Planning & Development Services

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MEMORANDUM

TO: Planning & Zoning Commission

FROM: Todd Tucker, Senior Planner
Boise City Planning and Development Services

HEARING DATE: September 19, 2016

RE: CAR15-00029, CPA15-00008, SUB15-00055 / Syringa Valley Specific Plan and Kirsten Subdivision

The applicant is requesting approval of a rezone of approximately 600 acres to create a Specific Plan District Zone (SP-03) in the Southwest Planning Area. The property is located on the east side of Cole Road south of Latigo Drive, generally identified as 6298 S. Cole Road. There is an associated Comprehensive Plan Amendment that proposes to modify the text addressing gross density, the location of residential development north of Lake Hazel Road, and the removal of a policy discouraging regional serving commercial in the area. In addition, there is an associated Preliminary Plat for a residential subdivision located in the northwest corner of the specific plan consisting of 422 buildable lots and 20 common lots.

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REASON FOR THE DECISION

Rezone

The rezone is consistent with the goals, objectives and policies of the Comprehensive Plan. ***Policy NAC7.1*** encourages a mix of housing types and densities in residential neighborhoods, particularly for projects greater than two acres. The specific plan provides a mix of housing types and products within its neighborhoods to help promote a community feel. The rezone is compatible with surrounding development and properly integrates land uses and infrastructure with adjacent properties. The majority of the surrounding property to the northwest is currently developed with single-family residential homes. The specific plan includes adequate provisions for utilities, services, roadway networks and emergency vehicles access, and public service demands will not exceed the capacity of existing and planned systems. Public utilities are available to the site and the applicant will be extending those utilities throughout the development. No commenting agency has indicated that the specific plan will place a burden on the public infrastructure in the area. The specific plan will enhance the potential for superior urban design and land use in comparison with development under the base district provisions that would apply if it were not approved. The property is identified as Planned Community on the Land Use Map. Approval of a specific plan is the mechanism the applicant has used to facilitate a planned community. The specific plan has language that regulates the design of the development. It will insure a cohesive development pattern and continuity throughout the specific plan area.

Comprehensive Plan Amendment

The amendment is required for the public convenience or necessity, or for the general welfare of the community. To achieve the densities needed along Lake Hazel to warrant transit service in the future, and to provide a buffer to the lower densities further to the south an increase in density is needed. As such, the amendment is for the public convenience, necessity, and for the general welfare of the community.

The amendment is necessary to address changes in conditions within the community that have occurred since the Boise City Comprehensive Plan was adopted or is necessary to correct one or more goal, objective, or policy that exist in the plan. In 2015 the Boise Airport conducted an update to the Noise Exposure Maps and Noise Compatibility Program. The results indicated that no changes to the Airport Influence Overlay for this property would occur. As such, an increase to the allowed density and area allowed for residential development north of Lake Hazel is possible. The amendment is in compliance with and will further the goals, objectives, and policies of the Boise City Comprehensive Plan. Increasing the density in this area will allow for a greater number of homes to be constructed within current City Limits. This development pattern will limit urban sprawl and provide for better opportunities for a mixture of housing types. The amendment will not create inconsistencies between the goals, objectives, and policies within or between any chapters of the Boise City Comprehensive Plan. ***Policy CC9.1(a)*** promotes development patterns that will help build new routes and enhanced service over time. Increasing the density in this area will provide the need for new transit routes in this part of the City.

The amendment will not place an undue burden on transportation or other public facilities in the planning area, and does not adversely impact the delivery of services by any political subdivision providing services. Correspondence from commenting agencies confirms the project will not place an undue burden on the transportation system or other public facilities in the vicinity. The Ada County Highway District (ACHD) Commission approved the project on **January 27, 2016**.

The requested amendment to remove Policy SW-CCN 2.4(c) which states "regional serving commercial uses should not be allowed" is not being supported as it is not required for the public convenience or necessity, or for the general welfare of the community. It is not necessary to address changes in condition within the community that have occurred since the Comprehensive Plan was adopted or is necessary to correct one or more goal, objective, or policy that exists in the plan. The Planning Team does not feel the amendment is in conflict with the goals, objectives, and policies of the Comprehensive Plan or will create inconsistencies between the goals, objective and policies with or between and chapter of the Comprehensive Plan. No commenting agencies have indicated that the amendment will place an undue burden on transportation or other public facilities in the planning area.

HISTORY

On February 8, 2016, the Planning and Zoning Commission held a public hearing on the applications. The Planning and Zoning Commission recommended approval of the requested Comprehensive Plan Amendment and rezone for a conceptual specific plan to City Council. However, they recommended denial of the associated preliminary plat. City Council has final approval authority on all three applications.

On March 29, 2016, City Council heard a presentation by the Planning Team and then determined they needed more information to make an informed decision. At that hearing the Council tabled the items and requested the Planning Team and applicant return for a work session. In total four work sessions were held on the following dates: May 17, June 7, June 21, and July 19, 2016. The work sessions covered many of the questions and concerns raised by the Planning Team, the Planning & Zoning Commission, concerned citizens, and the City Council.

City Council determined at the final work session that the items needed to be heard again by the Planning and Zoning Commission as significant changes were proposed to the plans. A Planning and Zoning Commission hearing date of September 19, 2016, was set. The applicant held an additional neighborhood meeting on August 23, 2016, to address changes to the plans with the neighborhood. Legal notification signs were posted on the site on September 2, 2016, notifying the neighborhood of the Planning and Zoning Commission meeting on September 19, 2016. Legal notices were mailed to the neighborhood on September 2, 2016, and a notice was published in the paper on September 3, 2016.

SUMMARY

The applicant has submitted three applications for the property generally identified as 6298 S. Cole Road. The applicant originally requested a Comprehensive Plan Amendment to modify the text addressing gross density and location of residential development north of the proposed Lake Hazel Road extension, a rezone of approximately 600 acres from A-2 (Open Land, Reserve) to Syringa Valley Specific Plan (SP-03) in the Southwest Planning Area. And finally, a Preliminary Plat for a residential subdivision comprised of 422 buildable lots.

The applicant has subsequently added a request to the Comprehensive Plan Amendment application to remove Policy SW-CCN 2.4(c) which states "Regional serving commercial uses should not be allowed".

The Planning Team originally recommended approval of the applications. However, the recommended approval was for a Conceptual Specific Plan only as the Current Planning Team felt that more work was needed on the Specific Plan. The applicant was provided with specific items that needed to be addressed. Those items included: 1) The future alignment of Orchard Street, 2) A more environmentally friendly way to handle storm water runoff, 3) A xierascape landscape palate due to the lack of water rights, and 4) Potential block prototypes to further identify sub-district designs. The intent of the conceptual approval was to allow the applicant to proceed with the Kirsten Subdivision (approximately 100 acres) while restricting development in the remainder of the development (approximately 500 acres). Prior to any further development approvals within the Specific Plan, a modification to the Specific Plan including the Development Code ordinance sections would be required.

As the applicant proceeded through the work sessions with the City Council they addressed the items of concern voiced by the Planning Team and the Planning and Zoning Commission at the February 8, 2016, public hearing. The applicant has now submitted a complete Specific Plan and is requesting final approval.

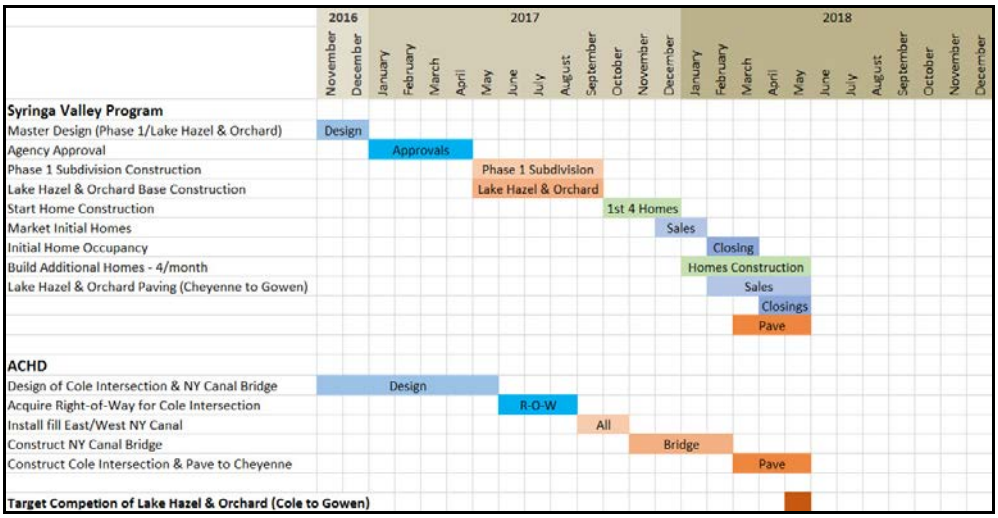
ANALYSIS

The analysis documented in this memo will only address the revised Specific Plan and additional Comprehensive Plan Amendment policy removal request. Attached to this report is a full record of the previous hearings including the project reports for the February 8, 2016, Planning and Zoning Commission hearing and the March 29, 2016, City Council hearing.

Revised Specific Plan

Orchard Street Alignment

The developer has engaged the Ada County Highway District (ACHD) to accelerate the construction of the Lake Hazel Road and Orchard Street extensions. The initial construction is expected to be a two lane roadway from Cole Road to Gowen Road. A cooperative development agreement is currently under review by both the applicant and ACHD. This agreement will define the responsibilities for road construction for each entity. The target completion date for the interim road connection, including the bridge over the New York Canal is May 2018.



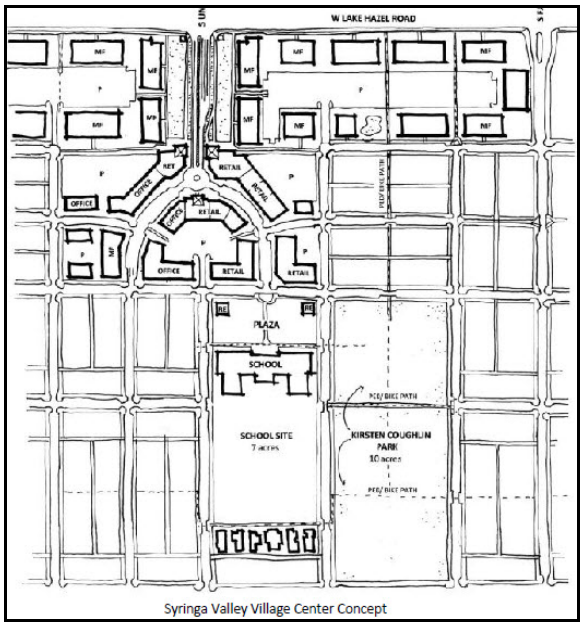
Mix of Use & Product Type Requirements

The Design Concepts and Guidelines section of the Specific Plan addresses the desire for a mixture of uses within the development. One of the development principles established by the plan is to "offer a diversity of housing choices to match consumer incomes, preference, and life stages." This is further addressed in one of the Non-Residential and Multi-Family Development Principles which states "establish a mix of housing choices and other uses."

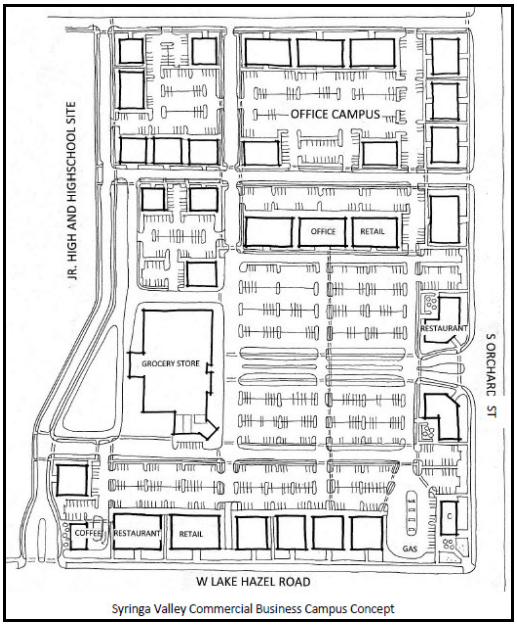
In addition to the Specific Plan narrative, the Development Code Section for the Syringa Valley Specific Plan also addresses the mix of uses and product types. A wide range of uses are allowed in all of the sub-districts within the Specific Plan. However, the Medium Density Sub-District has the widest range of uses either allowed or allowed with Design Review. The mix of uses and product types allowed within the various sub-districts will help promote a greater sense of community within the development. Having a wide spectrum of allowed uses within the various sub-districts will remove the difficulty of getting uses approved. The wide range of allowed uses coupled with the lack of minimum lot size requirements will promote creativity in subdivision design and the function of the community as a whole.

Block Prototypes

Design concepts are provided for the Village Center, and Commercial Business Campus within Section 13 "Design Concepts and Guidelines" of the Specific Plan. Accompanying the design concept drawings are text guidelines for how these areas will develop. The guidelines address building orientation and parking location.

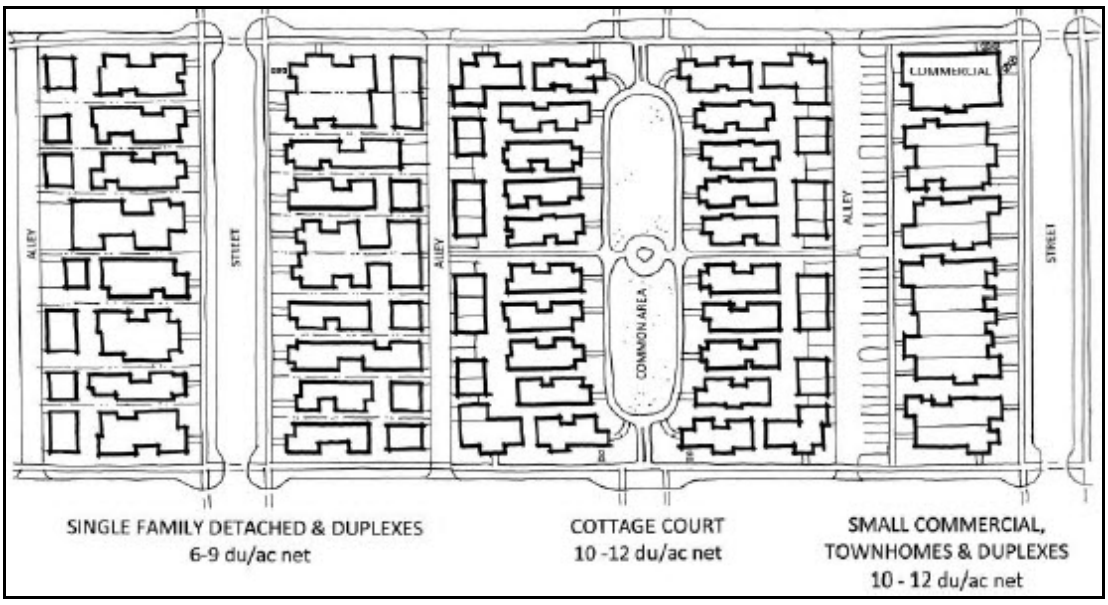


Syringa Valley Village Center Concept



Syringa Valley Commercial Business Campus Concept

Design concepts were also submitted for single-family detached homes and duplexes, a cottage court design, and small commercial, townhomes and duplexes. The design concepts illustrate how these different housing designs can integrate with each other. In addition to the concept drawing, text guidelines are also provided to ensure a quality design is provided.



Xeriscaping Landscape Palate

The revised Specific Plan addresses this issue by providing a section on the water conservation strategy within the development. Section 12.c of the Specific Plan outlines the water conservation strategy. The strategy provides goals and an approach for achieving those goals. The approach is divided into three categories: Design, Management, and Resident Education.



Permeable Paving

The revised Specific Plan addresses this issue by providing an environmental section. This section covers pervious pavement under section "12.b." Storm Water Management. Pervious pavement treatments are planned to be located in select areas of the Village Center and the Commercial/Business Campus planning areas. In addition to pervious pavement this section also addresses landscape swales, seepage beds, borrow ditches, and a community storm drain facility.



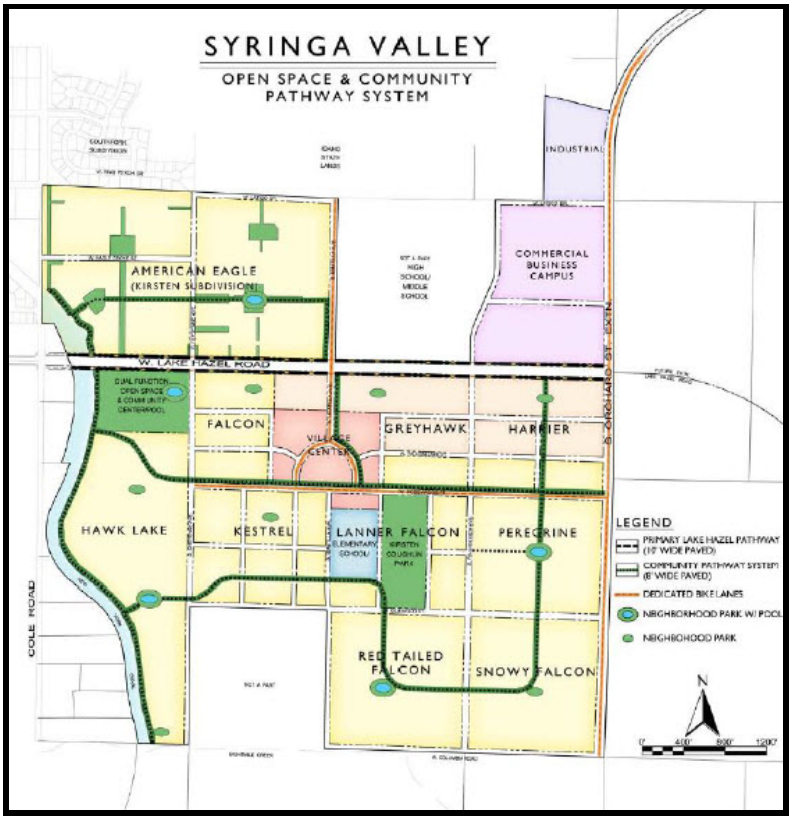
Amenity Package

Section 10 "Community Features and Amenities" provides an amenity package for the development. A 5,000 to 7,000 square foot community center is proposed. The community center will house a welcome center, community association offices, meeting, library, and gathering rooms, kitchenette accommodations, a fitness room, indoor racquetball courts, and restroom/changing rooms. In addition, there will be a large outdoor swimming pool, playground/tot lot, and lighted tennis and basketball courts.

A two to three-acre open plan/sports field will be provided. This area will be able to accommodate approximately two full size football or soccer fields, or several youth practice fields. A dog park and community gardens are also planned for this area.

Each of the neighborhood planning areas will have a one to two-acre park area that will be centrally located in each neighborhood. Each park area will have a tot lot or playground, picnic shelter or shade structure, and passive recreation areas with seating. Neighborhood pools are planned at a ratio of one pool for every 350 to 400 dwelling units. This does not include the multi-family complexes which are anticipated to provide their own pools. All park and pool facilities within the neighborhood will be open for community wide use.

The Open Space & Community Pathway System indicates the anticipated location for the Community Center and pool, Neighborhood Parks with pools, Neighborhood Parks without pools, City Park, and pathway system that links the uses.



Phasing Plan for Schools, Parks, Pathways, and Other Services

A conceptual phasing plan is provided in Section 14 of the Specific Plan. Development is proposed to begin in the northwest corner of the project with the Kirsten Subdivision and continue towards the east and south. The community center and active play and sports fields are programmed to be completed during the development of the Kirsten Subdivision. The community pathway system that links the planning areas and neighborhood parks will be completed as development progresses.

Phasing of the public schools and City park are unknown. The school district has indicated that schools will be constructed based on demand. In addition, the Boise Parks Department has also indicated that the 10-acre park within the Specific Plan will be constructed based on demand. As development occurs in the and the population increases in the area, the school district and Parks Department will evaluate the demand and begin programming for the construction of the schools and park.

Comprehensive Plan Amendment

The applicant is making an additional request to modify the Comprehensive Plan. They are requesting Policy SW-CCN 2.4(c) be removed from the Comprehensive Plan. This policy states that "regional serving commercial uses should not be allowed." The applicant has indicated that the commercial business campus within the Specific Plan is more than three miles from any other commercial trade area. In addition, the applicant points out that Lake Hazel has been identified as a regional mobility corridor that is anticipated to carry a large volume of traffic in the southwest area of town. These factors coupled with the proximity to the Airport and Interstate 84 make this an ideal location for a regional serving commercial center.

The Development Code identifies four types of shopping centers: Convenience Commercial, Neighborhood Commercial, Community Commercial, and Regional Commercial.

A Regional Commercial Shopping Center is the largest and most intense of the shopping centers. It is defined as:

> A group of commercial establishments, planned, developed, owned, and managed as a unit related in location, size and types of shops to the trade area that the unit serves; it provides on-site parking in definite relationship to the type and size of stores. The major tenant is one or more full line department stores. Size of the center can range between 300,00 square feet to over one million square feet of gross leasable area.

The Specific Plan identifies the Commercial Business Campus as being 40 acres in size. Approximately a third of the area is an office campus, leaving the remaining area as the commercial shopping center. This design seems to more closely align with the Community Commercial Shopping Center identified in the Development Code.

A Community Commercial Shopping Center is defined as:

> A group of commercial establishments, planned and developed as a unit, typically featuring an approximately 50,000 square foot or greater grocery store and/or department store or volume discount retail outlet as an anchor tenant/s and may include freestanding buildings containing restaurants or other commercial uses. A community shopping center has a gross floor area of over 100,000 square feet but no more than 300,000 square feet and typically occupies from 10 to 25 acres.

In addition, the Comprehensive Plan identifies a Regional Activity Center as typically being between 50 and 150 acres while a Community Activity Center is typically between 20 and 40 acres. The proposed commercial business campus is 40 acres in size with approximately 12 acres being a business campus leaving approximately 28 acres as the commercial shopping center. Because the proposed commercial business campus does not meet the definition of a Regional Commercial Shopping Center or Regional Activity Center the Planning Team does not feel the amendment is needed. The proposed development is considered a Community Commercial Shopping Center and therefore the Planning Team recommends denial of this portion of the request.

CONCLUSION AND RECOMMENDATION

After reviewing the revised Specific Plan (Plan and Development Code sections) and the additional comprehensive plan amendment request, the Planning Team finds the applications to be in compliance with the requirements for a rezone, comprehensive plan amendment, and subdivision. As such, we are recommending approval of the applications, with the exception of the removal of Policy SW-CCN 2.4(c), as requested with conditions of approval.

RECOMMENDED CONDITIONS OF APPROVAL

Specific Plan

1. Streetlight fixtures shall be of a design that will focus the light down to prevent light trespass from the development.

2. The residential development along the south side of Lake Hazel shall have a density range between 10 and 20 dwelling units per acre.

3. The residential development directly adjacent the City Park, and elementary school located south of Lake Hazel shall have a density range between 6 and 15 dwelling units per acre.

4. All public streets within the specific plan shall be improved with detached sidewalks.

5. All new residential development within the specific plan is subject to an avigation easement and required to meet the sound attenuation standards of a minimum noise level reduction (NLR) of 25 dB."

Subdivision

6. The final plat shall provide a minimum 30 foot wide common lot along both Cole and Lake Hazel, to be used as a landscaping buffer, as required by Section 11-09-03.7.A of the Boise Development Code.

7. All public streets located within the subdivision shall be improved with a minimum five-foot wide detached sidewalk.

8. The section of Eagle Grove Street between Banded Eagle/Spotted Eagle and Cole Road shall be public right-of-way and not a temporary access easement.

9. The eastern half of Cole Road as it abuts the subject property shall be improved with the following design:

    a. Vehicle travel lanes shall be 11 feet wide.

    b. The on-street bicycle lane shall be a minimum of five feet wide (measured from the lip of gutter) with a minimum two-foot wide painted buffer between it and the nearest vehicle travel lane.

    c. The five-foot wide sidewalk shall be separated from the back of curb by a minimum of eight feet. If located outside of the public right-of-way it shall be located within a permanent easement.

10. Umatilla Avenue shall be constructed with 10-foot wide vehicle travel lanes.

11. Umatilla Avenue shall be constructed with a minimum five-foot wide bike lane (measured from the lip of gutter or parking lane line).

12. Umatilla Avenue shall be constructed with seven-foot wide sidewalks that are detached from the back of curb by a minimum of eight feet.

13. The multi-use pathways located on the north and south sides of Lake Hazel shall have longitudinal pavement markings to separate the bike and pedestrian zones.

14. Lake Hazel shall be improved with on-street bike lanes when the temporary shoulder is removed.

15. Stormwater facilities along Lake Hazel shall be planned for. The applicant shall identify where future stormwater is to be retained within the right-of-way and/or typical street section (i.e. median, landscape buffer).

16. A note on the face of the Final Plat shall state: “The development of this property shall be in compliance with the Boise City Development Code.”

17. A note on the face of the Final Plat shall designate that any common lots shall be owned and maintained by the Kirsten Subdivision Homeowner's Association. These lots cannot be developed for residential purposes in the future. The common lots shall be designated by lot and block.

