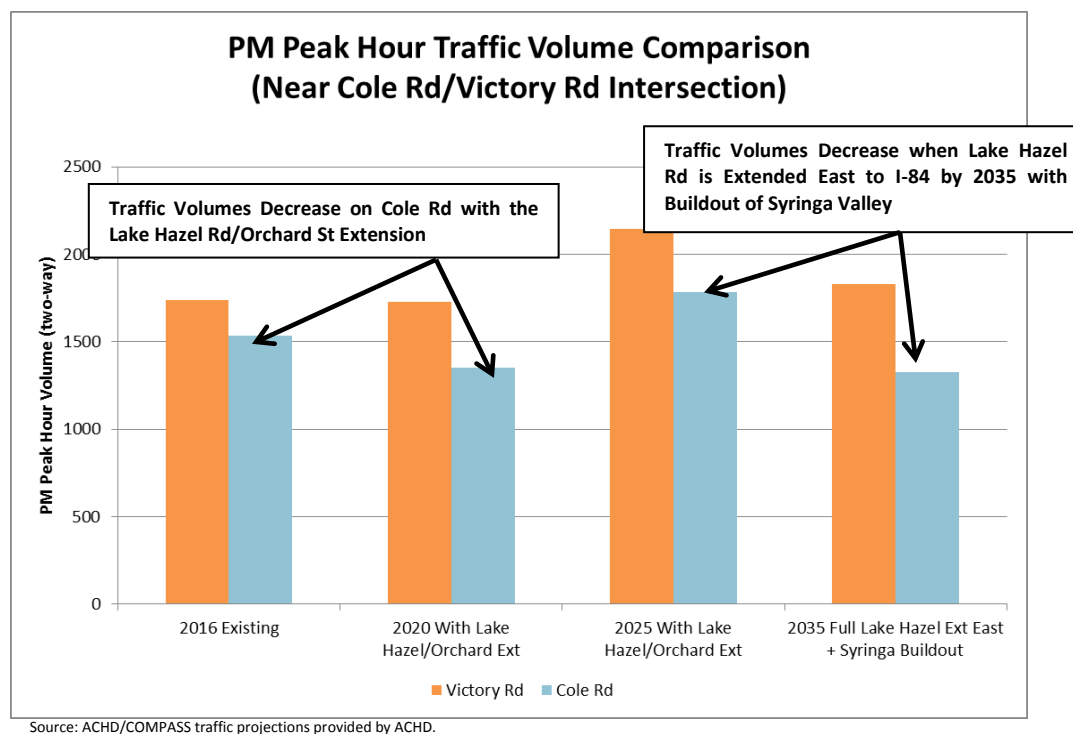


Figure 4. Comparison of Projected Traffic Volumes (Two-Way)

As shown in Figure 4, even with 20 years of growth and buildout of the Syringa Valley development included, the traffic volumes on S Cole Road are expected to remain relatively flat and the volume is projected to ultimately be slightly below existing levels, with the full extension of Lake Hazel Road to I-84 by 2035. Based on the lack of long-term traffic growth projected on S Cole Road south of McGlochlin Street, ACHD has determined that widening to five lanes won't be necessary through 2035. Therefore, one of the most significant advantages of the Lake Hazel Road and S Orchard Street extensions is that S Cole Road can remain as a 2/3 lane roadway south of McGlochlin Street and will

likely not need to be widened beyond the planned improvements at the S Cole Road/W Victory Road intersection as identified in Figure 1.

W Victory Road also is projected to benefit from the Lake Hazel Road and Orchard Street extensions in similar way as S Cole Road. The near-term extension allows the traffic volumes to remain approximately the same as existing conditions through 2020 and the ultimate extension of Lake Hazel Road results in a similar level of traffic in 2035.

OTHER CONSIDERATIONS FOR EXTENDING LAKE HAZEL RD & ORCHARD ST

One significant change since the completion of the TIS is that ACHD has included the widening of the S Cole Road/W Victory Road intersection and widening S Cole Road from W Victory Road to McGlochlin Street. This project is scheduled for construction in approximately 2020.

While expansion of S Cole Road and W Victory Road will significantly improve the traffic operations of that intersection, traffic control restrictions during construction will likely cause additional delays to vehicles traveling in that area. If the Lake Hazel Road and S Orchard extensions could possibly be completed in an interim configuration by the time of construction at the S Cole Road/W Victory Road intersection, the connection would serve as an alternative route for vehicles with destinations to the east of S Cole Road.

Another benefit of the Lake Hazel Road and S Orchard Street extensions is a potential reduction in traffic using Hollilynn Drive to access Pleasant Valley Road and Gowen Road. The new connection will provide a more efficient route for local traffic to Gowen Road.

CONCLUSIONS

Based on the TIS analysis and recent modeling by ACHD and COMPASS of the Lake Hazel Road and S Orchard Street extensions, the following conclusions can be made:

- A majority of the existing and future traffic using the Lake Hazel Road to S Cole Road route to go toward Boise will divert to the new Lake Hazel Road and S Orchard Street connection when it is constructed.
- Traffic demand on S Cole Road will decrease in the near term with the Lake Hazel Road and S Orchard Street connection proposed as part of Phase 1 of the Syringa Valley Development.
- The extension of Lake Hazel Road and S Orchard Street generally offsets the impacts of future development growth, including the Syringa Valley Development, on S Cole Road to the extent that S Cole Road is not projected by ACHD to require widening through year 2035.
- Completion of the Lake Hazel Road and S Orchard Street connection in the near-term also provides other benefits:
 - Provides an alternative route during the Cole Road/Victory Road intersection construction.

- Reduces through traffic on Hollilynn Drive between S Cole Road and Pleasant Valley Road.

While the TIS confirmed that Phase 1A of the Syringa Valley Development can be accommodated without the interim extension of Lake Hazel Road and S Orchard Street, completing the extensions in the near-term in the proposed interim two-lane configuration offsets the impacts of the development on S Cole Road and provides many additional benefits.

We trust that the information provided herein identifies benefits of accelerating the Lake Hazel Road and S Orchard Street extensions as part of Phase 1 of the Syringa Valley development. Please call me at (208) 338-2683 if you have any questions or need any additional information.

Sincerely,
KITTELSON & ASSOCIATES, INC.



John Ringert, P.E.
Senior Principal Engineer

REFERENCES

1. Kittelson & Associates, Inc., Syringa Valley Transportation Impact Analysis, January 2014.
2. Ada County Highway District, Draft 2016 CIP, August 4, 2016.
3. Ada County Highway District, 2016-2020 Integrated Five-Year Work Program, October 28, 2015.