18. A note shall be placed on the face of the Final Plat which states: "This subdivision is located within the Airport Influence Area A, which is affected by average sound levels in the 60-65 DNL, and/or aircraft traffic patterns below 1,000 feet. All new residential development is subject to an avigation easement and required to meet the sound attenuation standards of a minimum noise level reduction (NLR) of 25 dB."

19. After approval of the Final Plat by the Boise City Council and prior to submittal of the Mylar of the Final Plat, covenants, homeowners' association by-laws or other similar deed restrictions which provide for the use, control and maintenance of all common areas, private streets, shared access and shared parking, and which shall be consistent with the Fair Housing Act of 1968, as amended from time to time, shall be reviewed and approved by the Boise City Attorney. After recordation of the final plat and CC&R's, no building permit shall be accepted until a copy of the recorded CC&R's have been submitted to the Boise City Attorney.

20. Prior to the City Engineer's Certification of the Final Plat and prior to earth disturbing activities, an erosion and sediment control (ESC) permit must be obtained. An ESC plan conforming to the requirements B.C.C. Title 8-17, is to be submitted to the Director of Planning and Development Services for review and approval. No grading or earth disturbing activities may start until an approved ESC permit has been issued.

21. An individual who has attended the Boise City Responsible Person (RP) certification class, or has obtained Interim Certification for Responsible Person is not identified for this project. A permit will not issue until such time as the name and certification number of the RP has been provided to Boise City. This information can be faxed to 388-4735 or emailed to ejenkins@cityofboise.org.

22. No building permit for the construction of any new structure shall be accepted until the Final Plat has been recorded pursuant to the requirements of the B.C.C. 11-09-04.1. If a Non-Building Agreement is approved by Boise City Fire Department, no building permits shall be submitted until a "Satisfaction of Non-Building Agreement" is recorded.

23. Prior to submitting the Mylar of the Final Plat for the City Engineer's signature, all the conditions of approval must be satisfied. Approvals must be provided on agency letterhead.

24. The developer shall make arrangements to comply with all requirements of the Boise City Fire Department and verify in one of the following ways:

    a. A letter from the Boise City Fire Department stating that all conditions for water, access, and/or other requirements have been satisfied,

    OR

    b. A non-build agreement has been executed and recorded with a note on the face of the Final Plat identifying the instrument number.

25. The name, **Kirsten Subdivision**, is reserved and shall not be changed unless there is a change in ownership, at which time, the new owner(s) shall submit their new name to the Ada County Engineer for review and reservation. Should a change in name occur, applicant shall submit, in writing, from the Ada County Engineer, the new name to the Department of Planning and Development Services and re-approval by the Council of the "revised" Final Plat shall be required.

    Developer and/or owner shall submit all items including fees, as required by the Planning and Development Services Department, prior to scheduling the "revised" Final Plat for hearing.

26. Correct street names as approved by the Ada County Street Name Committee shall be placed on the plat (B.C.C 9-06-05.M).

27. A letter of acceptance for water service from the utility providing same is required (B.C.C. 11-09-04.3).

28. Developer shall provide utility easements as required by the public utility providing service (B.C.C. 11-09-03.6).

29. Developer shall provide a letter from the United States Postal Service stating, "The Developer and/or Owner has received approval for location of mailboxes by the United States Postal Service."

    Contact: Dan Frasier, Postmaster
    770 S. 13th St.
    Boise, ID 83708-0100
    Phone No. (208) 433-4341
    FAX No. (208) 433-4400

30. Prior to submitting the Final Plat for recording, the following endorsements or certifications must be executed: Signatures of owners or dedicators, Certificate of the Surveyor, Certificate of the Ada County Surveyor, Certificate of the Central District Health Department, Certificate of the Boise City Engineer, Certificate of the Boise City Clerk, signatures of the Commissioners of the Ada County Highway District, and the Ada County Treasurer (I.C. Title 50-17).

31. Developer shall comply with B.C.C. 11-03-04.4 which specifies the limitation on time for filing and obtaining certification. Certification by the Boise City Engineer shall be made within two years from date of approval of the Final Plat by the Boise City Council.

    a. The developer may submit a request for a time extension, including the appropriate fee, to the Boise City Planning and Development Services Department for processing. Boise City Council may grant time extensions for a period not to exceed one year provided the request is filed, in writing, at least twenty working days prior to the expiration of the first two-year period, or expiration date established thereafter.

    b. If a time extension is granted, the Boise City Council reserves the right to modify and/or add condition(s) to the original preliminary or Final Plat to conform with adopted policies and/or ordinance changes.

    c. The Final Plat shall be recorded with the Ada County Recorder within one year from the date of the Boise City Engineer's signature. If the Final Plat is not recorded within the one-year time frame it shall be deemed null and void.

Agency Requirements

32. The applicant shall comply with the requirements of ACHD as per their staff reports dated **January 19, 2016** (SUB15-00055) and **January 27, 2016** (CAR15-00029 & CPA15-00008).

33. The applicant shall comply with the requirements of the Boise City Public Works Department (BCPW). The following is a list of department comments by division:

    Grading & Drainage – **September 29, 2015**
    Street Lights – **September 29, 2015**
    Sewer – **September 30, 2015**
    Pressure Irrigation – **September 30, 2015**

34. The applicant shall comply with any conditions of the Boise Fire Department from the memos dated **January 20, 2016**. Any deviation from this plan is subject to Fire Department approval.

35. The applicant shall comply with any conditions of the Boise Parks and Recreation Department from the memo dated **January 11, 2016**.

36. The applicant shall comply with any conditions of the Boise Building Division of Planning and Development Services from the memo dated **September 29, 2015**.

37. The applicant shall comply with any conditions of the Independent School District of Boise City #1 letters dated **November 5, 2015,** (SUB15-00055) and **November 17, 2015** (CAR15-00029 & CPA15-00008).

38. The applicant shall comply with the requirements of the Ada County Street Name Committee evaluation dated **July 9, 2015,** (CAR15-00029) and **September 10, 2015** (SUB15-00055)

39. The applicant shall comply with the requirements of the Central District Health Department memo dated **October 15, 2015** (SUB15-00055).

40. The applicant shall comply with the requirements of the Boise Project Board of Control from the comments submitted on **October 15, 2015**.

SYRINGA VALLEY

SPECIFIC PLAN (SP-03)

September 2016

SYRINGA VALLEY SPECIFIC PLAN (SP-03)
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SYRINGA VALLEY SPECIFIC PLAN
Project Design Team Members

OWNER/APPLICANT:

CBH Homes

PLANNING:

Taunton Group, LLC

CIVIL ENGINEERS:

Bailey Engineering, Inc.

ARCHITECTURE:

McKibben + Cooper Architects

LANDSCAPE ARCHITECTURE:

Jensen Belts Associates

WATER ENGINEERS:

SPF Water Engineering

TRAFFIC/TRANSPORTATION:

Kittelson & Associates, Inc.

SYRINGA VALLEY SPECIFIC PLAN

NARRATIVE

1. Introduction

Corey Barton Homes, d/b/a CBH Homes (CBH) seeks the City of Boise's approval of a new Specific Plan Ordinance to be added to Chapter 11-013 of the Boise City Code. This new Ordinance will cover land that CBH controls in the Southwest Boise Reserve Planned Community Area. The Specific Plan Ordinance, authorized by Boise City Code Chapter 11-05-08, provides a means for creating new zoning regulations for unique areas and developments, such as mixed use districts and planned developments, where conventional zoning mechanisms are inadequate.

The Syringa Valley development proposed in this application will implement the City of Boise Comprehensive Plan policies for Southwest Boise's Reserve Planned Community. The Comprehensive Plan describes the Reserve Planned Community as generally bounded by the New York Canal (NY Canal) and S. Cole Rd. on the west, extension of S. Orchard St. on the east, the extension of W. Latigo Dr. on the north, and W. Columbia Rd. on the south. The Syringa Valley Specific Plan will cover 551.32 acres of this Reserve Planned Community Area.

Both the Syringa Valley Specific Plan and Reserve Planned Community center on the extension of W. Lake Hazel Rd. from S. Cole Rd. over the NY Canal to the extension of S. Orchard St.

The Reserve is intended to establish a mixed-use development with a range of residential housing types and densities, neighborhood commercial centers and a business campus. The Reserve is split into two Specific Plan areas, Lake Hazel North and Lake Hazel South.

The Syringa Valley Specific Plan will guide the development over several decades for the planned community. The plan will implement the proposed Syringa Valley Ordinance (SP-03). The Specific Plan narrative also describes how the Syringa Valley development will address the required and optional elements that are outlined in Chapter 11-05-08: Specific Plan Districts of the Boise Code.

The Syringa Valley property was annexed to the City of Boise in 2007 and was zoned A-2 as a holding zone until a development plan was adopted. The property was given a land use designation of Planned Community on the Blueprint Boise Future Land Use Map and many specific policies applicable to the property were included in the Blueprint Boise Southwest Planning Area.

Three Syringa Valley applications were submitted in September 2015 and requested:

1. CPA15-00008 - Amendment of the Blueprint Boise Comprehensive Plan text related to the proposed residential development north of W. Lake Hazel Rd. to increase the gross density from 3 units/acre to 4.5 units/acre and increase the residential area from 65 acres to 100 acres (Also refer to the text amendment modification submitted August 29, 2016 deleting the restriction on regional serving commercial uses)
2. CAR15-00029 - Rezoning of the property from A-2 (Open Land, Reserve) to SP-03 (Syringa Valley Specific Plan), including a number of sub-districts with a range of allowable uses and dimensional standards
3. SUB15-00055 - Approval of the Kirsten Subdivision Preliminary Plat comprised of 422 buildable lots of various sizes and 20 common lots on approximately 101 acres in the Proposed SP-03 Zone

A public hearing on the applications was held before the Boise Planning and Zoning Commission on February 8, 2016. The Commission recommended that Boise City Council approve the Comprehensive Plan text amendment, the rezoning to Specific Plan with conditions, but deny the Kirsten Preliminary Plat primarily due to transportation impacts on S. Cole Rd.

At the City Council meeting on March 29, 2016 Council did not open the public hearing and directed staff to schedule a series of work sessions with the applicant and Council.

Prior to the work sessions CBH, who had purchased the property from the original applicant, Pleasant Valley South, LLC, in late December 2015, engaged a new planning team. Four work sessions were held on May 17, June 7, June 23, and July 19. The work sessions provided the opportunity for Council members to ask questions of the applicant's planning team and for the planning team to respond to those questions and to provide additional material to address more completely the Specific Plan required and optional elements.

At the conclusion of the 4th work session, Council directed that the existing applications, including the new and expanded material, be re-heard at a Planning and Zoning Commission public hearing prior to a City Council public hearing. Council also directed that an additional advertised neighborhood meeting be held prior to the Commission meeting. A neighborhood meeting was properly noticed and held on August 23rd at 7:00 pm at the Lake Hazel Branch Library at 10489 W. Lake Hazel Rd. The sign-in sheets were delivered to staff indicating 22 people attended.

The following document represents a re-formatting of the original narrative portion of the application to more closely align with the Specific Plan element chapters, and includes the expanded and new planning and development information presented at the Council work sessions. Also included is a revised Syringa Valley SP-03 Zoning Ordinance.

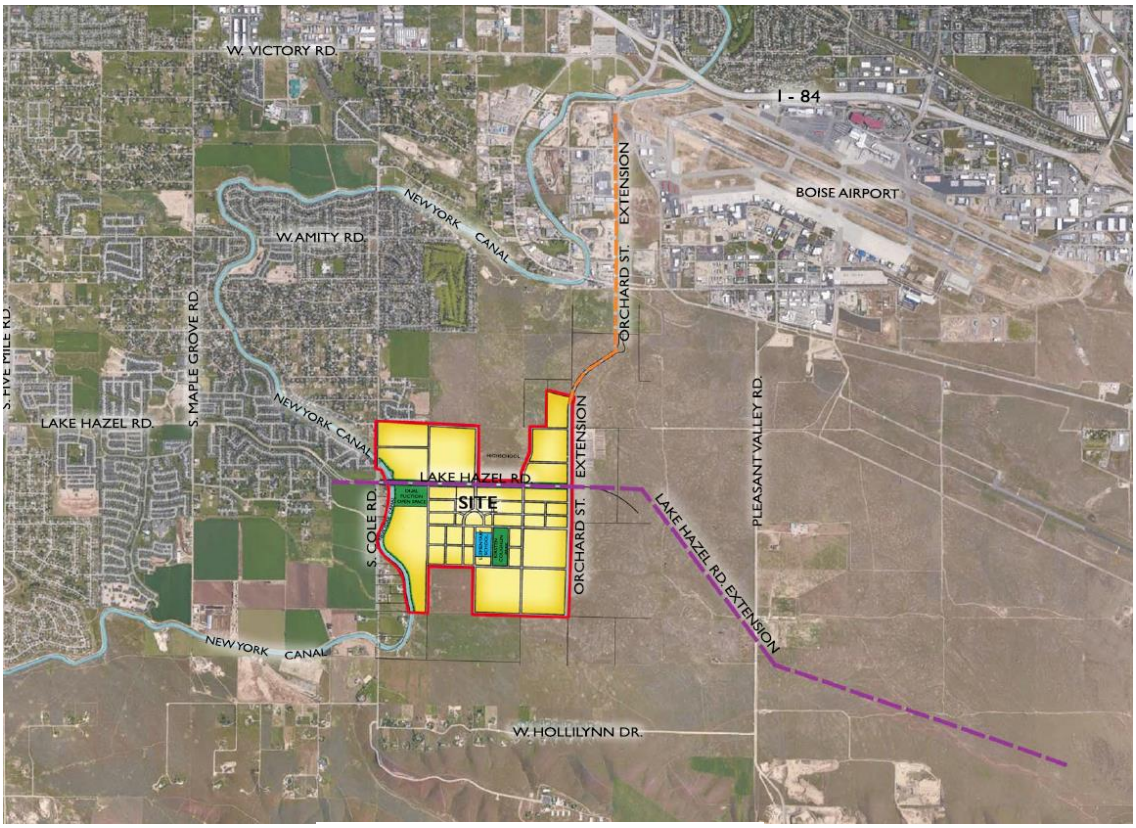
2. Current Conditions

a. Location, Ownership and Existing Uses

The Syringa Valley planned community is located on S. Cole Rd. at W. Lake Hazel Rd. in the City of Boise. The north boundary is the alignment of W. Latigo Dr. extended and the south boundary aligns with W. Columbia Rd. The future extension of a re-aligned S. Orchard St. is the east boundary, and S. Cole Rd. and the NY Canal represent the west boundary. The property is under CBH ownership. A 50-acre parcel is owned by the Independent School District of Boise City (Boise School District) for future secondary schools, but is excluded from the applications and the Specific Plan.

The Syringa Valley property is currently undeveloped high desert rangeland with the exception of a 3,000 square foot residence and out buildings located on the east side of the NY Canal. The structures are located within irrigated pasture land and are accessed by a ¼-mile gravel lane that connects to S. Cole Rd. just north of the bridge crossing of NY Canal.

The dominant man-made feature on the site is the elevated NY Canal that loops east of S. Cole Rd.



Syringa Valley Area Context Map

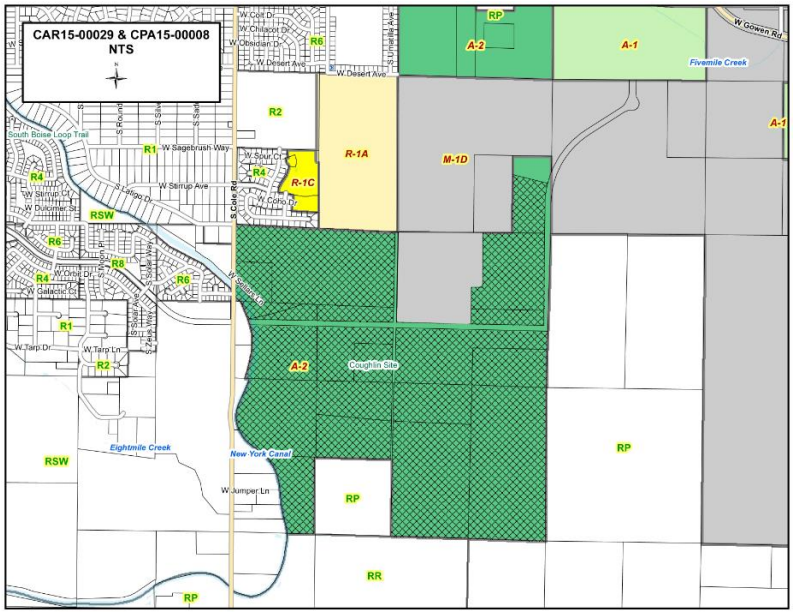
b. Surrounding Uses

North, northwest and west of the site are established single family residential uses. The South Fork subdivision lies immediately to the north and is adjacent to S. Cole Rd. An additional phase of the subdivision is under site development. The Idaho Department of Lands has substantial holdings north and east of Syringa Valley. There are no current plans for the development of the State Lands. Adjacent undeveloped properties east of S. Cole Rd. within the City of Boise are mostly zoned M-1 Industrial, although an 80-acre parcel east of South Fork is zoned R1-A allowing large lot single family development.

There are additional private lands immediately east of Syringa Valley, which are undeveloped desert properties. Currently, these sites are zoned Rural Preservation (RP) allowing I unit per 40 acres in Ada County and are designated as Industrial in the Boise Comprehensive Plan. There is a 40 acre out parcel on the north side of Columbia Rd. alignment that is surrounded by Syringa Valley property on three sides. The parcel is designated Planned Community, but is Zoned RP in Ada County. Other private parcels south of the project are zoned Rural Residential (RR) allowing 1 unit per 10 acres, including the rural residential neighborhood along Hollilynn Dr.

West of S. Cole Rd. and north of the NY Canal are approximately 450 – 500 acres of irrigated farmland, which are anticipated to be future development properties. The properties are zoned RSW (Southwest Community Residential) in Ada County, The Boise Comprehensive Plan designates this area as Compact Neighborhood.

Between S. Cole Rd. and the NY Canal there are a small number of existing rural residential parcels also zoned RSW in Ada County.



Syringa Valley Vicinity Map

c. Transportation and Access

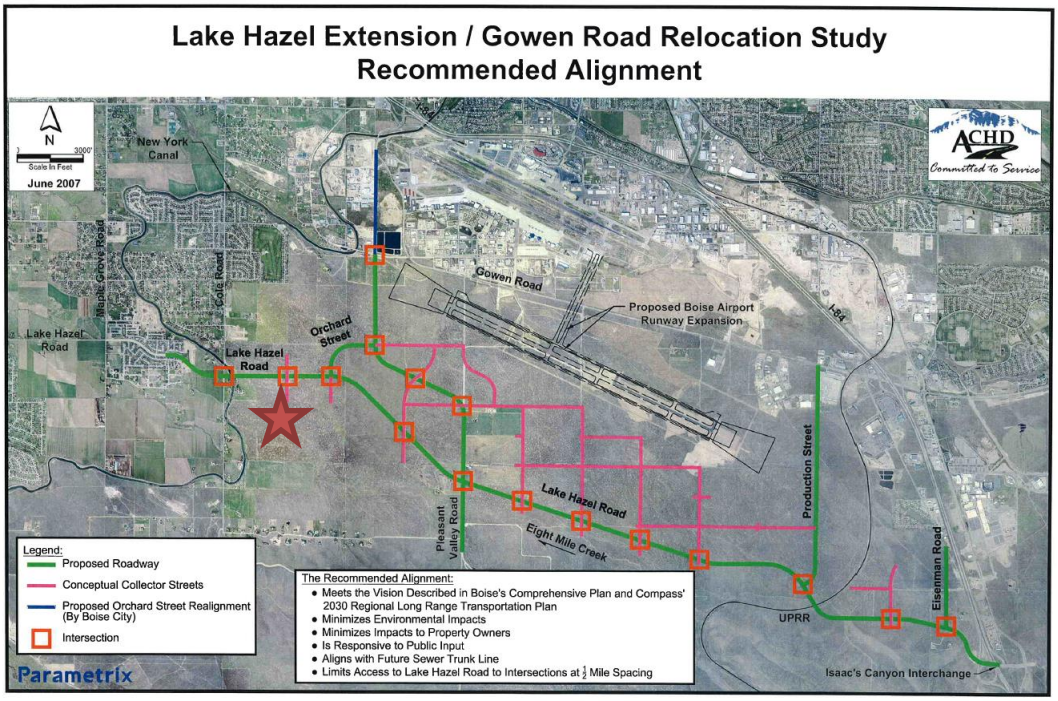
Current access to the site is provided by a driveway from S. Cole Rd north of the NY Canal where the property has direct frontage on the roadway. The canal represents an access barrier to S. Cole Rd. Future access will be described under the Circulation section.

S. Cole Rd. provides direct connection to key east-west arterials and Interstate 84 north of the site. Ada County Highway District (ACHD) recently completed the extension of W. Hazel Rd. from S. Maple Grove Rd. to S. Cole Rd. that has improved east-west access in the southwest portion of Ada County.

In 2008 ACHD adopted the Lake Hazel/Gowen Road Relocation Study that included the extension of W. Lake Hazel Rd. through Syringa Valley to connect to Eisenman Rd. at the Isaac's Canyon Interchange on Interstate 84. The study also addressed the connection from W. Lake Hazel Rd. to Gowen Rd. by a realigned S. Orchard St.

ACHD owns the ultimate right of way required for the extension of W. Lake Hazel Rd. from S. Cole Rd. to S. Orchard St. and for the extension of S. Orchard St. to just south of Gowen Rd. Currently ACHD and the Boise Airport are negotiating the acquisition of Airport land by ACHD for the remaining 1,300-foot segment of the 120-foot wide right of way needed to connect to Gowen Rd. Further discussion of the W. Lake Hazel Rd.-Orchard St. extension is presented in the Conceptual Phasing section.

The Syringa Valley location is indicated by a star symbol on the following map and other regional maps in this narrative.



d. Utilities

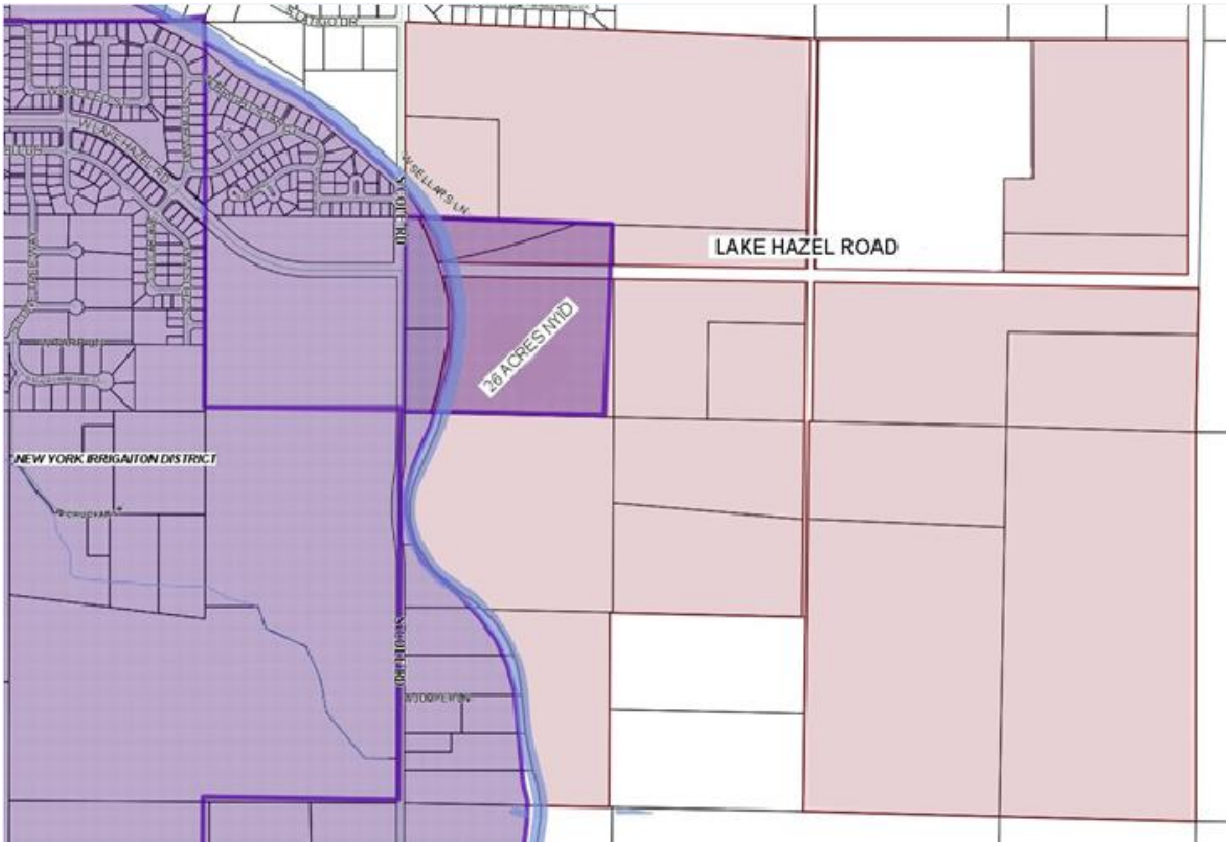
SUEZ Water Idaho (SUEZ) is the municipal water provider for the City of Boise and the project. A 16-inch water transmission line running north on S. Cole Rd. was installed through the western portion of the property to avoid crossings of the NY Canal. The location of the water line follows the alignment of future roadways and was completed in 2016.

There is an existing sewer lift station located on S. Cole Rd. just north of the property that provides service to the South Fork community.

A 15-inch City of Boise sewer main is stubbed at W. Lake Hazel Rd. and S. Cole Rd. and will provide the sewer service for the project.

e. Water Rights

The Syringa Valley property does not possess groundwater rights with the exception of a domestic water right for the existing residence. However, the property does benefit from a surface water right delivered from the NY Canal that irrigates 26 acres east of the canal in the vicinity of the existing residence. This water right is very restrictive as the place of use cannot be modified and the right cannot be enlarged.

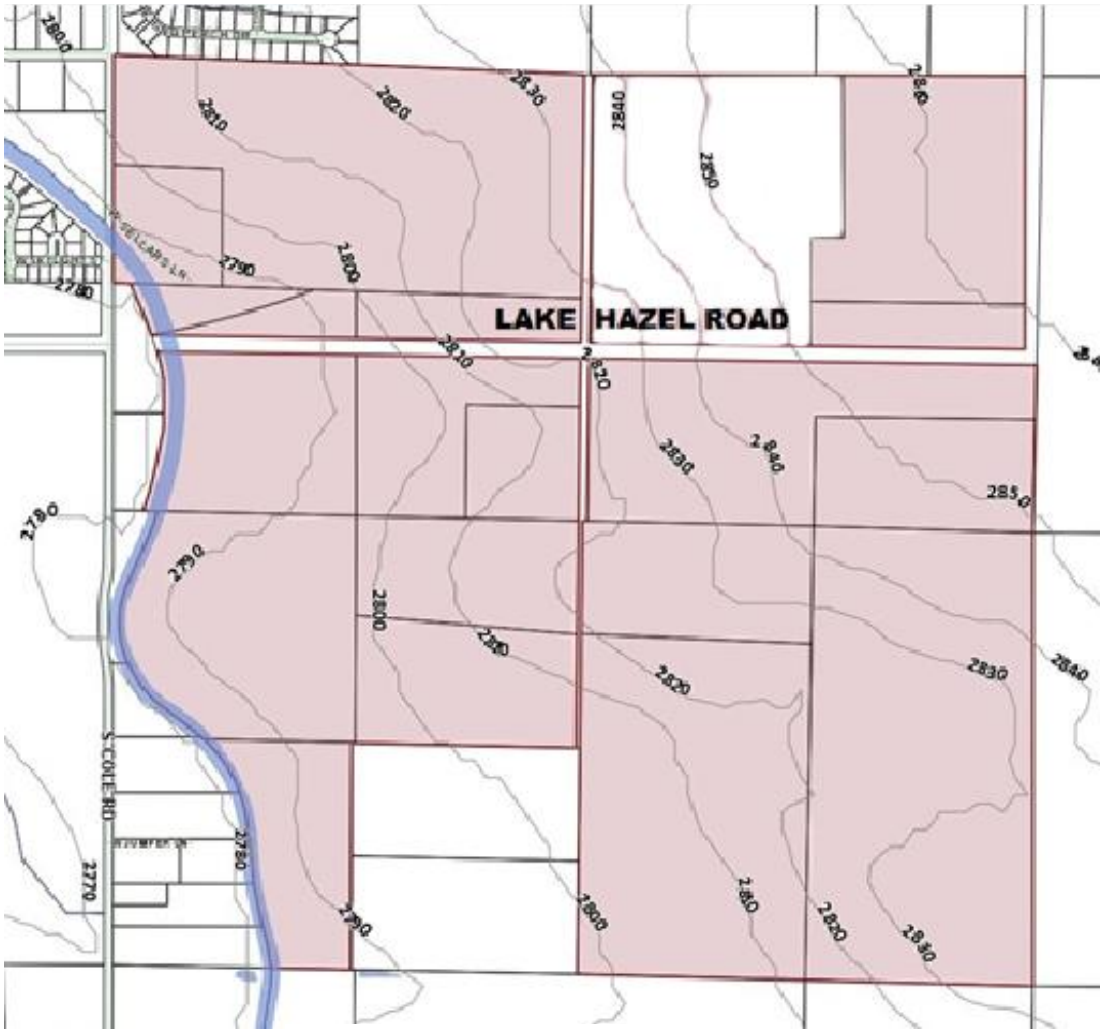


New York Canal Irrigation Surface Water Rights Map

f. Landform and Vegetation

The property has a gently rolling gradient from a northeast to southwest direction. The high point of the property is the northeast corner at an elevation of 2,869 feet and the low point at 2,785 feet elevation is situated just east of the NY Canal near the existing residence and south of the Lake Hazel Rd. alignment. The fall across the site is approximately 84 feet. Slopes are moderate and range from 1-5%. The portion of the property north of the W. Lake Hazel Rd. alignment is generally higher than the southern portion and offers territorial views of the Ten Mile Ridge to the south.

The property lies at the boundary of the semi-arid Mountain Home Uplands Ecoregion and the irrigated Treasure Valley Ecoregion. Natural vegetation is mostly sagebrush steppe including sagebrush, crested wheatgrass, rabbit bush, cheatgrass and medusahead wildrye. Tree cover is absent from the property except for a small 3-acre grove of trees east of the canal and along the drive to the existing residence.



Syringa Valley Site Topography Map

g. Drainage Pattern and Groundwater

Consistent with the topography of the site, the natural drainage pattern is in a northeast to southwest direction. The NY Canal is a barrier to the majority of the natural drainage due to its elevated structure. Eight-mile Creek is located south of the property and the very southern portions of the property drain to this watercourse.

A review of the well logs indicates that the depth to groundwater is a minimum of 80 feet.

h. Soils and Geology

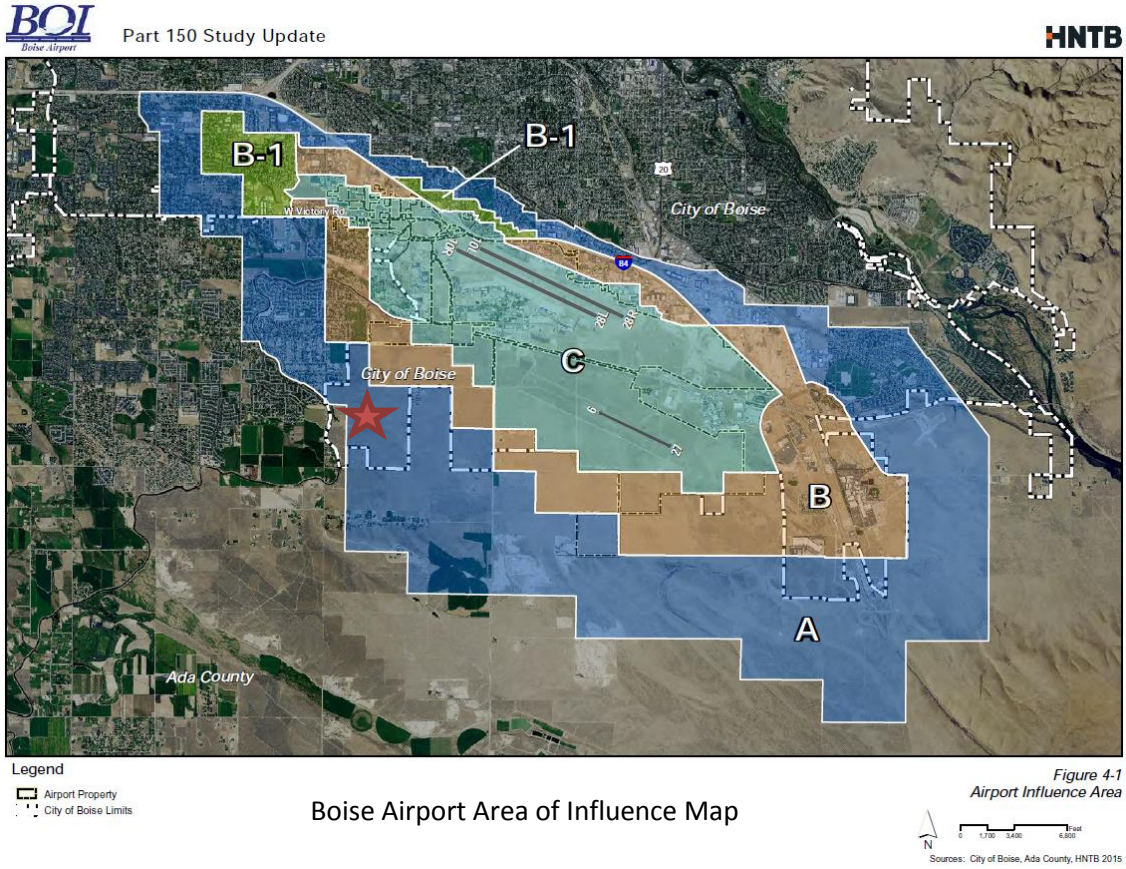
Surficial soils are typically silty clay loam underlain by a duripan zone, which is cemented by illuvial silica into a subsurface hardpan. This layer restricts surface water infiltration. Below the duripan is fractured basalt of varying depths.



Syringa Valley Site Soils Map

i. Airport Influence Zones

The Boise Airport is located northeast of Syringa Valley and the two active runways are oriented in northwest-southeast direction. In order to protect the Airport operations from encroachment from future residential development and to minimize noise impacts, the Airport has developed a set of Airport Influence Zones that restrict or eliminate future incompatible uses.



Boise Airport Area of Influence Map

Most of the Syringa Valley is situated in Zone A, the least restrictive zone. Zone A permits residential development and schools with sound attenuation (reduction of 25 dB). Approximately 13 acres of the property north of W. Latigo Dr. is designated Zone B where residential is not allowed. Lastly, lands in the western portion of the site, primarily south of the extension of W. Lake Hazel Rd. and west of S. Cheyenne Ave. extended, are outside the influence zones.

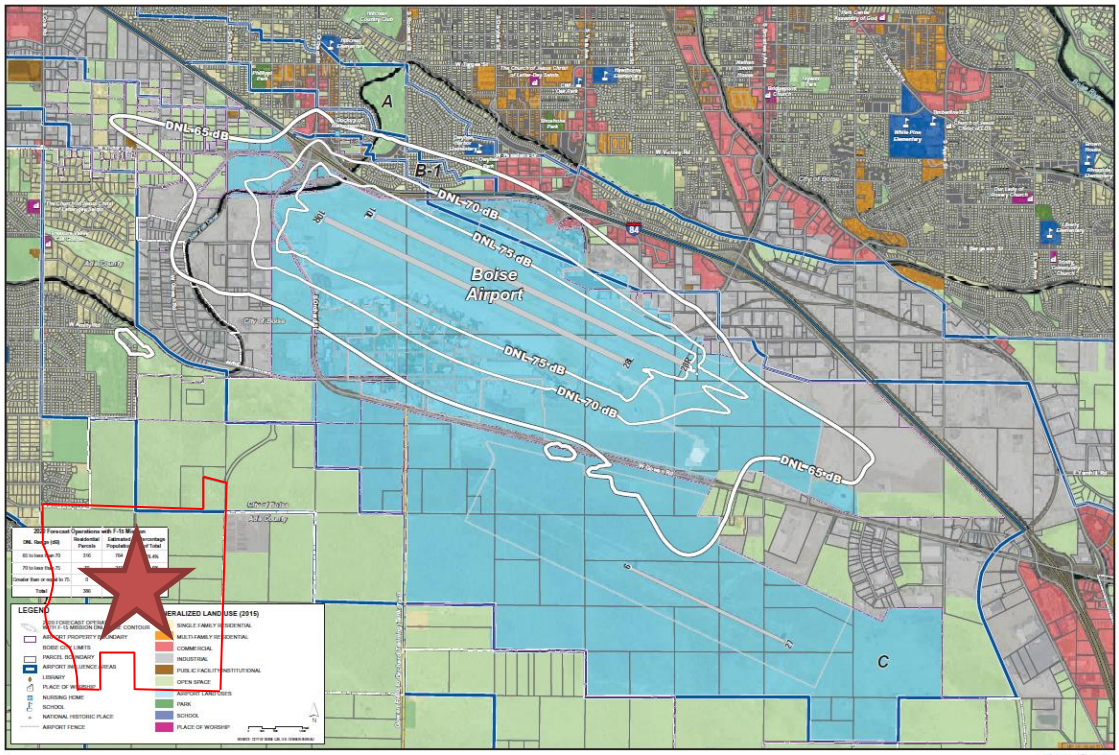
The north-east corner of the property is a distance of 1.5 miles from the active south runway and 2.25 miles to the current northwest tip of the partially constructed third runway.

In 2015 the Boise Airport conducted an update to the Noise Exposure Maps and Noise Compatibility Program through 2020 in accordance with FAA requirements. The study modeled

the current commercial fleet mix operations plus the addition of F-15 aircraft with afterburners (the standard operating procedure) to provide the most conservative and realistic future noise projection for the 5-year time period. The study revealed that the Syringa Valley north boundary is located well outside of the key day-night average sound level (DNL) 65 dB contour. This noise contour is located north of Gowen Rd. with a 1-mile separation from Syringa Valley. The FAA has determined that a DNL of 65dB and higher is not compatible with residential development. The Airport has further required that residential development within the project should not extend east of S. Umatilla Ave. on the north side of W. Lake Hazel Rd. The remainder of planned residential development would be restricted to south of W. Lake Hazel Rd. Both requirements increase the noise buffer from the 65 dB contour by an additional half mile.

The Airport has requested that the entire property should be subject to an Avigation Agreement at the time of development and this requirement has been accepted by CBH. CBH will also include a disclosure of the avigation easement in future sales contracts with home buyers.

The Airport has also concluded that the project would not impact the future development of the third runway south of Gowen Rd. and that a noise study for unknown future operations of the runway would not prudent.



2020 Draft Noise Exposure Map (Forecast Operations with F-15 Mission)

3. Specific Plan Elements

Chapter 11-05-08 of the Boise Code provides the purpose, scope and other requirements for the creation of Specific Plan Districts. Specific Plans are a tool to address unique areas or developments where other conventional zoning mechanism cannot achieve the desired results. Each Specific Plan District contains its own non-transferable set of regulations.

The Scope section for a Complex Specific Plan such as Syringa Valley suggests different chapters to be included in the plan, plus detailed standards for the issues addressed in each chapter. Examples of the chapters are land use, zoning standards, infrastructure, transportation, environmental considerations, phasing, and land use controls.

The Boise Code also outlines the Required and Optional Elements to be included in a Specific Plan, depending on the nature of the proposed development. Given the scale of Syringa Valley, all of the elements are required to be addressed. The Syringa Valley application submitted in 2015 partially addressed the element list and this updated and revised Specific Plan document completes the elements not addressed in the original application.

11-05-08 Specific Plan Districts:

Required and Optional Elements – A Specific Plan Shall Include some or all of the following elements:

Section	Elements	Included with Application	Work Sessions	Updated Specific Plan Narrative
6A	Proposed pattern of land use and open space map with acreage by land use type	Included	Additional material provided	Completed
6B	Written document describing in detail the zoning standards for all land uses	Included	Additional material provided	Completed
6C	Proposed street and lot pattern map	Included	Additional material provided Lake Hazel Extension Ped/Bike Lanes	Completed
6D	Map depicting the location and configuration of all infrastructure/public services and facilities	Included	Additional material provided- Amenities Water Sewer	Completed
6E	Phasing plan for development of all uses and supporting infrastructure		Additional material provided	Completed
6F	Capital improvement program for all infrastructure		Additional material provided	Completed
6G	Written and illustrated document describing in detail any design guidelines for the development		Additional material provided Adopted City-Wide Design Guidelines for Multi-Family & Commercial Block Prototypes	Completed
6H	Written document describing the review, approval, and amendment process for all proposed uses and phases in the project	Included		Completed
6I	Other elements such as grading plans, wildlife mitigation plans, open space management plans, hazardous materials remediation plans, etc.		Additional material provided - Water conservation strategy Storm Drainage WUI	Completed

4. Community Vision

a. Housing Opportunity

Syringa Valley offers a unique housing opportunity within the Boise City incorporated area and its Area of City Impact (AOCI) to create a new community. The property is one of a very few locations within the Boise AOCI where there is enough contiguous acreage under single ownership to develop a master-planned community. That opportunity was recognized when the property was annexed in 2007 and later when the Comprehensive Plan was updated in 2011 designating the property as Planned Community.

Chapter 3 of Blueprint Boise included an assessment of each of the Comprehensive Plan planning areas relative to the degree of change that would result from new development, infill development and redevelopment. Appendix C of the Comprehensive Plan presents maps that illustrate Areas of Stability and Areas of Change for each of the planning areas based on the following criteria:

Areas of Stability

- New or recent construction
- Established areas

Areas of Change

- Significant new development or redevelopment anticipated
- Some infill and redevelopment opportunities
- Reinvestment in established infrastructure needed

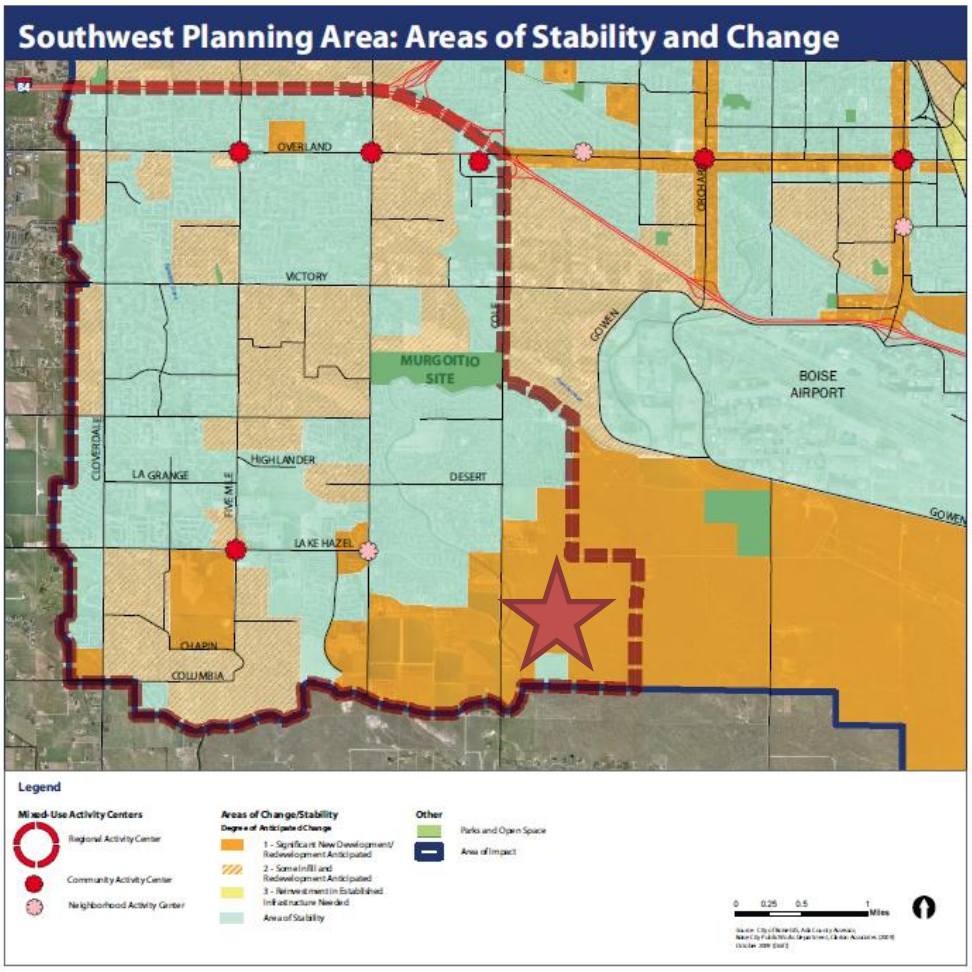
The most significant locations for new "greenfield" residential development included the Northwest, Southeast, Southwest, and Barber Valley Planning Areas.

The Northwest Planning Area, including the recent 592-acre City annexation offers only limited, fragmented future housing locations in a land use pattern that is already established. The Southeast Planning Area opportunity is entirely represented by the future 6,000-acre East Columbia Planned Community east of Micron and south of SH 21. While of large scale with strong transportation advantages, there are numerous ownership and regulatory challenges to master planning and developing this area. The Airport Planning Area contains the greatest potential future development land area but this planning area will be restricted to non-residential uses that are compatible with the Airport operation, future Gowen Field missions, and development of the third runway.

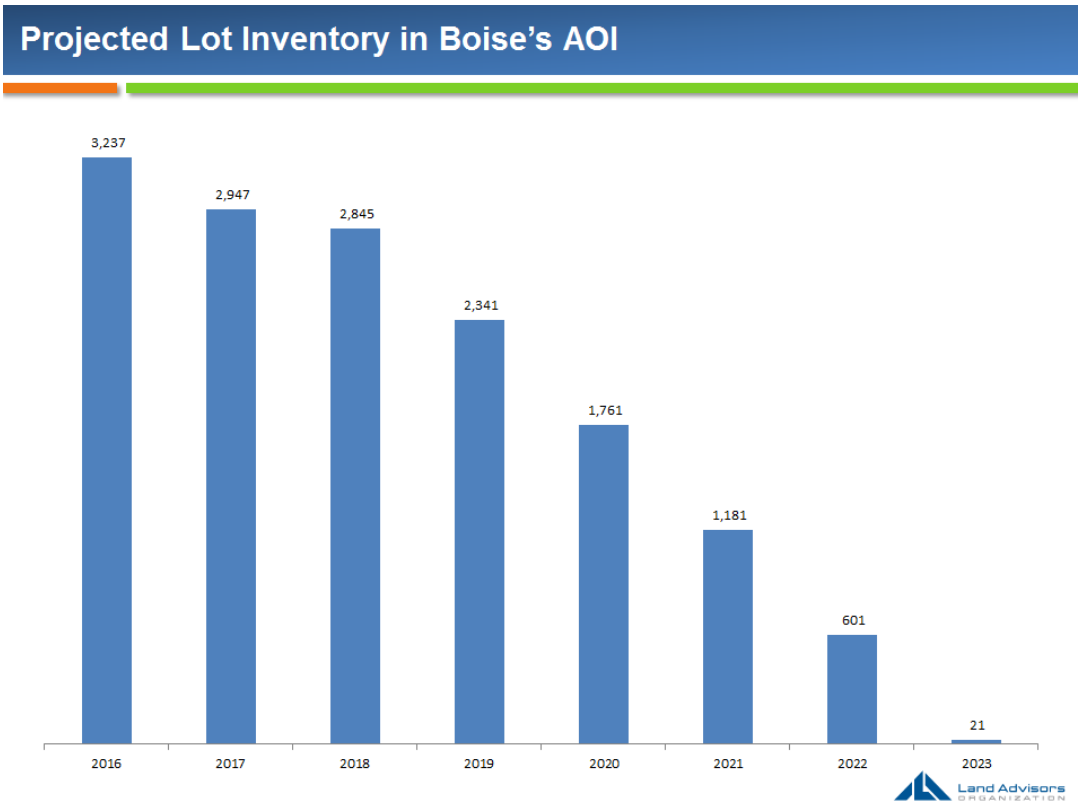
The Southwest Planning Area's map contained approximately 1,700 acres of potential new residential development area. Since adoption of Blueprint Boise in 2011, several properties have developed (South Fork, Hazelwood Village, Charter Point) that have reduced the inventory

of available land. The development timing for the farmland north of the NY Canal between S. Cole Rd. and S. Maple Grove Rd. is unknown.

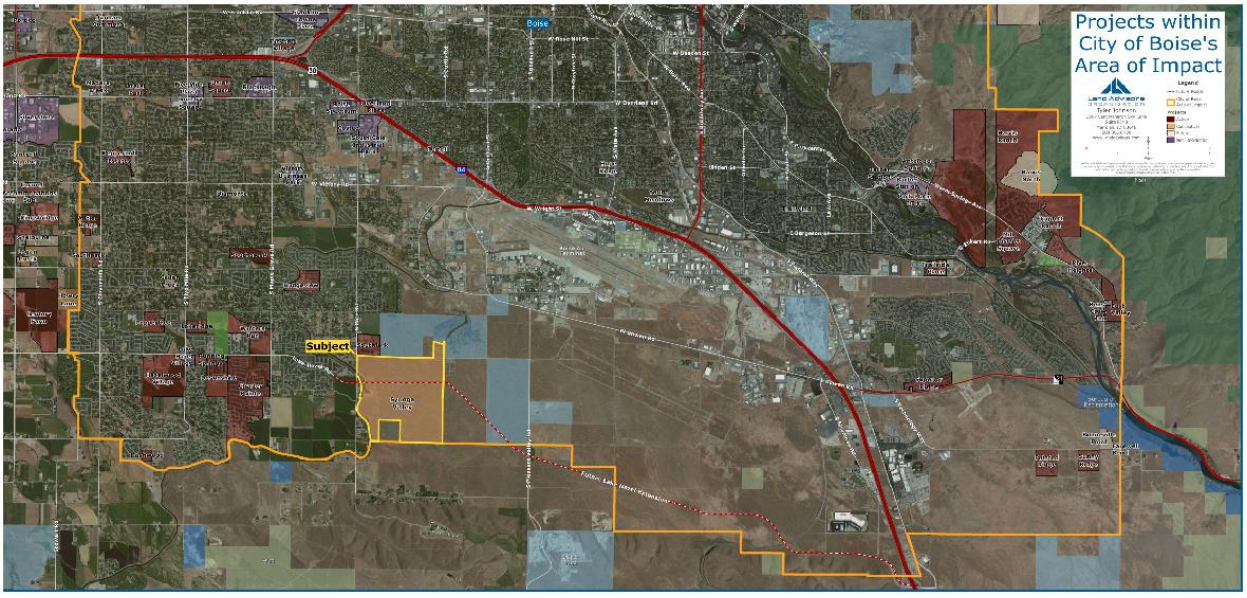
Given the above analysis and with Harris Ranch and Barber Valley Planning Area in East Boise rapidly building out, Syringa Valley is the foremost opportunity to meet future new home demand.



A pending issue in the Boise AOCI is the projected depletion of single family lot inventory as current and proposed projects are absorbed. The chart that follows is a forecast provided by Land Advisors Organization that illustrates the decline. Syringa Valley presents an opportunity to help correct the future inventory condition.



In 2015, all but three of the top 20 Ada County Best-Selling Communities were in Southeast Meridian, North Meridian and Eagle. The Boise communities included in the list were Harris Ranch, and Hazelwood Village and Devonshire in the Southwest Planning Area. With Syringa Valley's large scale and strategic location, it is poised to capture a larger portion of the new home market for the City.





The year-to-date median home price in Ada County at the end of the second quarter was $304,900 according to Intermountain MLS. The median price in the SW Boise–Meridian MLS Area of $254,900, where Syringa Valley is situated, represents a competitive advantage compared to the County median price and to the MLS areas in NE Boise ($448,600), SE Meridian ($317,000), SW Meridian ($335,080), NW Meridian ($315,200), and Eagle ($413,369).

Building upon these housing opportunity factors, Syringa Valley can provide new housing desired by the marketplace at prices closer to the median for the County. This marketplace advantage would be in combination with the planned commercial, employment, institutional and recreational uses at the property. Syringa Valley also has closer proximity to the regional transportation network and regional employment centers in Boise than competing areas in north and west Ada County. This proximity offers the benefit of reducing commute times for consumers (delivering economic savings and health benefits). Without Syringa Valley many people will move to other low-density suburbs even if it means more time in a car.

b. Syringa Valley Vision

The vision for Syringa Valley is a walkable mixed-use community, thoughtfully designed, and embracing its high desert setting. Syringa Valley will be a multi-generational community offering diverse and competitively priced housing options linked together by pathways and recreation facilities to encourage physical activity and social engagement for all residents.

c. Community Development Principles

To implement the Syringa Valley vision. the following community development principles were established to guide Syringa Valley planning and design:

1. Create a healthy community that is active, walkable and connected
2. Design a Village Center for community gathering and social engagement
3. Adopt street patterns and building orientations that focus life on the street
4. Utilize open space as an organizing element in neighborhood design
5. Support education through the community plan
6. Become a model for water-wise community development
7. Offer a diversity of housing choices to match consumer incomes, preferences, and life stages
8. Include locations for community services meeting day-to-day and week-to-week needs that will encourage short auto trips and other travel modes

5. Proposed Zoning and Residential Density

With the approval of application CAR15-00029, the Syringa Valley property will be rezoned from A-2 (Open Land, Reserve) to SP-03 (Syringa Valley Specific Plan). The SP-03 zone will include a number of sub-districts that will identify a range of allowable uses and a unique set of dimensional standards applicable to each sub-district. The zoning ordinance is designed for flexibility and to encourage creativity. The proposed sub-districts are:

- Low-Density Residential (LR) Sub-District
- Medium-Density Residential (MR) Sub-District
- Village Center (VC) Sub-District
- Commercial/Business Campus (CB) Sub-District
- Industrial (IND) Sub-District

The following is a general description of the sub-districts. Refer to the Zoning Ordinance section for greater detail regarding proposed uses and standards.

a. Low-Density Residential (LR) Sub-District:
The intent of this sub-district is to provide for a diversity of urban housing products through flexible design standards. This sub-district will allow residential scale multi-family and limited service commercial uses.

Densities in the LR sub-district will range from 3-6 units per gross acre. The residential density directly adjacent to the co-located elementary school and City park sites will range from 6-15 units per acre on a net parcel basis to create more housing close to these community assets. North of W. Lake Hazel Rd. the maximum residential density will be 4.5 units per gross acre for the approximate 101-acre residential area. South of W. Lake Hazel Rd. the density is limited to an overall 6 units per gross acre. Actual development densities will be subject to economic and market conditions.

b. Medium-Density Residential (MR) Sub-District:
This sub-district will accommodate medium-density residential uses and provide an orderly transition from more intensive uses to less intensive, lower density uses. Apartments, row homes, and townhomes as well as professional office and commercial uses are allowed.

Residential densities for the MR sub-district will range from 10-20 units per gross acre. Actual development would be subject to economic and market conditions.

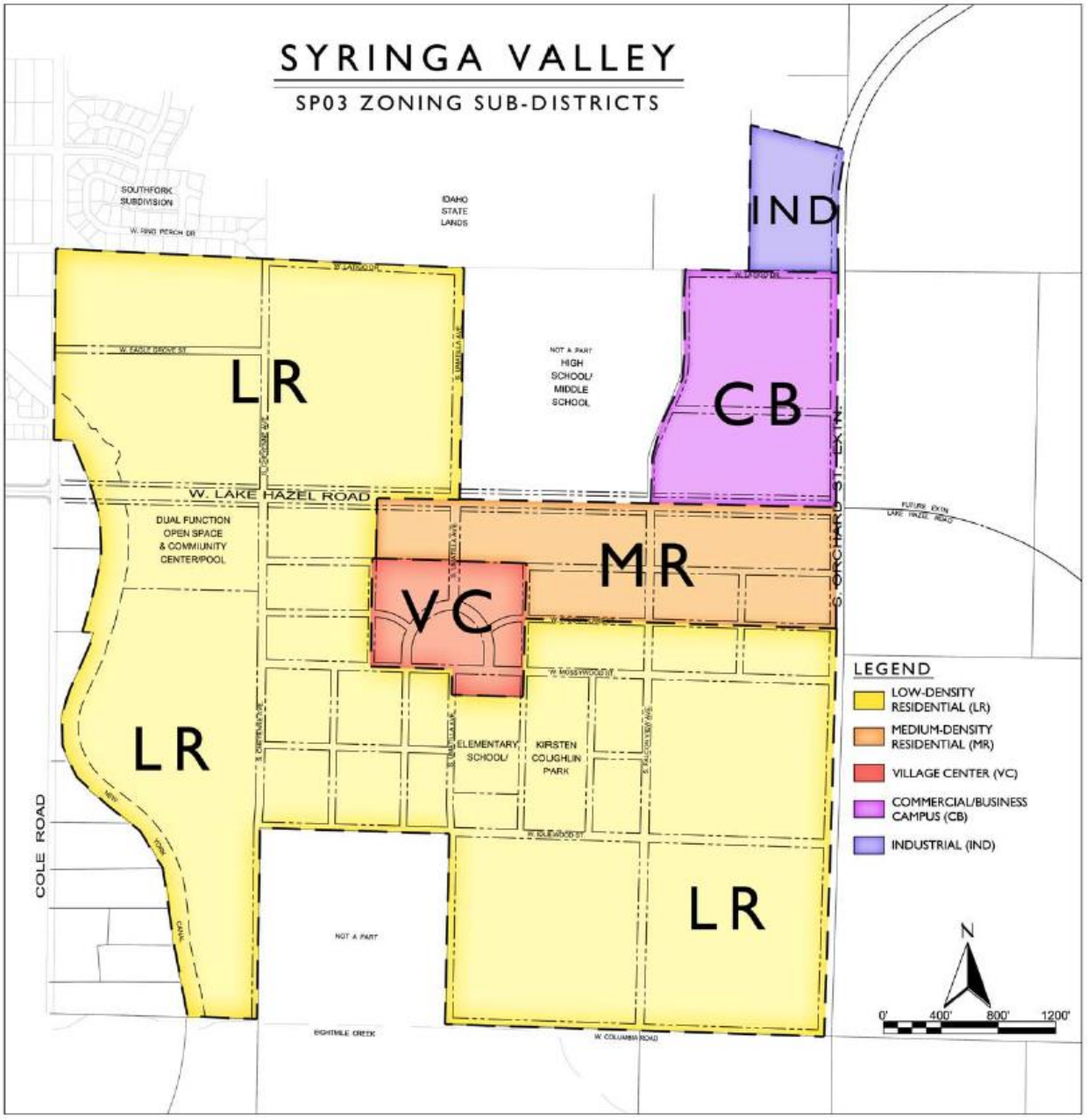
c. Village Center (VC) Sub-District:
The VC sub-district includes an 18-acre mixed-use Village Center integrated with the adjacent residential neighborhoods. A variety of retail, offices and restaurants are anticipated. Residential uses will include a mix of product types with densities up to 18 units/acre on a net parcel basis.

d. Commercial/Business Campus (CB) Sub-District:
Commercial and business uses will be the focus of this sub-district, ranging from a business campus, a grocery-anchored center and other commercial/retail uses that will serve the Syringa Valley population and beyond.

e. Industrial (IND) Sub-District:
This sub-district will allow for an employment center for clean industrial uses. No residential uses are permitted.

Most uses other than conventional single family housing, duplexes and townhomes will require design review approval by the City of Boise that will ensure quality design.

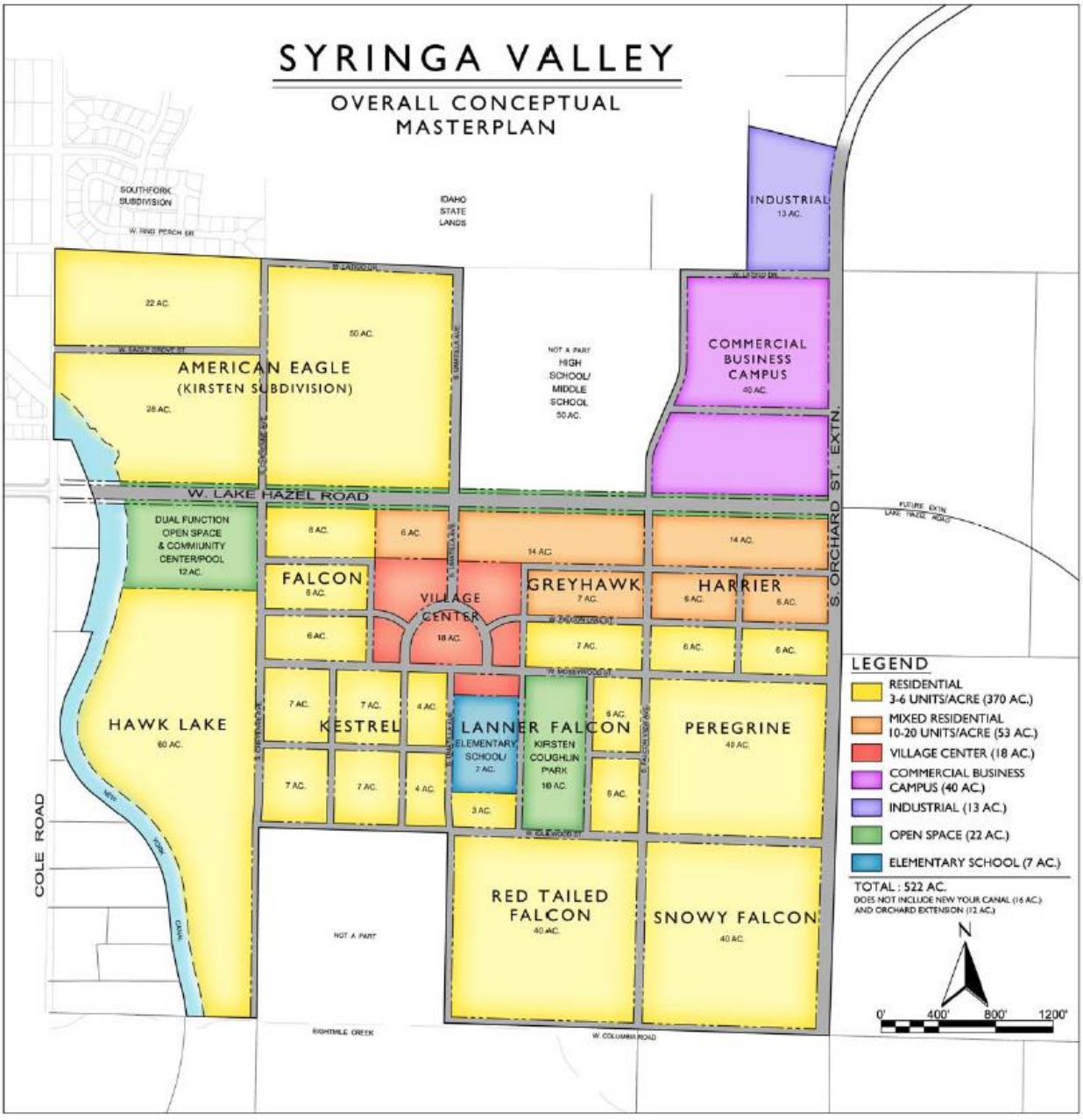
The following map shows the locations of the sub-districts within the property.



6. Land Use Plan

As outlined in the Southwest Planning Area chapter of Blueprint Boise, the future Planned Community was split into two Specific Plan areas referred to as Lake Hazel North and Lake Hazel South.

The Conceptual Masterplan map that follows combines those two areas into a single land use plan. In order to aid in the description of the plan, the residential planning areas have been labeled adopting the names of birds of prey.



The following land uses and intensities represent the intent of the Syringa Valley Specific Plan. Actual development uses, densities, product types, will reflect economic and market conditions needed support the viability of the planned uses.

Syringa Valley Land Use Table					
Planning Area	**Land Use**	**Approx. Acreage**	**Total Units**	**Density Range**	**Actual Density**
Lake Hazel North	Low-Density Residential (LR)	101	452	3-6 units/ac.	4.48
	Commercial/ Business Campus (CB)	40	0	0	0
	Industrial (I)	13	0	0	0
			452		4.48
Lake Hazel South	Low-Density Residential (LR)	270	tbd	3-6 units/ac.	tbd
	Medium-Density Residential (MR)	53	tbd	10-20 units/ac.	tbd
	Village Center (VC)	18	tbd	up to 18 units/ac.	tbd
			2,046	6 units/ac. X 341 ac.	tbd
Total Units			2,498		tbd

a. Lake Hazel North

This area covers approximately 170 gross acres north of the W. Lake Hazel Rd., excluding the 50-acre Boise School District parcel. It includes three planning areas: a residential neighborhood, **American Eagle**, of 101 acres, a 40-acre Commercial/Business Campus and a 13-acre Industrial site.

The **American Eagle** planning area lies east of S. Cole Rd. and is adjacent the NY Canal at its southwest corner. The east boundary is S. Umatilla Ave. This planning area is included in the Low-Density Residential (LR) Sub-District and would provide a mix of housing types at a density range of 3-6 units per gross acre.

North of **American Eagle** is the existing South Fork subdivision. Lots planned adjacent to South Fork lots will match lot sizes to provide a buffer for South Fork and a transition to other smaller lot sizes in the planning area.

American Eagle will be the only neighborhood with direct access to S. Cole Rd. although that access is intended by ACHD to be temporary. Other access will be from W. Lake Hazel Rd. at S. Cheyenne Ave. and S. Umatilla Ave. and from W Latigo Dr. on the north boundary that will connect with S. Orchard St.

The **American Eagle** planning area has undergone subsequent subdivision design. The resulting Kirsten Subdivision Preliminary Plat has been submitted as application SUB15-00055. The neighborhood has been platted to include 412 single family lots plus 10 multi-family lots with 4 units each. The total number of units equals 452 at a density of 4.48 units per gross acre that is within the intended maximum density of 4.5 units per gross acre. The subdivision features a strong pedestrian-friendly walking environment with pathways, detached sidewalks, and tree lined streets. More description is provided in the Kirsten Subdivision section.

The final two planning areas are restricted by the Airport to non-residential uses. Located at the intersection of two key arterial roadways with a connection to Interstate 84. these areas are appropriately planned for commercial development, a business campus, and industrial uses.

The 40-acre Commercial/Business Campus planning area will be a mixture of commercial office and retail and other uses. Retail is planned to include services to provide Syringa Valley residents with day-to-day needs, such as a 60,000-square foot grocer, and other regional serving retailers that will take advantage of the site's regional transportation network and encourage trip capture. This planning area would not include residential uses based on Airport restrictions.

Commercial/Business Campus planning area is also adjacent to properties on the north and east that will be planned for primarily industrial uses. The absence of adjacent single family housing and the early designation of these more intensive commercial uses in the Specific Plan avoids the typical conflicts with future residents if they are located close by. This planning area will be comprehensively planned with required City Design Review approval to create an attractive shopping and employment environment.

Future discussions will ACHD will be necessary as this planning area transitions to detailed site design to ensure that the contemplated access restrictions on W. Lake Hazel Rd. and potentially S. Orchard St. do not hamper the ability to attract anchor tenants, which would undermine the economic viability of the commercial development. Without strong anchors it will be challenging to attract the scale of commercial uses that will meet the needs of those that live and work in the community and to achieve meaningful resident off-site trip capture.

The 13-acre Industrial planning area located north of W. Latigo St. will be the location for employment uses that could include manufacturing, research and development, warehousing and distribution.

b. Lake Hazel South

South of W. Lake Hazel Rd. the site totals approximately 372 gross acres. Residential uses would occupy approximately 341 gross acres of the area after deleting the acreage for the NY Canal easement, the planned elementary school, and City park. The Lake Hazel South planning area is limited to a maximum density of 6 units per gross acre and the total number of residential units

permitted would be 2,046 (341 acres X 6). In order to track residential density in Lake Hazel South, a chart and map exhibit will be submitted with each future development application to demonstrate how an average of 6 units per gross acre will be achieved. Nine planning areas have been created that are bounded by an overall grid system of roadways. The north-south and east-west grid system of circulation streets encourages easy orientation and connectivity between the planning areas. South of the future W. Mossywood St. and east of S. Cheyenne Ave., the planning areas have dimensions of approximately 1,320 feet X 1,320 feet and total 40 acres. Each boundary street is one-quarter mile in length or roughly a five-minute walk. North of W. Mossywood St. the planning areas are slightly smaller at approximately 30 acres. The largest planning area, **Hawk Lake**, is located east of S. Cheyenne Ave. and borders the NY Canal. Due to the canal eliminating any street connectivity to the west, continuing the Lake Hazel South grid system of streets through this planning area is not appropriate.

As previously mentioned the overall density of the Lake Hazel South planning area is limited to 6 units/acre for the residential acreage. The planned Low-Density Residential (LR) Sub-District zoning allows 3-6 units per gross acre and the Medium-Density Residential (MR) Sub-District allows 10-20 units per gross acre. Individual planning areas will illustrate a density transect from higher densities adjacent the W. Lake Hazel Rd. corridor to lower density development near the south boundary of Syringa Valley adjacent the rural densities in Ada County.

Hawk Lake, **Red Tailed Falcon** and **Snowy Falcon** planning areas will offer lower density housing within in the density range of 3-6 units/ per gross acre as these areas are furthest from the more intense development planned adjacent the W. Lake Hazel Rd. corridor. The northwest corner of **Hawk Lake** has been planned as the location for the Syringa Valley Community Center and sports practice fields. Single family detached homes would predominate the housing mix in these planning areas although other housing types could be introduced.

Lanner Falcon will be the location of the 10-acre Kirsten Coughlin City park and a proposed 7-acre public elementary school site. The sites co-located, are central to the Lake Hazel South planning area, and are adjacent local streets with limited traffic volumes as required by the Comprehensive Plan. Residential development on land immediately adjacent to these uses is planned at a density of 6-15 units per acre on a net parcel basis. Townhomes, duplex, and cottage housing are the likely housing types and will form a transition to adjacent more standard detached single family units. Similarly, portions of the **Kestrel** planning area will adopt this density range for parcels across from the elementary school and park.

The **Falcon**, **Greyhawk** and **Harrier** planning area will offer the greatest diversity of housing of all of the planning units. Both LR and MR zoning sub-districts will apply. The higher densities take advantage of the transportation corridor and the close proximity to the planned junior high and senior high schools and the commercial services. Housing types could range from single family

detached, duplex, townhomes, small multi-unit buildings and apartments that will allow innovative approaches to site design and integration of uses.

An approximate 18-acre Village Center is planned on S. Umatilla Ave. adjacent four of the planning areas. This pedestrian-oriented mixed-use center will provide residents with a walkable main street destination for shopping, and opportunities to enjoy events, entertainment, and dining. Functioning as a gathering place for the community, the center will help to activate the adjacent City park and elementary school. There will be a residential component to the center providing either vertical or horizontal mixed-use. Lofts, stacked flats, small multi-unit structures, townhomes and live-work units would be appropriate. Residential densities up to 18 units/per acre on a net parcel basis are permitted. Wide sidewalks, tree planters and outdoor seating would provide an attractive pedestrian environment. Shared parking would be accommodated at the sides and rear of buildings.

For more detail on site design principles related to the northerly planning areas in Lake Hazel South see the Design Concepts and Guidelines section.

c. Syringa Valley's Plan Consistency with Southwest Boise's Reserve Plan

The Syringa Valley Land Use Plan is consistent with the design goals of the Boise Comprehensive Plan, and more specifically the Southwest Boise Reserve Plan. Southwest Boise Reserve Plan design goals are:

1. Establish a mixed use development with a range of residential housing types and densities, neighborhood commercial centers, and a business campus.

   Syringa Valley's zoning and design will support a mixture of housing types and densities with two neighborhood centers and a business campus.

2. Establish a business campus with a mixture of uses, such as auto repair and service, fabrication, self-storage, and medical and professional offices. Incorporate other uses such as restaurants, health clubs and child care and convenience centers.

   Syringa Valley's North Neighborhood Commercial Center and Business Campus areas will encourage a mixture of businesses from self-storage to medical and professional offices with other supporting businesses like health clubs and child care.

3. Limit residential uses in the northwest corner of Lake Hazel North.

   With the design of the 101 acre Kirsten Subdivision located adjacent Cole Rd., residential densities have been limited through the use of LR zoning and creating a large lot buffer for the South Fork subdivision.

4. Provide safe access to future schools for children to walk and cross Lake Hazel Road.

   Syringa Valley's design has placed the future high school near ten (10)- foot wide paved pathways on both sides of W. Lake Hazel Rd. W. Lake Hazel Rd. and S. Umatilla Ave. will be a controlled intersection to provide safe access for future students. The future elementary school located near the Kirsten Coughlin Park is within walking distance for all the students plus is close to Umatilla Ave., which provides a safe place to cross W. Lake Hazel Rd.

5. Develop two neighborhood commercial centers that incorporate pedestrian friendly design to provide for easy pedestrian access.

   Syringa Valley has two neighborhood commercial centers located north and south of W. Lake Hazel Rd. with design guidelines to promote pedestrian access.

6. Provide a variety of residential housing types and densities, including from traditional single family to townhouse, row houses, multi-family and patio homes. Allow for live/work and other accessory dwelling units.

   Syringa Valley's Sub-Zoning districts encourage and support a variety of residential housing types and sizes.

7. Encourage the mixture of residential and commercial development along W. Lake Hazel Rd. with increased densities up to 10-20 units per acre.

   The MR Sub-District encourages the mixture of residential uses with increased densities and commercial uses.

8. Encourage residential housing types such as townhouse, multi-family and patio homes around City Park with increased densities.

   Each of the planning areas near the Kirsten Coughlin Park have design goals to encourage residential housing types with increased densities of 6-15 units per acre on a net parcel basis.

9. Near W. Columbia Rd. encourage decreased density to five (5) units per acre.

   Both the Red Tailed Falcon and Snowy Falcon planning areas have design guidelines to decrease densities near W. Columbia Road.

10. South of W. Lake Hazel Rd. the overall plan shall limit the residential density to six units per gross acre density.

    The Syringa Valley Specific Plan, and its design goals, planning areas, and Sub-Zoning districts, set an overall goal density of 6 units per gross acre south of W. Lake Hazel Rd.

and are designed to encourage development to reach this goal, if consistent with market conditions.

11. Interconnect the residential areas with the use of streets and pathways and bike paths.

    Syringa Valley creates an overall interconnected neighborhood through its circulation street network and pathways system.

12. Enhance pedestrian activity with the use of detached sidewalks, micro-paths and reasonable block lengths.

    Syringa Valley's design requires all street sections to include detached sidewalks, and the circulation street pattern limits the block lengths. Each of the planning areas will include micro-paths to connect neighborhoods and open space.

13. Establish open space and a pathway along New York Canal and encourage dual use of drainage areas for open space.

    Syringa Valley has a pathway outside of the New York Canal's easement where the residents can walk and has planned a Dual-Function Open Space/Active and Passive Recreation Area combining storm water retention and recreation.

14. Establish a co-location for an elementary school and City Park. The park site shall have two sides along public streets with connections to the pathway along the New York Canal.

    The Lanner Falcon planning area includes the Kirsten Coughlin Park and elementary school that are adjacent each other. The park and school will have access from two local public streets.

15. Land uses shall comply with restrictions of the Airport Influence Areas.

    Syringa Valley's design and zoning comply with all the restrictions of the Airport Influence Areas. Additionally, an avigation easement will be recorded on all parcels within Syringa Valley.

16. Development should include a backage road to Lake Hazel Road.

    Falcon Lake St., on the south side of Lake Hazel Road, will provide access to all residential and commercial uses that front Lake Hazel Road's limited access right of way.

17. Street network shall support development.

    Access and traffic concerns in Syringa Valley are being addressed with the design of the circulation street network

7. Circulation Plan

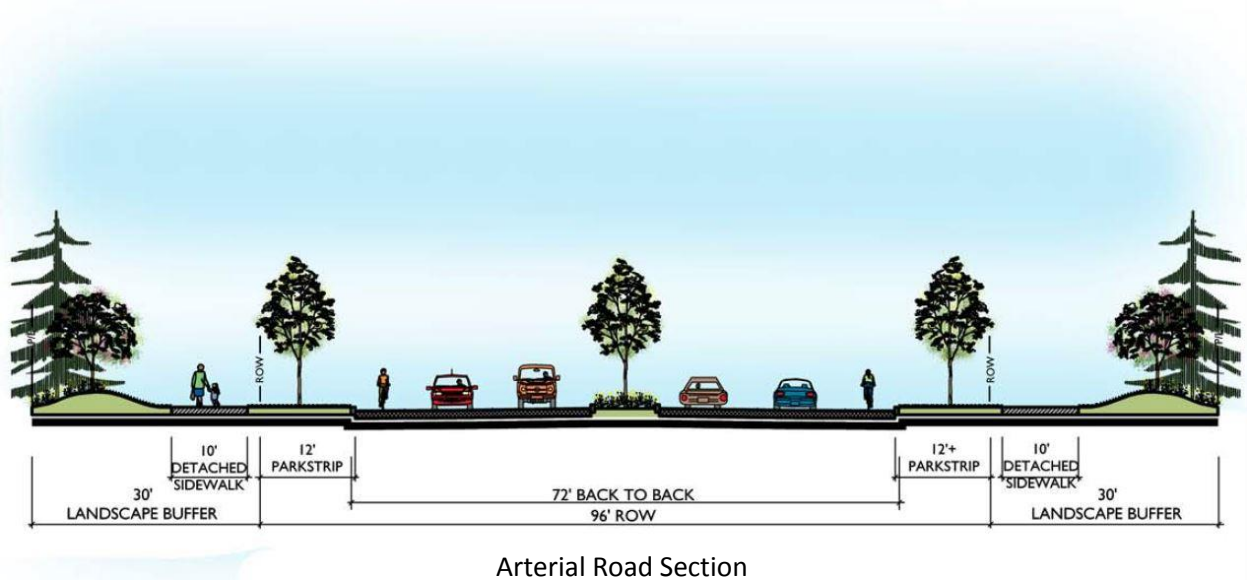
The design for the Syringa Valley vehicular, bicycle and pedestrian circulation system is focused on the following objectives:

- Meet the intent of the ACHD design standards and guidelines
- Meeting the response and access needs of emergency service providers
- Provide an efficient and safe network of vehicular, bicycle and pedestrian facilities that support the multi-modal vision of the project
- Support the planned land uses of the development in a manner that encourages vehicular and pedestrian connectivity within and between neighborhoods and other land uses and amenities
- Create streetscapes that are safe, pleasant and comfortable for a diverse population
- Improve the health of residents by providing convenient facilities that encourage walking and cycling
- Reduce vehicle trips through community design, travel demand strategies, and transit options

Syringa Valley will also construct off-site transportation improvements required by ACHD that mitigate impacts from Syringa Valley and ensure the surrounding roadway system will operate safely and efficiently The roadway hierarchy and site circulation are shown on the Street Circulation map and the pedestrian and bicycle circulation system is illustrated on the Open Space and Pathway map.

a. Arterial Network

S. Cole Rd., W. Lake Hazel Rd. and S. Orchard Rd. north of W. Lake Hazel Rd. are classified as existing or future Principal Arterials that will connect the community to other regional commercial, employment and activity centers. W. Lake Hazel Rd. is designated as a mobility corridor by ACHD and is planned to extend to the Eisenman Interchange on Interstate 84 creating a transportation corridor from the Interstate to west Ada County. An important initial step is the near-term planned extension of W. Lake Hazel Rd. and S. Orchard St. from S. Cole Rd. to Gowen Rd. as an interim two-lane facility. This planned roadway is anticipated to relieve traffic congestion on S. Cole Rd., and will create an addition connection to Interstate 84 at the Orchard Interchange.

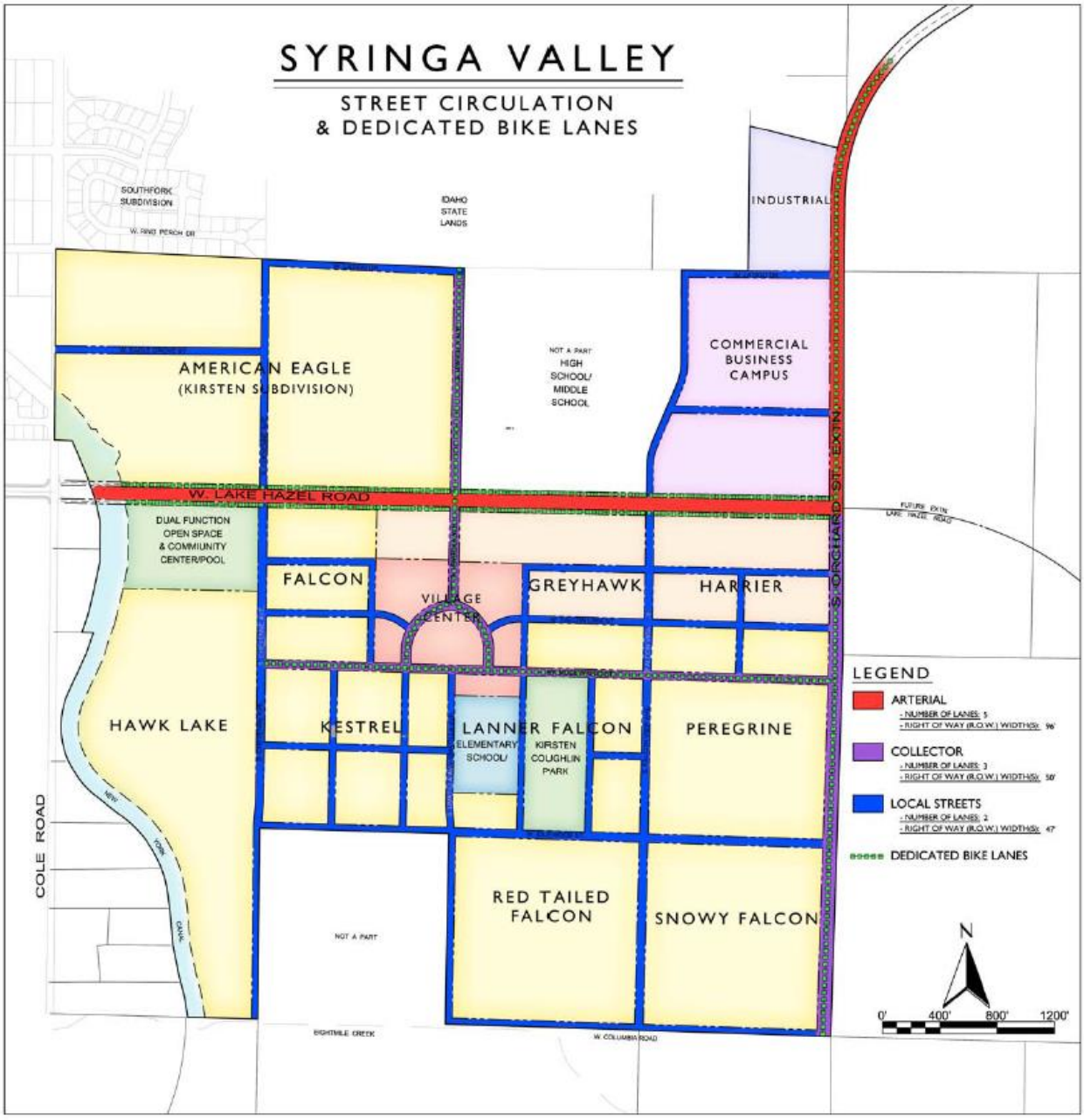


Arterial Road Section

ACHD has previously reviewed the Syringa Valley applications and determined the following access management provisions:

- Between S. Cole Rd, and S. Orchard St., there will be three intersections on W. Lake Hazel Rd. at S. Cheyenne Ave., S. Umatilla Ave. and S. Falcon View Ave. (quarter-mile spacing). No driveway access or on-street parking would be permitted along W. Lake Hazel Rd.
- Future traffic signals will be located at S. Cole Rd., S. Umatilla Ave. and S. Orchard St. (half-mile spacing)
- The S. Cheyenne Ave. and S. Falcon View intersections will ultimately become right-in and right-out intersections when W. Lake Hazel Rd. is developed to five lanes. Depending on the conclusions of future traffic studies, left-in movements may be allowed at S. Cheyenne Ave. and S. Falcon View Ave. Left-out movements onto W. Lake Hazel Rd. would not be permitted.
- W. Lake Hazel Rd. will be the single access to the community from the west in the future. A temporary 24- foot driveway access to S. Cole Rd. at W. Eagle Grove St. in the Kirsten Subdivision would be allowed prior to the construction of the W. Lake Hazel Rd. from S. Cole Rd. The temporary access would be closed after the 171 lot or when 1,770 vehicle trips per day are exceeded on S. Cole Rd.

Due to these access restrictions a backage road will be required between south of W. Lake Hazel Rd. to provide access to the commercial, office, and higher density residential uses located on the south side of Lake Hazel. Rd.



While a mobility corridor that meets current ACHD access management policies is understandable in an exclusively low-density residential environment, the access restrictions on W. Lake Hazel Rd. represents a serious constraint for the future development of this mixed-use and denser planned community. The viability of the Commercial/Business Campus and Village Center planned uses could be impacted. Further discussions with ACHD will be necessary to create access flexibility when site specific plans for those areas are developed.

In addition, the inability to turn left from the community onto W. Lake Hazel Rd. from within the community except at the S. Umatilla Ave. signal will concentrate traffic at that intersection requiring a very large intersection design. The design could require multiple double left-turn lanes and additional right-turn lanes. The scale of this intersection will be a challenge for pedestrian and bicycle crossings.

b. Non-Arterial Street System and Standards

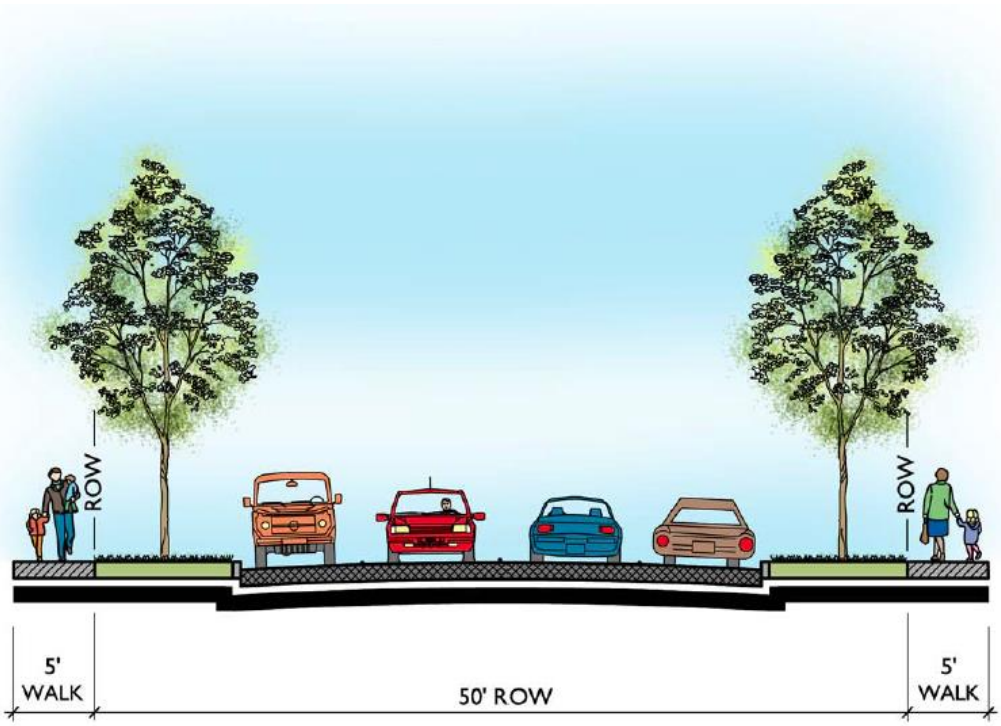
The Syringa Valley street system is intended to provide a pedestrian-scale circulation system based on the standards and typical sections as outlined in ACHD policies. Over the development period of the community, the street plan could respond to modifications of ACHD policies whether initiated by the District or by the Syringa Valley developer that support the objectives stated above.

Specific design elements to accomplish a pedestrian-scale system include:

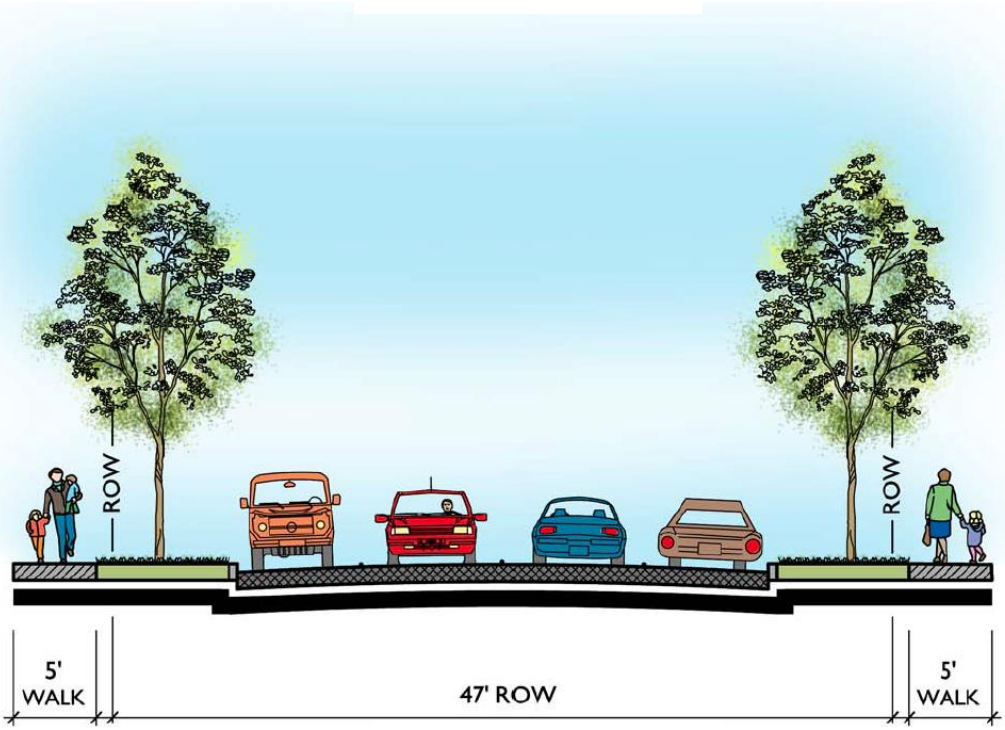
- Wide sidewalks separated from roadways with 8-foot planter strips that provide shade from street trees
- Muti-use pathways separated from streets
- Alley-loaded homes that reduce the conflict areas between vehicle and pedestrians and bicycles
- On-street parking along streets fronting residential and commercial uses
- Narrower street standards on low volume local streets
- Intersection treatments that reduce pedestrian crossing distances and vehicle travel speeds
- A grid system of streets with short blocks, intersection density, and frequent mid-block pedestrian connections

Given that the topography of the site is moderate, the proposed internal circulation streets are designed on a north-south and east-west grid system with roughly one-quarter mile spacing. This grid provides robust connectivity between the planning areas while allowing muti-directional traffic distribution. The grid system also allows future interconnection with adjacent properties when they develop.

The following are the proposed non-arterial road sections:



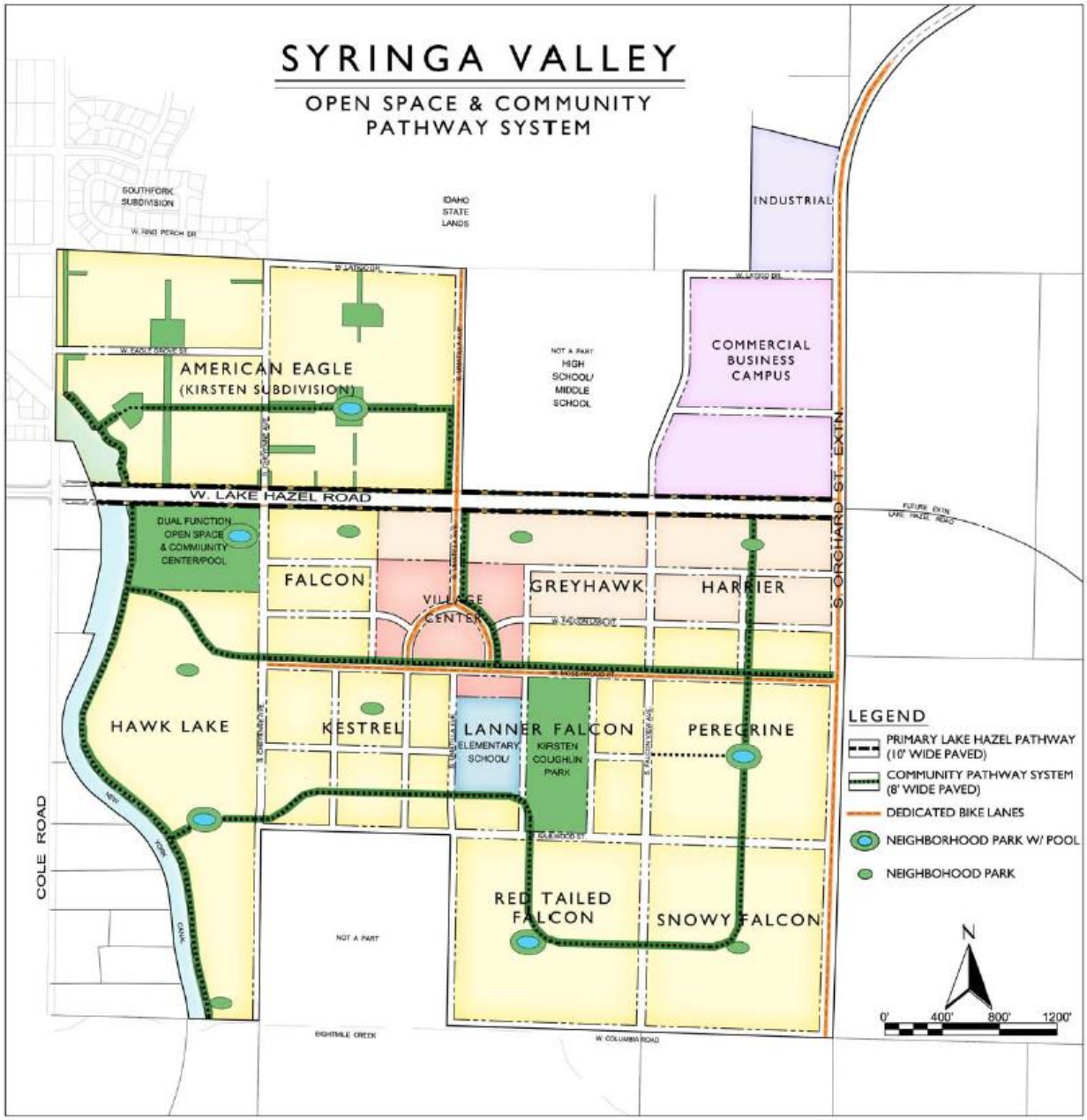
Collector Road Section



Local Road Section

c. Pedestrian and Bicycle Circulation System

One of the key Syringa Valley community development principles involves the creation of a healthy community. Recent work by the Urban Land Institute, AARP, Robert Wood Johnson Foundation, Colorado Health Foundation and others have shone a light on the intersection of individual health and the built environment. How we construct the built environment has a great bearing on health outcomes. Syringa Valley fully supports making the healthy choice the easy choice by offering a menu of options for physical activity that are accessible for all.



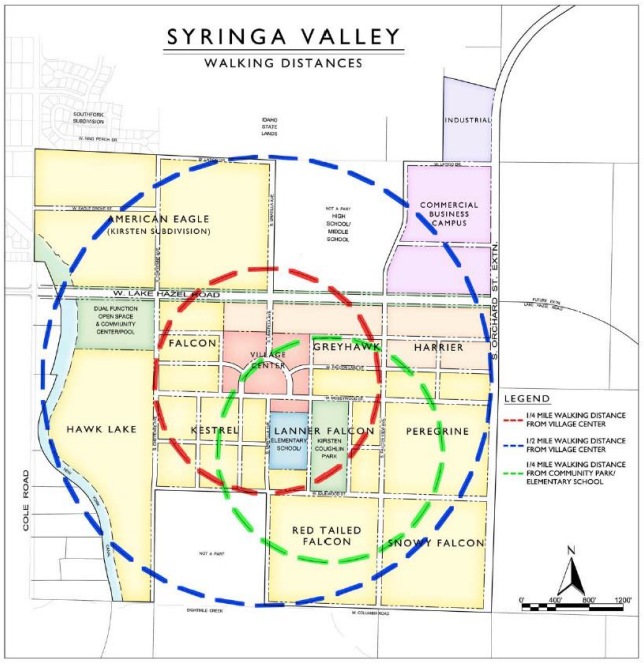
Fortunately, there is significant market support for walkable communities as it is well documented that the two largest demographic groups, Baby Boomers and Millennials, have

demonstrated a preference for walkable communities connected to services and amenities, whether in an urban or suburban environment. In fact, according to the Urban Land Institute, 50% of U.S. residents say that walkability is a top priority or a high priority when considering where to live.

Syringa Valley represents a comprehensive planning opportunity at a scale where a holistic approach to healthy living is afforded. This is in contrast to the design of smaller incremental developments where only certain elements can be considered. The Syringa Valley pedestrian and bicycle circulation system is an example of a design element that will promote active transportation and benefit the health of its residents. There are also economic savings from reduced automobile use.

To encourage residents to walk, there first must be the physical infrastructure. As noted by Jeff Speck in *Walkable City*: *How Downtown Can Save America One Step at a Time*, infrastructure must be useful, safe, comfortable and interesting. Pathways and sidewalks must be in the right location; designed to make all users feel safe and comfortable; be located in pleasant surroundings; and have a mix of every day destinations in close proximity to the individual's location. Destinations may be amenities, stores, restaurants, offices, or simply visiting a friend.

Incorporating specific design elements mentioned above will create a pedestrian-scale street system. The mixed-use nature of the community will also support walkability. The ¼-mile radii walking distance from the Village Center and the overlap with the same ¼-mile radii from the City park and elementary school concentrate key activity areas in close proximity to the highest density planning areas. The ½-mile radii from the Village Center includes almost all of Syringa Valley creating a community of short distances to the heart of the community.



The Syringa Valley pedestrian and bicycle system plan includes three major backbone circulation features. First a 10-foot paved multi-purposes pathway will be constructed along both sides of W. Lake Hazel Rd. through Syringa Valley. The pathways are in addition to bike lanes that will be included in the 5-lane street section (the interim 2-lane roadways will have 8-foot paved shoulders to accommodate cyclists). In addition to these bike lanes, other bike lanes are planned for key roadways, and sharrows will be installed on the other lower volume streets.

The 10-foot pathways will be separated from the curb within the 30’ landscape buffer as shown earlier on the Lake Hazel Road Section exhibit. The pathways will provide a pleasant pedestrian and off-street cycling route for adults and children to connect to the proposed secondary schools, Village Center, planned elementary school, City park, and the Commercial/Business Campus.



Parkcenter Blvd. Landscape Buffer with 10’ wide pathways

The second feature will be an 8-foot paved trail along the NY Canal at the base of the canal bank. This pathway will connect to the planned Community Center and sports playfields in **Hawk Lake** and to the pathway along the south side of W. Lake Hazel Rd. The NY Canal pathway might become the start of a larger pathway system adjacent the canal in the future.

The third feature is an 8-foot paved Community Pathway that will knit the community. It will weave through the nine planning areas south of Lake Hazel South in a 25-30- foot (minimum) pathway corridor and will link to the NY Canal pathway, Community Center, Village Center, City park and elementary school. The corridor width may be narrower in constrained areas, such as along S. Umatilla Ave.

A similar pathway will be established in the **American Eagle** planning area in Lake Hazel North, although dimensions will vary.

The pedestrian and bicycle circulation system provided by these three linked pathways offers alternative travel modes throughout the community. As simply a fitness opportunity, the system is a looped 4-mile workout route.

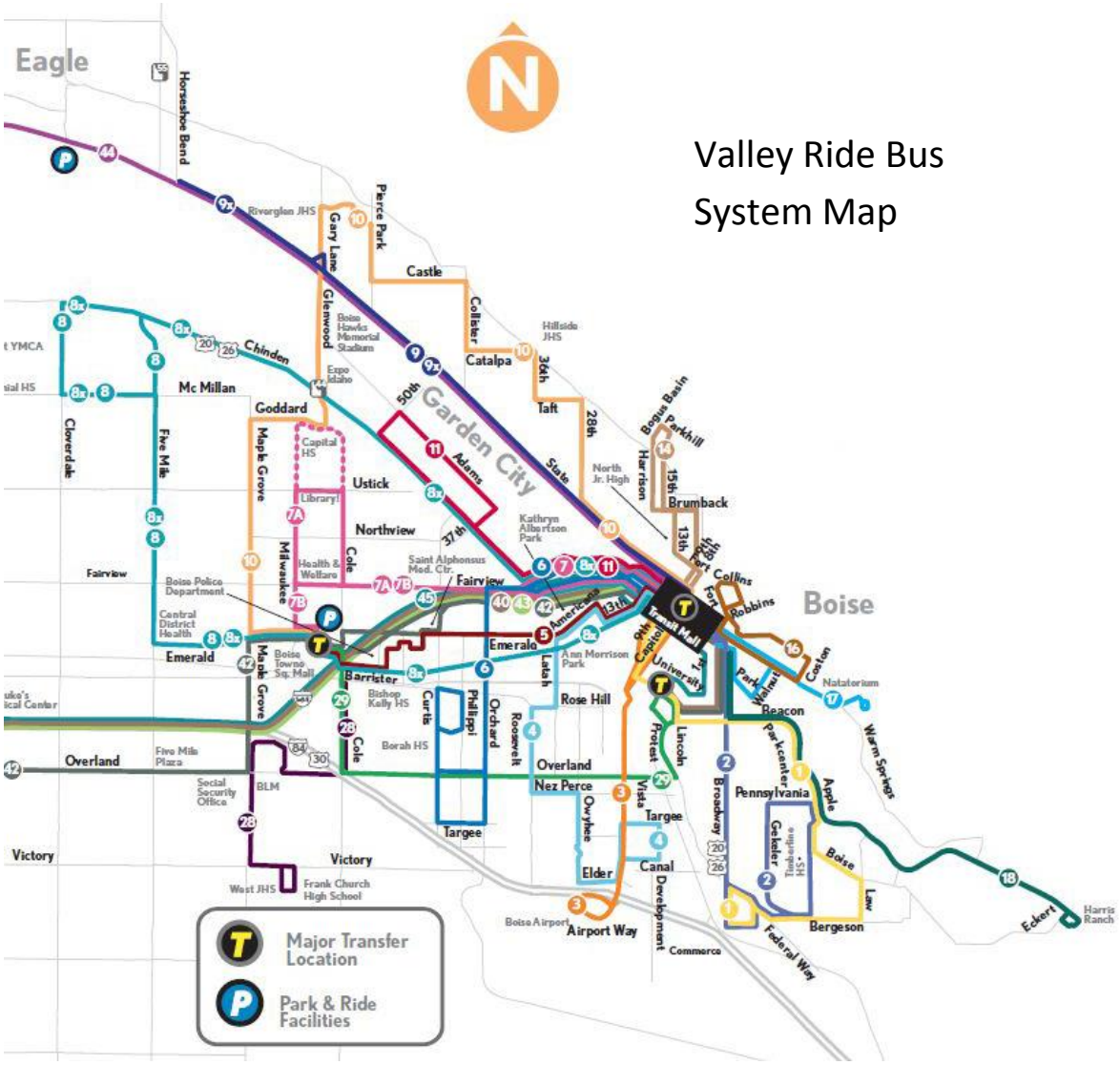


Community Pathway Example

Supplementing these backbone features will be neighborhood pathway systems within each of the planning areas. These interior connections will be 5-foot paved pathways within 15-foot (minimum) corridors. These pathways will link residents to the amenities and open space in the planning areas and connect with the backbone pathways providing a seamless pedestrian and bicycle system. The Kirsten Subdivision Preliminary Plat within the **American Eagle** planning area demonstrates the pathway system concept that will be applied to other planning areas.

d. Public Transportation

Valley Regional Transit (VRT) is the regional transit authority and operates the public transportation system in the Treasure Valley. The closest current transit corridor is on Overland Rd., three miles north of Syringa Valley. This corridor provides Intercounty bus service between Boise and Nampa. Additional connecting routes serve West Junior High and Frank Church High School south of W. Victory Rd., and the Boise Airport and downtown Boise along the Vista corridor. VRT also operates the ACCESS paratransit service for the disabled, GoRide Mobility Program for the disabled and elderly, Job Access Vanpool, and Vehicle Sharing programs that complement the existing fixed-line bus system.



Preliminary discussions with VRT have identified the potential to use the project as a prototype for innovative transit solutions that would be technology based. It is unlikely given the funding constraints for public transportation that a fixed route would be established to provide transit

service for Syringa Valley. Syringa Valley and VRT will continue to collaborate on future options to provide service to the community.

ACHD's Commuteride van program is a well-established option for residents of Syringa Valley. With the completion of the Lake Hazel-Orchard extension this service would be attractive to groups of commuters employed in downtown Boise, the Airport employment area, and perhaps Micron. Syringa Valley will assist ACHD in promoting this alternative. ACHD's Guaranteed Ride Home also supports those who travel by alternative modes when circumstances prevent the individual for using that alternative mode to return home.

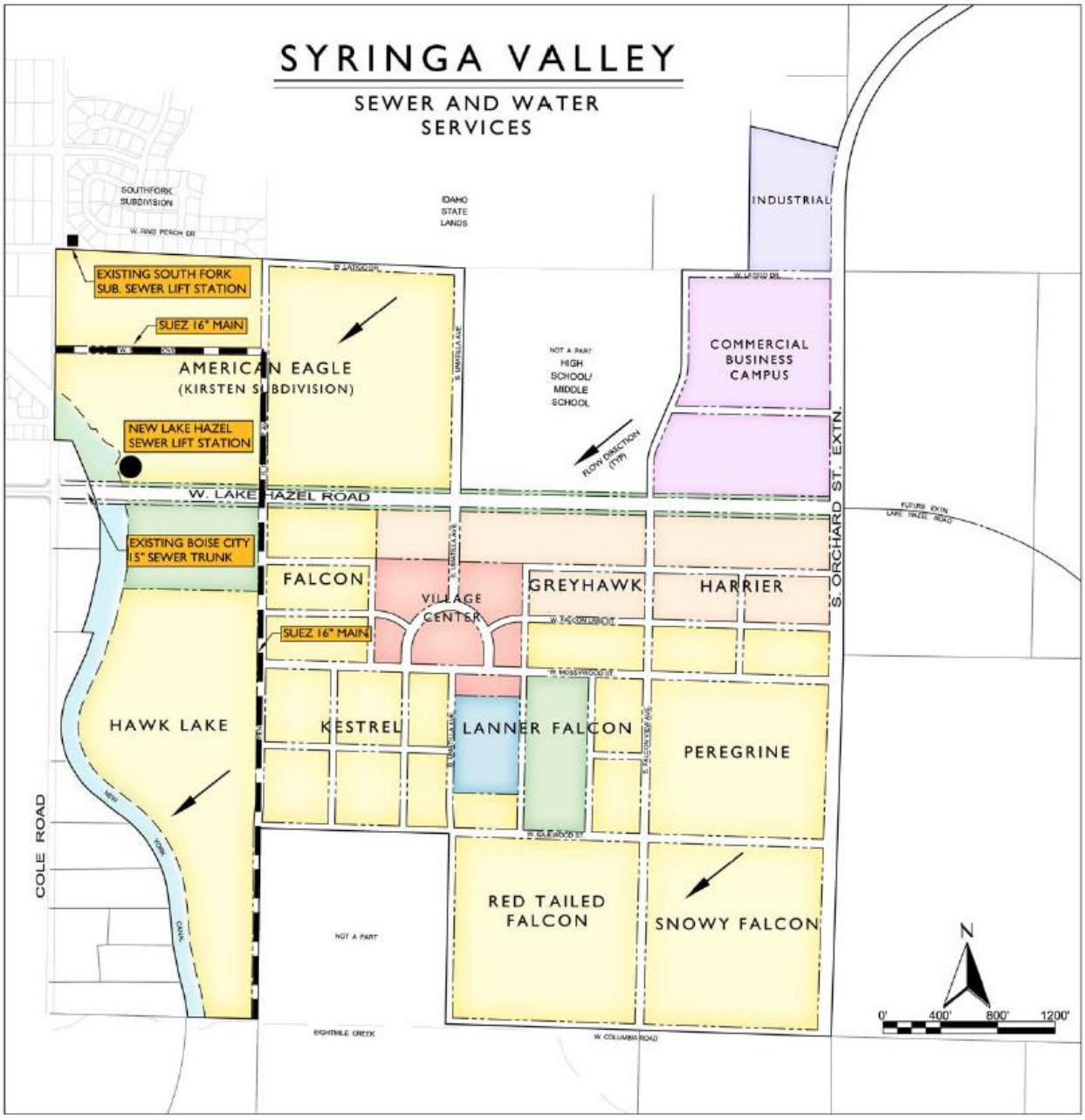
e. Trip Reduction Strategies

The goal of these strategies is to reduce the reliance on single occupant vehicles for internal trips as well as external trips from the community. The Specific Plan incorporates key strategies including:

- A land use concept that promotes trip reduction through a mix of commercial, retail, institutions and recreational activities within the community accessible by walking and bicycling
- A pedestrian and cycling plan designed to provide access to the mix of uses through a system of separated pathways and on-street bike lanes
- A land use plan with residential densities that consider future transit opportunities
- Planned collaboration with Valley Regional Transit (VRT) to study Syringa Valley as a prototype for technology driven transportation programs
- Promotion of the ACHD Commuteride program to provide links to key employment destinations based on resident demand

The Syringa Valley Transportation Impact Study (TIS) was completed in 2013 and projected the percent of trips that would be captured on-site would be 6 percent. The Institute of Traffic Engineers (ITE) methodology utilized for the analysis was a very simplistic tool at that time, basically establishing only three basic land uses types (office, retail, residential) with no differentiation as to uses within the types. Since that time new methodologies have been developed and adopted by ITE that allow for a more fine-grain analysis of a broader group of uses. Syringa Valley will be required to update the internal trip capture analysis with each update of the TIS and will use the new tools.

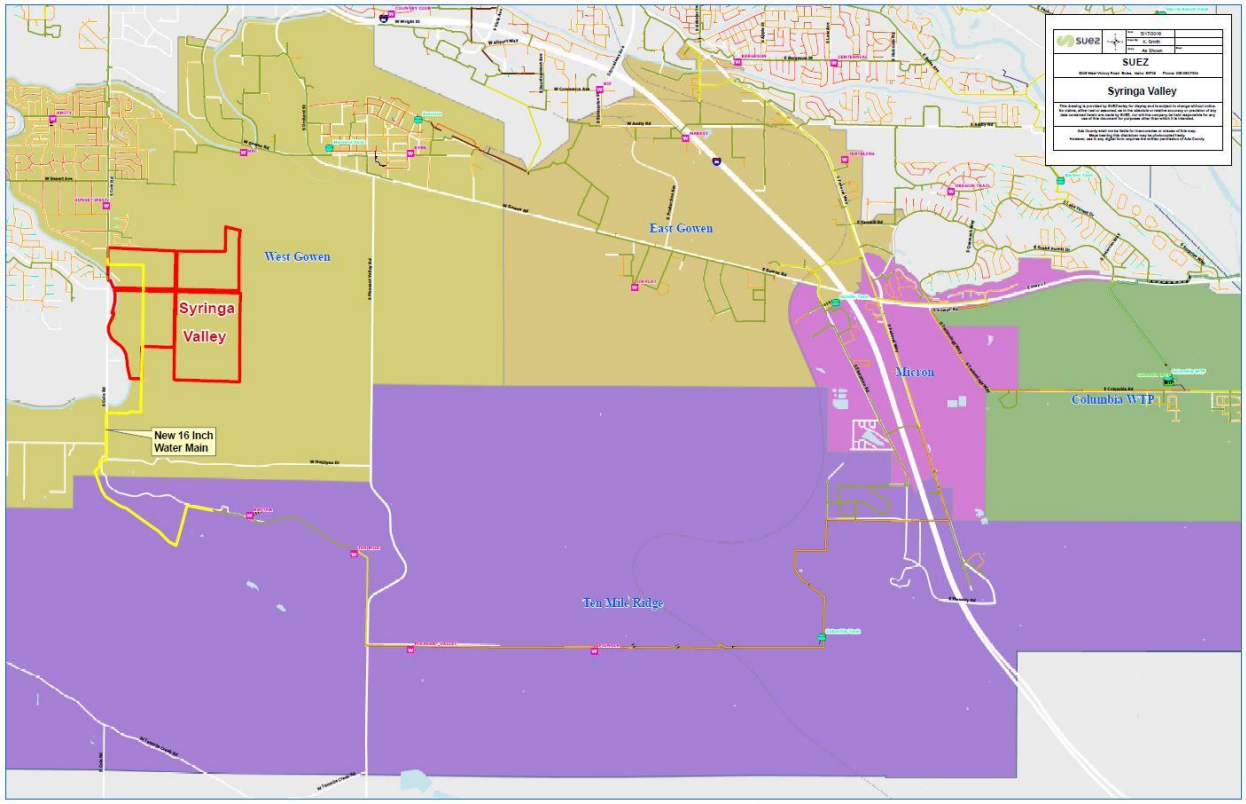
8. Infrastructure Plan



a. Water

The municipal water provider will be SUEZ as the property is within SUEZ's Certificated Area. SUEZ is a private water utility company regulated by the Idaho Public Utility Commission. The company is the primary municipal water supply provider for the City of Boise and will provide all of the domestic water and the majority of the irrigation water for Syringa Valley. The New York Irrigation District will deliver a limited amount of irrigation water from the NY Canal to 26 acres adjacent the canal during the irrigation season.

Looped water distribution lines for the project will be extended by Syringa Valley from the 16-inch water transmission line that was installed by SUEZ in the western portion of the property. The location and timing of extensions to be installed by Syringa Valley will reflect the development phasing of the project and will provide adequate water and fire flow for the residential development. The location of the 16-inch transmission line follows the alignment of the future S. Cheyenne Ave. and W. Eagle Grove St. in the Kirsten preliminary plat area. A storage reservoir will likely be required in the Commercial/Business Campus or Industrial planning areas to provide fire flow for the future commercial development.



SUEZ Water Map

SUEZ has an integrated water system of groundwater wells and pipelines as well as water from the Boise River that is treated at the 20 MGD Columbia Water Treatment Plant east of Micron. Syringa Valley will be supplied primarily by groundwater wells in the Gowen service area, but SUEZ has the ability to cascade water from higher elevation service areas (Ten Mile or Columbia) to the lower elevation Gowen service area if required. Consequently, SUEZ has a number of water sources and has the ability to control the use of these resources to minimize impacts on existing wells and water rights, all subject to the oversight of the Idaho Department of Water Resources.

b. Sewer

Sewer collection and treatment will be provided by the City of Boise. A 15-inch sewer main is stubbed at W. Lake Hazel Rd. and Cole Rd. and will provide the sewer service for the project. Syringa Valley will install collection sewer lines with each development phase. To access the 15-inch trunk sewer Syringa Valley will install a lift station north of W. Lake Hazel Rd. near the NY Canal. The lift station will pump sewage north to a new gravity line in Cole Rd. that will connect to the trunk, or will pump across the canal to the trunk in a pipe attached to the bridge. Currently, boring under the canal with a gravity line is not permitted, but the City and other municipalities are collaborating on developing a design and spec that might be approved by the Boise Project Board of Control, who operate the canal.

When the new lift station is brought on line, the existing sewer lift station located on Cole Rd. just north of the property that provides service to the South Fork community will be decommissioned.

c. Power

Idaho Power will provide electrical service to Syringa Valley. Coordination is currently underway to develop a preliminary design for the initial phases. The project will be responsible for any system upgrades that might be required for future phases of development subject to Idaho Power policies approved by the PUC.

d. Gas

Gas service will be provided by Intermountain Gas. Preliminary discussions are underway for the design of the distribution system. As with power supply, Syringa Valley will be responsible for system upgrades in accordance with Intermountain Gas policies approved by the PUC.

9. Public Service and Facilities

a. Public Schools

East of the **American Eagle** planning area is the 50-acre Boise School District property currently contemplated as a joint junior high and senior high school location. The site is located with access to the W. Lake Hazel Rd. and S. Umatilla Ave. intersection that will be signalized in the future. S. Falcon View Ave. will be the east boundary providing an additional connection to W. Lake Hazel Rd. To the north W. Latigo Dr. will provide connectivity to S. Orchard St. and enhance access to the regional transportation network for future students and staff.

CBH and the School district have had initial conversations regarding a donation by CBH of 7 acres for an elementary school in the **Lanner Falcon** planning area south of W. Lake Hazel Rd. The signalized crossing at W. Lake Hazel Rd. and S. Umatilla Ave., 10-foot pathways along W. Lake Hazel Rd. and the other pathways described earlier will provide safe routes to the schools.

The School District has indicated that the timing of school development is unknown and will be determined by the growth of enrollment in Syringa Valley and in the district overall. Currently, the schools assigned to Syringa Valley are Hillcrest Elementary School, West Junior High School and Borah Senior High School.

b. City Park

The prior owner of the property completed a land exchange/donation agreement with the City of Boise to provide a 10-acre City park site. The final location of the site will be determined by the Specific Plan approval. The City Parks Department has indicated that there are no immediate plans or funding for the site. Development of the park will be funded through Park impact fees assessed on new residential development in the area. Representative of the Parks Department have stated that when the park planning process is undertaken it would include engagement with the area residents. The park will be named Kirsten Coughlin Park.

c. Fire Protection

Currently the project is serviced by Boise Fire Station 17 located at 3801 S. Cole Rd. The Fire Department supports the rezone as the area is within the existing city limits and was anticipated for future development. The Department noted that portions of Syringa Valley would be outside the 1½ mile or 4-minute response time and that proposed future stations will be needed to service the entire area. Future stations may be located in the area of W. Lake Hazel Rd. and S. Orchard St., but an exact site has not been finalized at this time.

10. Community Features and Amenities

Syringa Valley will provide many community and neighborhood amenities that will attract buyers to settle in the area. The Community Center, Dual-Function Open Space/ Active and Passive Play Area, and Neighborhood Parks and Pool Facilities all provide recreational opportunities for a wide range of user groups and age ranges.

All of the Syringa Valley community features and amenities will be linked with a strong vehicular, bicycle, and pedestrian network to encourage connectivity between neighborhoods and land uses. As detailed in the Circulation Plan section of this document, the community

circulation system will provide safe and pleasant passage, and improve health and fitness of the residents by providing convenient facilities that encourage walking and cycling.

a. Community Center

A Community Center facility will be located in the **Hawk Lake** planning area south of W. Lake Hazel Rd. adjacent to the NY Canal. This 5,000 – 7,500 square foot facility will provide many desired amenities for the entire community. The Community Center is planned to house a Community Welcome Center, Community Association offices, meeting/library/gathering rooms, kitchenette accommodations, fitness/weight room, indoor racquetball courts, and restroom/changing rooms. Outside the Community Center structure will be an adjacent large outdoor swimming pool (approximately 35x70feet in size with a kid pool and/or splash pad), playground/tot lot, and lighted tennis and basketball courts. An on-site parking lot will provide ample parking for facility use patrons.



Community Center Example

b. Dual-Function Open Space / Active and Passive Recreation Area

Adjacent to the Community Center will be a Dual-Function Open Space component (discussed further in the Environmental section). This area will serve as both a stormwater storage facility and an open play/sports practice field for the community. One of the Blueprint Boise policies is to encourage dual purpose drainage areas that provide usable open space and/or amenities.

The depressed stormwater area will occupy approximately 2-3 acres and be able to accommodate approximately two (2) full size football/soccer fields or several youth practice fields. Other recreation activities such as a dog park and community gardens are planned. The

community garden further supports the community development principle of creating a healthy community. This location will also take advantage of the setting provided by an existing grove of trees near the canal.

The total acreage planned for the Community Center and the Dual-Function Open Space/Active and Passive Play Area will be 10-12 acres.



Duel-Function Open Space / Active and Passive Play Area

c. Neighborhood Parks/Pools

Each neighborhood planning areas will have 1-2 acres of planned park area centrally located for convenient access for the surrounding residents. Each park area will contain an appropriately sized tot lot/playground area for anticipated user groups, a picnic shelter/shade structure. Additional neighborhood open space will provide passive recreation areas with seating.



Neighborhood Park Example

A neighborhood pool with be planned for approximately 350-400 housing units (excluding multi-family housing areas that are assumed to have their own pools). The outdoor pools will be approximately 25 x 50 feet in size and contain restroom/changing room facilities and smaller neighborhood meeting rooms.

All park and pool facilities within the neighborhoods will be open for community-wide use.



Neighborhood Pool Example

11. Open Space Management

With the exception of the Kirsten Coughlin City park, sites controlled by the Boise School District, and the NY Canal easement maintained by the Boise Project Board of Control, the developed open space, natural areas, pathways and other amenities within Syringa Valley will be owned and maintained by a Syringa Valley community association. All residential lot owners will be members of the association and will be subject to assessments to fund the maintenance responsibilities and other operations. The community association may also have maintenance responsibility for landscaping within ACHD rights of way pursuant to a license agreement.

Policies SW-CCN 2.8 and 2.9 in Blueprint Boise require the dedication to the City of Boise of open space and a pathway adjacent the NY Canal, and dedication of a pathway connection from the elementary school/City park to the NY Canal pathway, if acceptable to the Parks and Recreation Department. Syringa Valley and the Parks Department have not commenced discussions related to this possible dedication.

Research regarding community associations reveals that there are various models that need to be examined related to the community association governance structure and funding. This investigation will be on-going through the design of the initial phase of residential development

12. Environmental

This section will address the following environmental factors and demonstrate how Syringa Valley will not only mitigate potential impacts, but could become a future case study for the implementation of best practices:

- Light pollution
- Storm water management
- Water conservation

a. Light Pollution

Syringa Valley enjoys a high desert location surrounded by open land and rural residential neighborhoods. Light pollution from new subdivisions can have a detrimental impact on area residents long accustomed to darker skies. While lighting must provide for required safety and security, it need not pollute night-time skies. The following are principles that will be help guide the Syringa Valley development:

- Street light fixtures should be designed to focus light down to avoid spillage to adjacent properties
- Lighting should be limited to the building or residence areas and should not cause glare or spill onto neighboring lots.
- Recessed down-lights should be encouraged at residence entries and patios
- Surface-mounted light fixtures should have shielded light sources with bulbs or tubes not directly visible.
- The use of wall or eve-mounted floodlights, including motion-sensor lights, should be prohibited in residential areas
- Landscape lighting should also be shielded from view and controlled by an electric clock or photo cell
- Skylights can provide objectionable light spillage and glare in the night sky. Interior lighting near skylights should be shielded and skylights should be screened from adjacent properties.
- Parking lot lighting should be designed to have minimal effect on surrounding properties and buildings. Lighting should be directed downward.
- Blinking or flashing lights, and exposed neon lighting used to illuminate building faces or to outline buildings should be prohibited
- Business signage should avoid glare or visual interference for vehicular or pedestrian safety

b. Storm Water Management

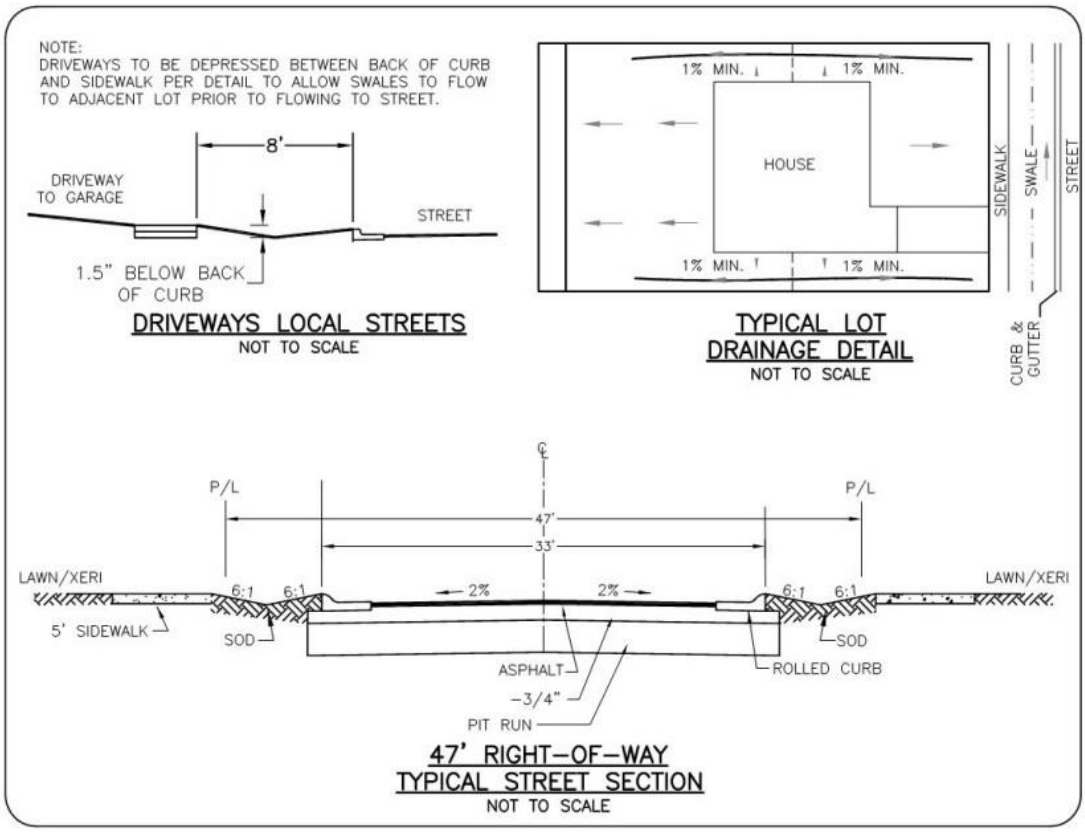
The natural drainage pattern across the site is from a northeast to southwest direction with the low point of the site adjacent the NY Canal just south of the W. Lake Hazel Rd. canal crossing. Due to the elevated canal, water is impounded and consequently virtually all of drainage will be retained on-site. The possible exception could be minor flows from the most southerly portion of the property to Eight-mile Creek.

As a result of these conditions, the site offers an excellent environmental opportunity for groundwater recharge. Preliminary engineering plans have indicated that recharge would be accomplished by the following practices and in accordance with best management practices (BMP's) approved by ACHD and the City of Boise. These green practices minimize the need for a piped storm drainage system infrastructure. The practices are:

- Landscape swales
- Seepage beds
- Borrow ditches
- Community storm drain facility – dual use facility
- Pervious pavement

Landscape Swales

Shallow swales will be established in the 8-foot landscaped parkway between the back of curb and the sidewalk on residential streets. The swale will capture some natural rainfall and will minimize nuisance water from on-lot sprinklers and lot runoff from reaching the street. There would be no restrictions on landscaping in the swales including installing trees. The resulting water harvesting has the added benefit of supplementing irrigation water required for the landscaping in the parkway strips.



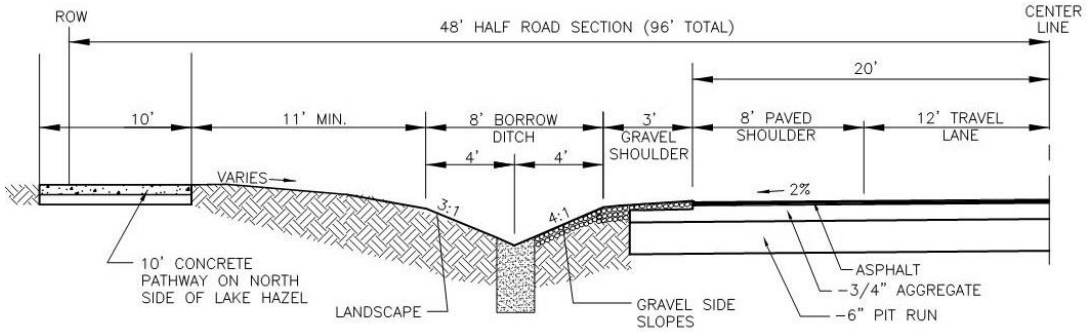
Seepage Beds

Seepage beds would not be effective in areas of high groundwater, but with the depth to groundwater a minimum of 80 feet, these facilities will prove very effective at Syringa Valley. Seepage beds can be located in street rights of way and open space parcels within subdivisions. BMP's allow for four levels of treatment to ensure appropriate water quality. It will be necessary to break through the duripan level to permit the water to recharge through the fractured basalt.



Borrow Ditches

The interim 2-lane design for W. Lake Hazel Rd. and S. Orchard St. includes 8-foot borrow ditches on either side of the pavement to capture drainage from the roadways. ACHD has developed a design that will allow the water to recharge after breaking through the duripan layer where required.



LAKE HAZEL AND ORCHARD
TYPICAL RURAL SECTION
NOT TO SCALE

Community Storm Drain Facility

Preliminary engineering indicates that there will be a need of a 2-3-acre storage facility primarily to retain drainage from W. Lake Hazel Rd. when the road is constructed to the planned 5 lanes with curb and gutter. The facility could also handle drainage from some residential areas and the Village Center. It is expected that the depth of the facility would be 1-2 feet. As with the seepage beds there will be a need to break through the duripan level to permit water to recharge.

As noted earlier, the storm drain facility is the location of the Dual-Function Open Space/Active and Passive Play Area adjacent the Community Center and thus serves a storm drainage and community recreation purpose. This is also the portion of the property that receives irrigation water from the NY Canal, which will be used to maintain the green playfields



Pervious Pavement

Pervious pavement treatments are planned to be located in select areas of the Village Center and the Commercial/Business Campus planning areas. In additional to excellent water infiltration capabilities, the pavers provide an enhanced appearance. An underdrain from the Village Center to the community storm drain facility can be installed if required.



c. Water Conservation Strategy

Landscape Vision

The landscape vision for Syringa Valley will embrace and enhance the natural surrounding South Boise environment. Using the Principals of Waterwise Xeric Landscape Design, as listed below, both common and private landscape areas will be visually appealing while creating landscape sustainability within the high-desert climate conditions of the Boise Valley.

- Planning and designing for water conservation, beauty and utility: The Syringa Valley landscape vision will apply the principals set forth in the community wide water conservation strategies. Landscape design guidelines will establish appropriate design standards, plant material, and irrigation methods to ensure a beautiful and functional xeric landscape is implemented.



Xeric Residential Landscape Examples

- Creating Practical Turf Areas: Large grass turf areas will only be utilized in functioning recreation zones. Turf areas will be restricted in small common landscape areas and private residential lots.

- Xeric Plant Selection and Hydrozoning: A list of suitable plant species for low water consumption will establish a guide for proper xeric plant selection. Plant types are to be grouped according to water needs to efficiently irrigate landscape areas with different climate exposures and drainage capabilities. Improved soils with a rock or bark mulch over-lay will be necessary to help retain moisture within the planting areas.



Sample Waterwise Xeric Plant Palette

- Efficient Irrigation methods: Strict irrigation standards will be set to establish and maintain the xeric landscape environment. The use of high-efficiency, low-volume irrigation systems will be required to protect the water conservation strategies.

- Maintaining with Good Horticultural Practices: Maintenance and management of new and established landscapes through the homeowner's association, and development guidelines will be provided. On-going community education of the Principals and Maintenance of Xeriscape Landscape Design will be provided through demonstration gardens, educational workshops, and promotional fliers to help reinforce the landscape vision for Syringa Valley.



Xeric Common Areas and Street Medians

To implement the Landscape Vision, Syringa Valley is proposing the following water conservation strategy:

Water Conservation Strategy Goals

1. Reduce residential indoor and outdoor water use by approximately 40-50% compared to typical subdivisions with pressurized irrigation (surface water or groundwater) and 20-25% compared to typical subdivisions without pressurized irrigation
2. Design common area landscape to meet the functional and aesthetic needs of Syringa Valley and to limit long term irrigation use

Water Conservation Approach – Design, Management and Education

1. Design
    a. All homes to include low-flow plumbing fixtures, recirculating hot water pumps, and low water use appliances
    b. Water all landscaping with automatic underground irrigation systems
    c. Use a centralized, time controlled irrigation system linked to a weather station for watering common area landscaping
    d. Require drip irrigation for all shrubs and trees, except within approved turf areas
    e. Create a hierarchy of landscape zones that reflect each zones location and purpose to reduce irrigation requirements
    f. Limit landscaping to primarily low water use or xeric plant material per an approved plant list (subject to plant availability)
    g. Prohibit the use of turf as a general ground cover. Turf areas are restricted to common areas designed for gathering, picnicking, open field play, and limited areas on private lots. Turf may be considered in locations where erosion is a concern. Low water use turf varieties to be used
    h. Create practical turf areas of manageable size and shape based on appropriate uses
    i. Prohibit swimming pools or water features on private residential lots
    j. Preserve native vegetation in undisturbed areas
    k. Revegetate disturbed areas in natural open space with native plant material and irrigate with temporary irrigation only
    l. Plant low water use deciduous trees along streets to provide shading for pedestrians. Use only native grasses in streetscape landscaping
    m. Grade open spaces to create water harvesting areas for shrubs and trees
    n. Select plants for their low water use, seasonal color, and ability to blend with the natural landscape

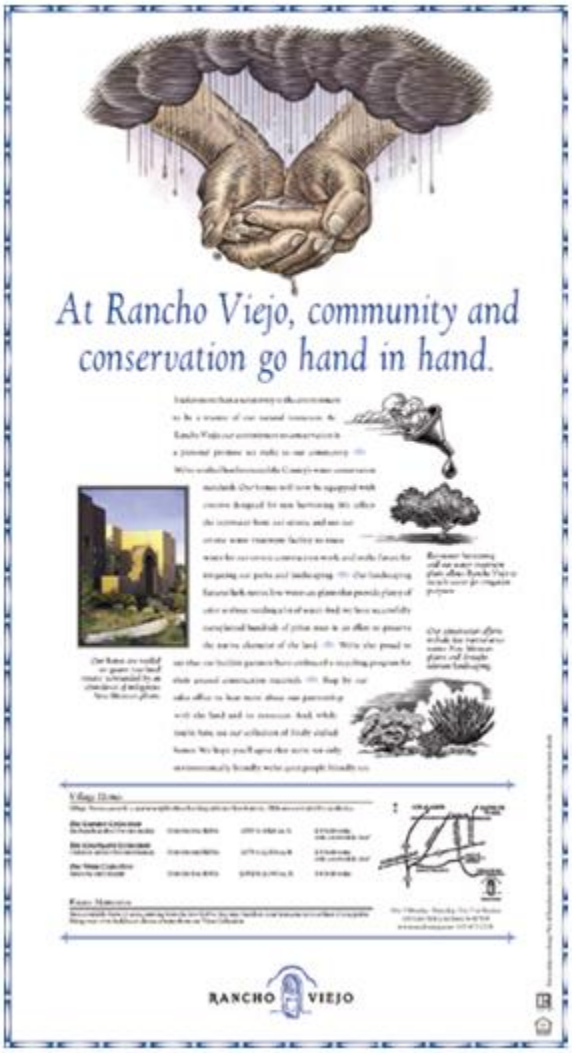
2. Management
    a. Enforce Syringa Valley landscape restrictions through covenants, deed restrictions and a permitted plant list
    b. Limit turf on private residential lots to 30% of available lot area or a maximum of 2,500 square feet, whichever is less
    c. Discourage turf on residential lots 50 feet wide and prohibit on lots smaller than 50 feet wide
    d. Prohibit or regulate uses or activities that consume excessive amounts of water
    e. Require compliance with Syringa Valley architectural and landscape design guidelines, including water restrictions, for all residential and non-residential uses

f. Install low water use front yard landscaping as part of home construction

3. Resident Education
    a. Create educational materials to inform residents and other property owners, or users of the landscape vision for Syringa Valley, landscape approval process, water conservation practices and xeriscape principles
    b. Create a demonstration project with plant material explanatory signage
    c. Stage landscape workshops and clinics for residents







Water Conservation Educational Material Examples

13. Design Concepts and Guidelines

As stated in the Community Vision section, the following community development principles were established to guide Syringa Valley planning and design:

1. Create a healthy community that is active, walkable and connected
2. Design a Village Center for community gathering and social engagement
3. Adopt street patterns and building orientations that focus life on the street
4. Utilize open space as an organizing element in neighborhood design
5. Support education through the community plan
6. Become a model for water-wise community development
7. Offer a diversity of housing choices to match consumer incomes, preferences, and life stages
8. Include locations for community services meeting day-to-day needs designed to encourage short auto trips and other travel modes

a. Non-residential and Multi-Family Guidelines

The overriding architectural design concept for all non-residential and multifamily structures (excluding townhomes) in Syringa Valley is one of context – the buildings should create a distinct identifiable neighborhood by responding to our unique Boise climate and high desert landscape through design, sun shading, materiality, and color. They should be compatible with each other, while expressing individuality. The designs should not mimic historical styles but be of their own time and place. These structures will comply with Boise City's Citywide Design Guidelines and approval processes (however, Syringa Valley setbacks and height limits are set forth in the Syringa Valley SP-03) with the intention to:

- Promote compact, walkable development patterns;
- Promote original and high quality design;
- Enhance the character and function of Boise's streets;
- Promote sustainable design principles;
- Promote design that enhances the "sense of place" for neighborhoods;
- Increase the awareness of design considerations amongst the citizens of Boise; and
- Maintain and enhance property values within Boise.

Non-Residential and Multi-Family Development Principles are as follows:

- Develop a grid system of streets to promote connectivity
- Create walkable and connected development sites
- Allow pedestrian connectivity through development sites
- Design detached sidewalks along tree-lined streets
- Establish a mix of housing choices and other uses
- Provide site flexibility for different product types
- Place buildings to the street
- Position buildings at a consistent street setback to make streets feel like outdoor rooms
- Design building walls with more frequent entrances and large ground floor windows to enliven the street
- Orient buildings to face the street with a front (primary) entry door accessing the public sidewalk.
- Position off-street parking to the rear of a building, with parking at the side as an interior lot option; never at street corners.

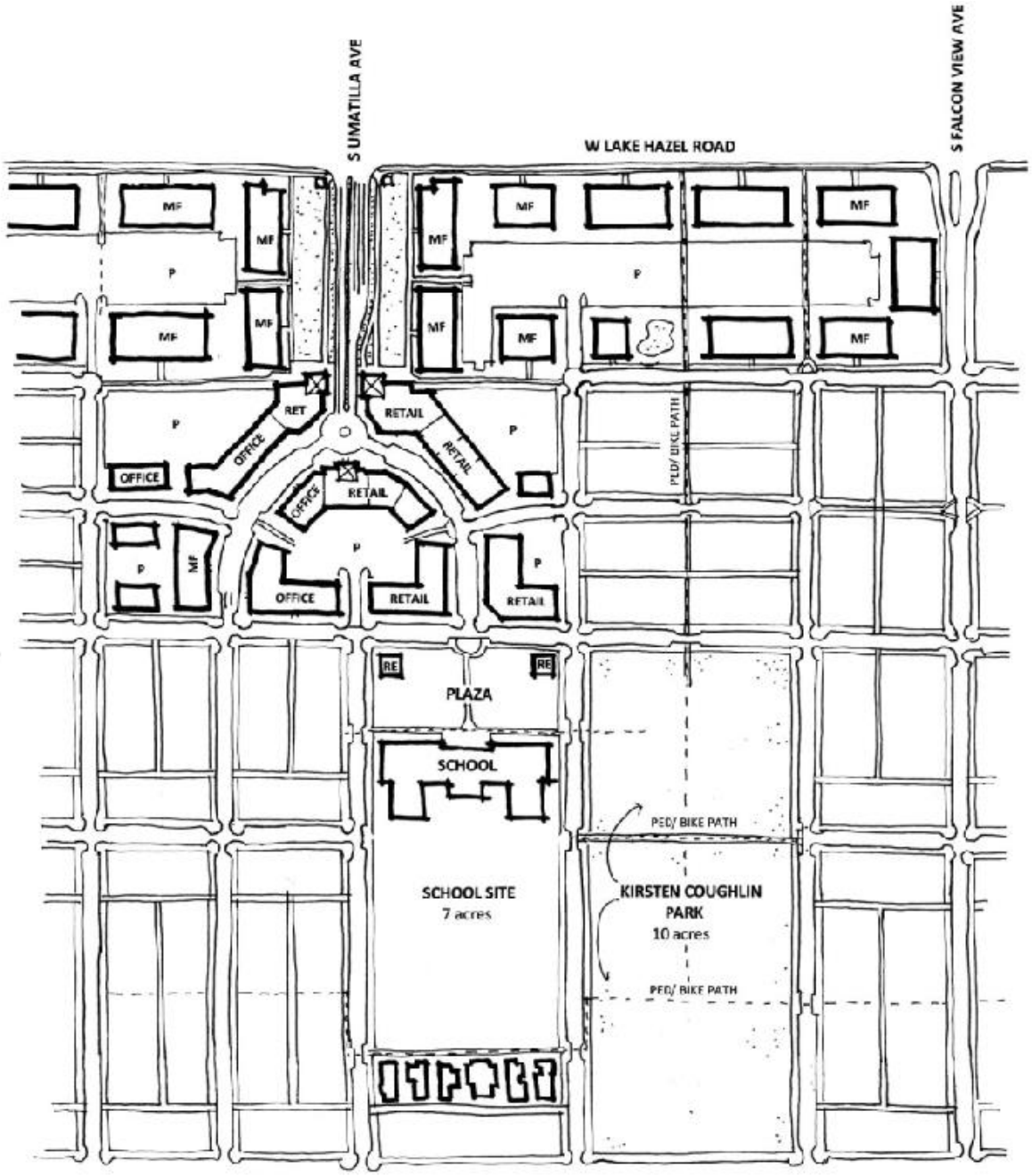
Given the access management restrictions along W. Lake Hazel Rd. and S. Orchard St., parcels adjacent these roadways should be allowed to establish block lengths by means of a significant pathway or by a change in architectural element.

The following Block Prototypes are concepts developed to illustrate principles. Actual development will be subject to future specific development applications.

b. Village Center Guidelines

The Village Center is the heart of the community. At the entry to the Village Center, wide green areas flanked by multifamily housing allow for views of the gateway retail buildings, which welcome residents and visitors to the social activity center of the community. The north/south through-collector street curves west, while the retail/entertainment street curves east away from busy traffic. The Village Center provides small retail shops and services, and offices, and a community plaza for gatherings and events. A public elementary school, and the 10-acre Kirsten Coughlin Park are nearby.

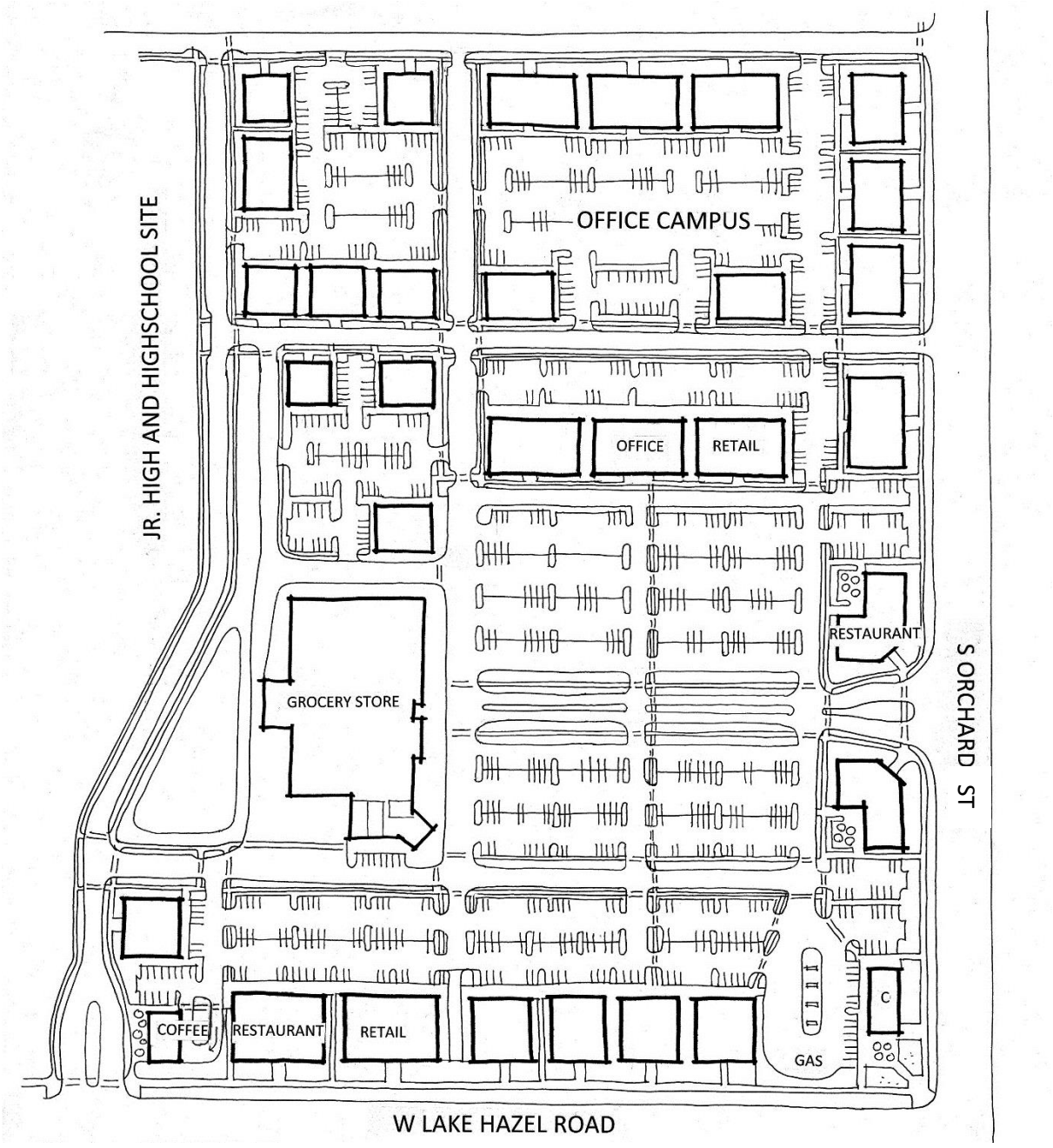
Retail/service/office buildings are close the street with wide sidewalks for displays and outdoor dining. Parking is at the rear with pathways to the building front entrances. The elementary school fronts the plaza with symbolic 'pride of place' sharing community events such as movie nights, fairs, and farmers' markets. Small cafes and activity-generating businesses could occupy the plaza's corner locations. Across streets, residential uses face the plaza, school and park with alleys behind, making plenty of on-street parking available. Multifamily housing fronts the streets with interior pathways creating a comfortable, safe walking, biking environment.



Syringa Valley Village Center Concept

c. Commercial Business Campus Guidelines

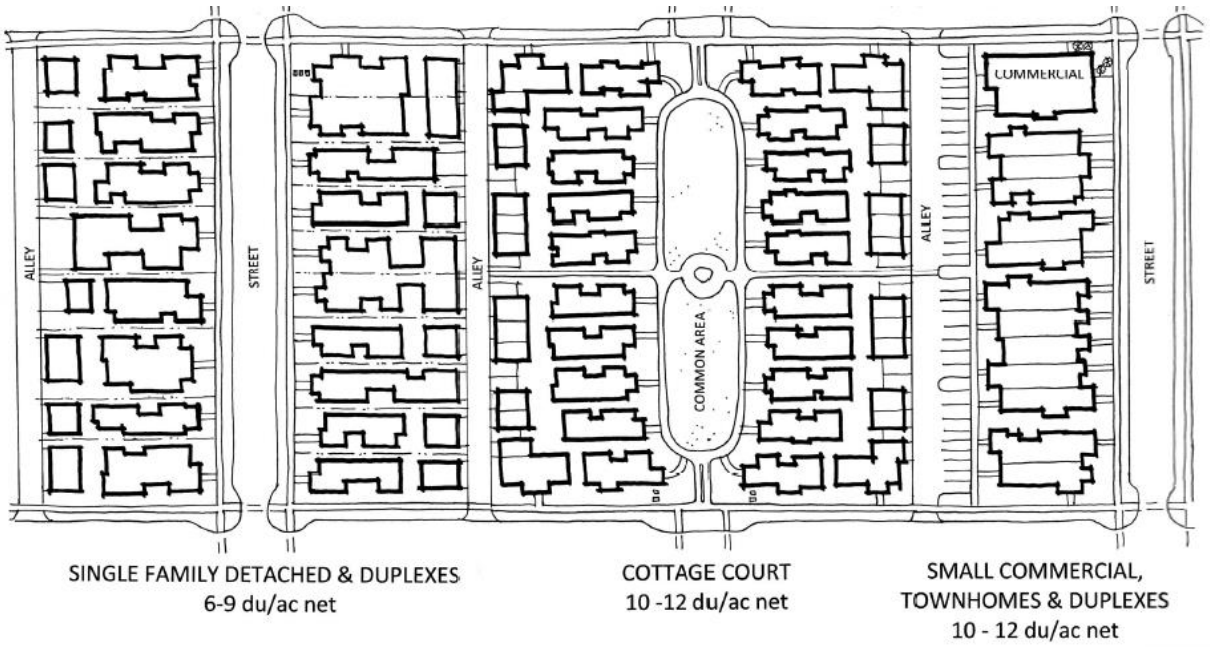
The Commercial Business Campus may have a variety of sizes of buildings. With limited vehicular access to the arterials, a combination of streets, service drives and parking drive aisles will serve as a grid of circulation within the area, including a complete connected network of sidewalks/pedestrian pathways. Buildings will face the streets with active entries. Parking shall be at the rear or side, never at street corners.



Syringa Valley Commercial Business Campus Concept

d. Single Family Residential Homes, Duplexes and Townhomes Guidelines

To create visual interest, a variety of housing types and sizes are encouraged on a single block face. Block lengths should be less than 500' long unless bisected with a significant pedestrian pathway. Block faces shall be composed of diverse facades that face the street or common green spaces with front doors, porches or stoops to create a friendly street environment. A variety of lots widths and house sizes along the block is encouraged. Front façade locations should be staggered along the block



Single family residential homes, townhomes and duplexes should respond to climate and high desert location through design, sun shading, materiality, and color. Entries should face the street/common area. Entry elements should be in scale with the home and not be over-sized or stylized. Front facades should incorporate a variety of design elements such as recesses, bays, dormers, trellises, pergolas, balconies and projections to create visual interest. Windows should be consistent but with a variety of sizes that are appropriate to their room and function. Finish materials should wrap building corners to a natural visual break. Vinyl siding is not allowed. Great care should be taken with trim and joint covers.

Garages, when located in the front, should have a secondary presence and not dominate the façade. Garage doors should be behind the front façade of the home or porch. Oversized garages for RV's are not allowed except on lots over 10,000 square feet.

Mechanical equipment (condensers, fans, etc.) shall be screened from street view. Plumbing stacks, chimney vents, and other roof projections shall be painted to match the roof color. Energy and water conserving strategies, along with other sustainable building practices should be incorporated in the buildings and landscaping.

14. Conceptual Phasing

Development of the property is planned to begin adjacent S. Cole Rd. and the NY Canal as represented by the Kirsten Subdivision. Future phasing would continue in an easterly direction as this is the logical manner to extend sewer and water infrastructure based on the location of existing trunk utilities and on topography and drainage patterns. Development in Lake Hazel South could occur simultaneously with the Kirsten Subdivision. The location, scale, housing mix, and pace of the development phases will be dependent on economic and market factors.

As each of the planning areas develops, the planned neighborhood pools, parks and pathways will be constructed. The main Syringa Village amenity, the Community Center facility and adjacent active play and sports practice fields, would be programmed for completion during the development of the Kirsten Subdivision.

The timing of the 4-mile community pathway system linking the planning areas will be phased with the development of the planning areas. The detached sidewalks and neighborhood pathway system will provide interim connectivity.

As mentioned previously the timing of the proposed schools and the City park is unknown and is dependent on programming and funding by the Boise School District and the City's parks and Recreation Department. Syringa Valley will move forward with the offer to donate 7 acres for an elementary school when approval of the Syringa Valley project is secured.

The phasing of the Commercial/Business Campus will be dependent on securing appropriate anchor tenants. Typically, that will occur when enough roof tops are constructed at Syringa Valley and adjacent areas, and traffic counts on W. Lake Hazel Rd. achieve levels that can support the hurdle rates in a user's financial model. The Village Center is anticipated to be one of the later development phases as these mixed-use specialty centers require a critical mass to achieve sales per square foot that will justify rents to support new construction.

a. W. Lake Hazel Rd - S. Orchard St. Extension

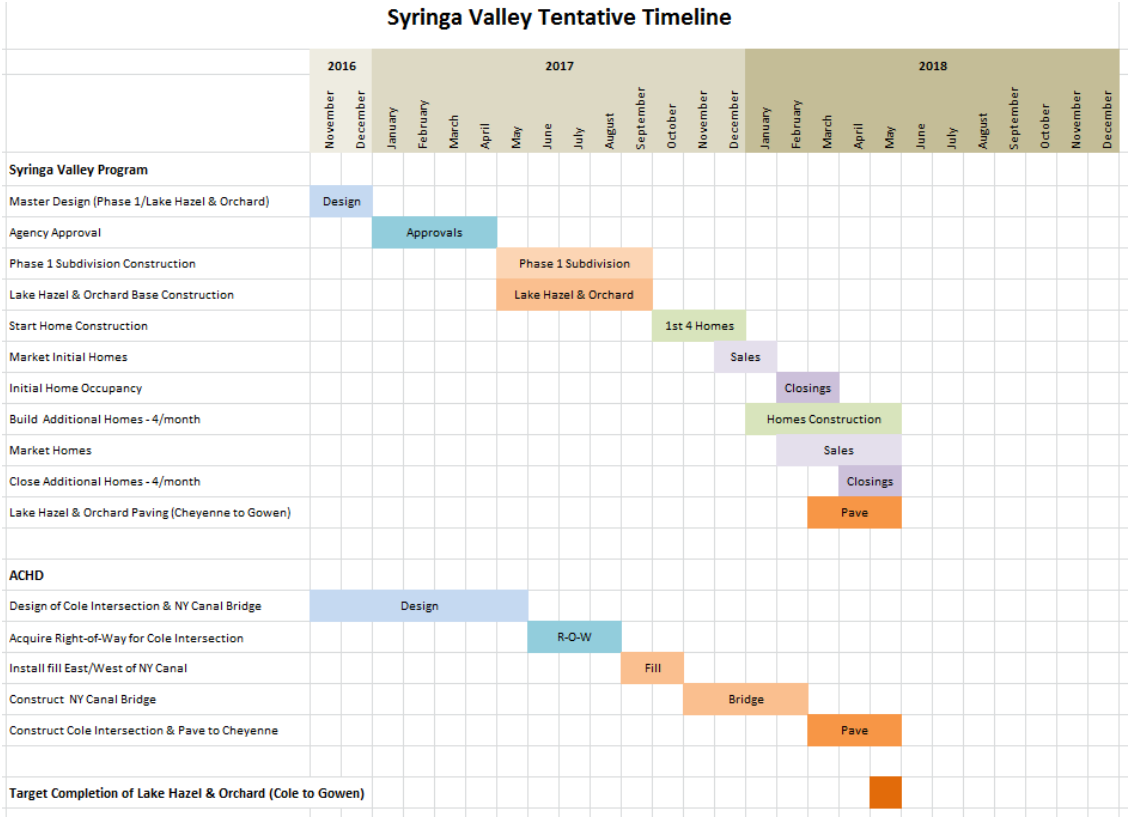
The timing of construction of the arterial road system to serve Syringa Valley is of critical interest to residents and commuters in southwest Ada County due to their frustration with delays on S. Cole Rd. in the morning and evening peak hours. The residents along W. Hollilynn Dr. are additionally concerned about cut-through traffic headed to and from the State Correctional Facilities on Pleasant Valley Rd. and National Guard facilities at Gowen Field.

ACHD's review of the Syringa Valley applications in January 2016 included a summary of planned improvements to S. Cole Rd., W. Lake Hazel Rd. and S. Orchard St. The Victory Rd.-S. Cole Rd. intersection improvements and widening of S. Cole Rd. from Victory Rd. to McGlochlin St. were scheduled for 2020 and the W. Lake Hazel Rd. and S. Orchard St. improvements were

planned for the period 2022-2026. ACHD's approval of the Kirsten Subdivision Preliminary Plat allowed up to an additional 1,770 vehicle trips per day (170 lots) on S. Cole Rd. from a temporary access at W. Eagle Grove St.

Since the ACHD decision, CBH has engaged with ACHD to accelerate the construction of the W. Lake Hazel Rd. and S. Orchard St. extensions. These improvements would be initially constructed as interim 2-lane roadways from S. Cole Rd. to Gowen Rd. CBH and ACHD are currently reviewing a draft Cooperative Development Agreement that will spell out the responsibilities of each for road design and construction in this model public-private partnership. The targeted completion date for the interim road connection is May 2018. CBH's signature on the agreement would be contingent on City of Boise approval of the Syringa Valley applications.

Below is a tentative timeline illustrating the interim roadway construction, Phase 1 of the Kirsten Subdivision development, homebuilding, sales and occupancy by new home buyers. The schedule indicates that CBH would complete the base construction of its portion of the interim road from S. Cheyenne Ave. to Gowen Rd. in Fall 2017 in conjunction with the Phase 1 Kirsten Subdivision construction. Actual paving of the roadway extensions would be in Spring 2018 at the same time ACHD completes the S. Cole Rd. and W. Lake Hazel Rd. intersection and the NY Canal bridge crossing. Approximately a dozen homes might be occupied when the connection from S. Cole Rd. to Gowen Rd. is opened.

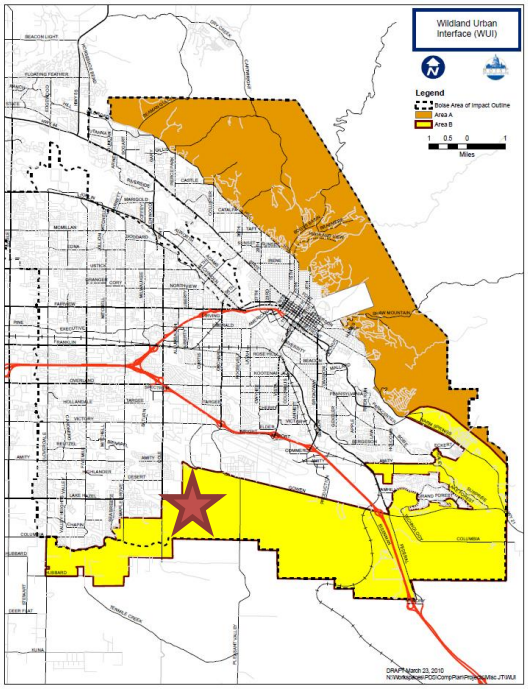


The planned extension of W. Lake Hazel Rd. and S. Orchard St. to Gowen Rd. is anticipated to have the following benefits:

- Provides a key transportation corridor in 2018 versus the originally programmed 2022-2026 time period
- Diverts traffic from S. Cole Rd.
- Offsets traffic impacts of new area growth including Syringa Valley
- Provides a relief route when S. Cole Rd. is widened from Victory Rd. to McGlochlin in 2020
- Postpones the need to widen S. Cole Rd. south of McGlochlin saving taxpayer dollars for other near-term priorities
- Provides an alternative transportation corridor that will reduce cut-through traffic on Hollilynn Dr.
- Brings a connection to Pleasant Valley Rd. and a future connection to the City's 275-acre industrial park at the Eisenman Interchange on Interstate -84 a significant step closer

15. Wildland-Urban Interface

Boise City Code Chapter 49 has designated certain areas within the Boise AOCI as Wildland-Urban Interface (WUI) Zones and contains regulations to minimize fire hazard. The zones primarily include the Boise Foothills (Area A) and the desert area of the southern tier of the Comprehensive Plan (Area B). Syringa Valley is located in Zone B.



The code requires that buildings and structures in WUI Zones A and B be constructed in accordance with the International Fire code, International Building Code, Boise City Code and Chapter 49 of the code. In Zone B, with the exception of regulations dealing with roof coverings and repair, Chapter 49 will only apply to outer perimeter structures abutting undeveloped property. All newly constructed structures will be protected by a defensible area of 30 feet from undeveloped land. Additionally, in a phased development, a 100-foot temporary defensible space will be required beyond the perimeter of the currently constructed phase.

16. Capital Improvement Program

CBH is the largest new home builder in the Treasure Valley and possesses the financial strength to undertake the planning, and development of Syringa Valley. Capital for the project will be a combination of debt and equity from CBH, investors and conventional financing. Additional capital will also come from the sale of selected portions of the project to other homebuilders and reimbursement/credit of CBH impact fees from ACHD for the construction of W. Lake Hazel Rd. and S. Orchard St.

Another financing option is provided by the Community Infrastructure District Statue (CID) that allows the creation of a separate taxing district for funding public infrastructure. A CID may be an additional financing tool to be considered at Syringa Valley. If utilized the taxing district would be created prior to the sale of the initial homes.

17. Kirsten Subdivision

Application SUB15-00055 for approval of the Kirsten Subdivision Preliminary Plat was submitted concurrently with application CPA15-00008 requesting a text amendment to the Blueprint Boise Comprehensive Plan to increase the gross density from 3 units/acre to 4.5 units/acre and increase the residential area from 65 acres to 100 acres north of W. Lake Hazel Rd.; and CAR15-00029 for rezoning the property from A-2 (Open Land, Reserve) to SP-03 (Syringa Valley Specific Plan). A discussion of the Kirsten Subdivision is included in the Specific Plan narrative as the subdivision illustrates how the community development principles will be implemented in the Low-Density Residential (LR) Sub- District.

The 101-acre subdivision is planned to include 452 units at a density of 4.42 units per gross acre, with 40 of the units included in a 4-plex residential product. Lot sizes for the single family detached homes will range from approximately 4,700 square feet to over 15,000 square feet. The diversity in lot sizes will allow for 5-6 distinct housing series with a mix of front and alley-

loaded designs. This product differentiation will deliver housing that will meet a broad range of consumer incomes, preferences and life stages.

The neighborhood also features well-distributed park space for both active and passive recreation. Four large parks ranging from 0.8 to 1.8 acres are close to all residents. The largest park will be the site of a 25x50 foot neighborhood pool with restrooms, changing rooms and a small community room. Other parks will offer tot lots and playgrounds, picnic and shade structures, and seating.

Connecting residents to the parks are 5-foot interior paved pathways and an 8-foot community paved pathway located in landscaped corridors 20-50 feet wide. The community pathway will link to a future system in the Lake Hazel South planning area. Residents will also have easy access to the 8-foot paved pathway along the NY canal and to the 10-foot pathway along the north side of W. Lake Hazel Rd. that will provide connections to commercial and school facilities.

The parks and pathways will offer very accessible recreation options for all ages that will promote health. This system and the neighborhood amenities will also provide a framework for social interaction.



The Kirsten subdivision will feature a grid road system that will also enhance connectivity. All sidewalks will be detached and located next to parkway strips planted with shade trees.

18. Zoning Ordinance

11-013-03 SYRINGA VALLEY

1. APPLICABILITY OF ORDINANCE

This Syringa Valley Specific Plan Zoning Ordinance applies to all property designated on the Syringa Valley Specific Plan Overall Sub-Zoning Map (Figure 11-013.9 below) in lieu of Chapter 11-04, *Zoning Districts*, except where noted herein. All remaining chapters of this Code still apply, except where noted herein. If any provision of this section conflicts with any provision of the Code, the provisions of this section shall control.

2. INTERPRETATION OF DISTRICTS

A. Sub-Districts Established

(1) Low-Density Residential (LR)
(2) Medium-Density Residential (MR)
(3) Village Center (VC)
(4) Commercial/Business Campus (CB)
(5) Industrial (IND)

B. District Boundaries

The location and boundaries of the Syringa Valley Specific Plan (SP-03) District are shown on the Syringa Valley Specific Plan Overall Sub-Zoning Map (Figure 11-013.9 below). The location and boundaries of the Syringa Valley Specific Plan Sub-Districts established herein are shown on the Syringa Valley Specific Plan Overall Sub-Zoning Map (Figure 11-013.9 below). Where any uncertainty exists as to the boundary of any such district, the following rules shall apply:

(1) Where any such boundary line is indicated as following a street, alley or public way, it shall be construed as following the centerline thereof.
(2) Where a boundary line is indicated as approximately following a lot line, such lot line shall be construed to be such boundary line.
(3) Where a boundary line divides a lot or crosses unsubdivided property, the location of such boundary shall be as indicated upon the Syringa Valley Zoning Map.

3. CONFORMITY REQUIRED

A. General

Except as otherwise provided herein, all land, buildings and premises in any Sub-District established herein shall be used only in accordance with the regulations established herein for that district. Additionally, no property shall be allowed to maintain an unattractive appearance or public nuisance as defined by this Code and/or state code at any time.

B. Purpose of the Low-Density Residential (LR) Sub-District

The purpose of the LR Sub-District is to provide for the development of diverse urban housing products at a density of ranging from 2 to 6 units per gross acre. The LR Sub-District north of W. Lake Hazel Rd. will have a maximum density of 4.5 units per gross acre, and south of W. Lake Hazel Rd. the overall density cannot exceed 6 units per gross acre. This Sub-District may include a variety of lot sizes. A variety of housing types may be included within a development, including attached units (townhouses, duplexes), detached units (patio homes single-family) and multi-family units, regardless of the district classification of the site, provided that the overall gross density is not exceeded as outlined above. Accessory dwelling units and uses are also allowed, along with community uses such as parks, community centers and recreational facilities.

C. Purpose of the Medium-Density (MR) Sub-District

The purpose of the MR Sub-District is to (a) accommodate medium-density residential uses at a density of 10-20 units per gross acre; (b) provide an orderly transition from more intensive, higher density uses to less intensive, lower density uses; and (c) allow limited cottages and quasi-residential uses, including senior housing and care facilities. The MR Sub-District includes flexibility in lot sizes and restrictions, and anticipates residential uses ranging from row houses and townhouses to condominiums and multi-story apartments. A range of civic and recreational facilities is allowed, along with office, medical and personal service commercial uses that are ancillary to senior housing and care facilities.

D. Purpose of the Village Center (VC) Sub-District

The purpose of the VC Sub-District is to provide a location for mixed-use, pedestrian-oriented development featuring retail, offices and restaurants in conjunction with residential uses. Residential uses will include a mix of housing types with densities up to 18 units per acre on a net parcel basis.

E. Purpose of the Commercial/Business Campus (CB) Sub-District

The purpose of the CB Sub-District is to accommodate business and professional office uses, and neighborhood and regional serving commercial uses such as large and small retailers, hotels, restaurants, and theaters together with necessary off-street parking facilities. Large office buildings are allowed in this area, along with service, lodging, and civic uses. The CB Sub-District will emphasize high quality design, pedestrian orientation, and flexible development standards.

F. Purpose of the Industrial (IND) Sub-District

The purpose of the IND Sub-District is to provide for a convenient employment center for manufacturing, research and development, warehousing, and distributing. The IND Sub-District is intended to encourage the development of industrial uses that are clean, quiet and free of hazardous or objectionable elements and that are operated, entirely, or almost entirely, within enclosed structures.

G. Residential District Standards

The following standards apply to the LR Sub-District and the MR Sub-District

(1) Minimum Property Size

(a) Each property shall be of sufficient size to meet the minimum setbacks as established in this section.

(b) Minimum property size shall be determined exclusive of land that is used for the conveyance of irrigation water and drainage, unless (a) the water is conveyed through pipe or tile; and (b) included as part of a utility easement that generally runs along the property lines.

(2) Minimum Street Frontage

(a) Properties with street frontages on a curve or at approximately a 90-degree angle shall be a minimum of 30 feet wide measured as a chord measurement.

(b) Street frontage for 2 properties sharing a common drive shall be a minimum of 15 feet for each property

(c) Street frontage for flag properties that do not share a common drive shall be a minimum of 30 feet wide.

H. Allowed Uses

Table 11-013.8 sets forth the allowed uses in each Sub-District established herein. Uses allowed by right are designated with an "A", uses allowed by right, subject to administrative review are designated with an "A*", and uses allowed with design review approval are designated with a "D". Uses listed but not designated as allowed in Table 11-013.9 are prohibited. Uses not listed in Table 11-013.9 are allowed only upon a determination by the Planning Director that such uses are similar or compatible in nature to the allowed uses in Table 11-013.9. Any affected person may appeal such a determination of the Planning Director to the Planning and Zoning Commission within 10 calendar days following the date the decision is mailed in accordance with Chapter 11-03, *Review and Decision Procedures*.

TABLE 11-013.9: Uses Allowed in Sub-Districts

	SP-03-LR	SP-03-MR	SP-03-VC	SP-03-CB	SP-03-IND
RESIDENTIAL					
Apartment or Multiple Family Dwelling	D	D	D		
Row House (Townhouse)	A	A	A		
Duplex House	A	A	A		
Single Family Residence or Cottage	A	A	A		
Condominiums	D	D	D		
Home Occupation	A*	A*	A*		
Continuing Care Retirement Community		D			
Assisted Living Apartment		D	D		
Skilled Nursing Care Facility		D		D	
Memory Care Facility		D		D	
Accessory Dwelling Unit	A*	A*	A*		
Accessory Use	A*	A*	A*		
LODGING					
Hotel (no room limit)				D	
Hotel (up to 12 rooms)				D	
Inn (up to 5 rooms)			D	D	
Motel				D	
OFFICE/RETAIL					
Office – Business, Professional, Medical		D	D	D	
Retail Store (convenience, clothing, video rental, sundries, pharmacy etc.)		D	D	D	
Personal Service Store (dry cleaning, Laundromat, barber shop, etc.)	D	D	D	D	
Service Station				D	
Automobile Service				D	
Lot, Automobile Sales				D	
Drive-Up Window				D	
Billboard					
Shopping Center: Neighborhood or Community or Regional Commercial				D	
Car Wash				D	
Grocery (up to 60,000 square feet)				D	
Bank				D	
Building Materials Supply				D	
Wholesale Business				D	
Restaurant, Café, Coffee Shop	D	D	D	D	

TABLE 11-013.9: Uses Allowed in Sub-Districts					
	SP-03-LR	SP-03-MR	SP-03-VC	SP-03-CB	SP-03-IND
Tavern, Lounge			D	D	
Liquor Store			D	D	
Temporary Sales Offices	A*	A*	A*	A*	
Model Homes or Units	A	A	A		
Health Club Facility				D	D
Spa/Resort			D	D	
Nursery (retail or greenhouse)				D	D
CIVIC (PUBLIC AND PRIVATE)					
Bus Shelter	A	A	A	A	A
Fountain or Public Art	A*	A*	A*	A*	A*
Library		D	D	D	
Theater				D	
Outdoor Auditorium				D	
Park	A	A	A	A	A
Playground	A	A	A	A	
Parking Lot - paid				D	
Parking Structure		D	D	D	D
Conference Center				D	
Community Center	D	D		D	
Religious Institution	D	D		D	
Clubs, Lodges, Social Halls		D		D	
Private Open Space	A	A	A	A	A
Recreation Center	D	D	D	D	
Outdoor Recreation Facility	A			D	
Swimming Pool	A	A		A	
Golf Course	D			D	
Golf Driving Range	D			D	
CIVIL SUPPORT					
Fire Station	D	D		D	D
Police Station	D	D		D	D
Cemetery	D			D	
Funeral Home				D	
Hospital				D	
Medical Clinic (accessory use only in MR and CB)		D		D	
Rehabilitation Clinic				D	
Hospital. Large Animal or Small Animal				D	
EDUCATION					
School (public, private or parochial)	D	D	D	D	D
School, Trade or Vocational		D		D	D
Family Child Care Home (1-6 children)	A	A	A		
Group Child Care (7-12 children)	A*	A*	A*	A*	
Intermediate or Large Child Care Center (13+ children)		D	D	D	
INDUSTRIAL					
Heavy Industrial Facility					D
Light Industrial Facility					D
Agriculture	A*				A
Laboratory					D

TABLE 11-013.9: Uses Allowed in Sub-Districts					
	SP-03-LR	SP-03-MR	SP-03-VC	SP-03-CB	SP-03-IND
Public Utility Facility – Minor	D	D	D	D	D
Public Utility Facility – Major				D	D
Wireless Communication Facility or Micro-Cell	A*	A*	A*	A*	A*
Mini-Storage				D	D
Warehouse					D
Manufacturing Facility					D
Power Production Facility					D
Broadcasting Facility (e.g. TV, radio) or Micro-Cell				D	D

I. Lot and Structure Dimensions

Table 11-013.10 sets forth the lot, yard, density and structure height requirements for uses within each Sub-District established herein.

TABLE 11-013.10: Lot and Structure Dimensions in Sub-Districts							
	SP-03-LR		SP-03 MR[1]		SP-03-VC	SP-03-CB	SP-03-IND
a. MAXIMUM DWELLING UNITS PER ACRE	6		20		18	0	0
	Attached	Detached	Attached	Detached	Attached		
b. MIN. LOT AREA (sq. ft.)							
Interior Lot	0	0	0	0	0	0	0
Corner Lot	0	0	0	0	0	0	0
c. MIN. AVG. LOT WIDTH							
Interior Lot	0	0	0	0	0	0	0
Corner Lot	0	0	0	0	0	0	0
d. MIN. STREET FRONTAGE (flag lot)	10/20[2]	10/20[2]	0	0	0	0	0
e. MIN. BUILDING SETBACKS							
Front Yard & Side Yard Abutting Public St.[3]	10[4]	10[4]	10[4]	10[4]	10[4]	10[4]	10[4]
Abutting public park	*5*	*5*	*5*	*5*	*5*	30	30
Rear Yard	15[5]	15[5]	15[5]	15[5]	0/15[1]	0	0
Side Yard – Interior	3	3	3	3	0/5[1]	0	0
f. MIN. PARKING LOT/SERVICE DR SETBACKS							
Front Yard & Side Yard – Adj. to St.	15		10		10	10	10
Rear Yard & Side Yard – Interior	*5*		*5*		*5*	*5*	*5*
g. MAX. FLOOR AREA RATIO	--		--		--	--	--

h. MIN. LOT AREA PER UNIT (sq. ft.)	--	--	--	--	--
i. MAX. BUILDING HEIGHT (sq. ft.)	*35*	*45*	*55*	*55*	*55*

[1] Setback when property abuts a residential use

[2] 10' allowed with shared access easement

[3] Measured from back of sidewalk

[4] 20'setback required for garages accessed from public streets

[5] 10' setback allowed on corner lots with garages accessed from side yard street

J. Property Development Standards

Except as follows, the Property Development Standards for the Sub-Districts established herein shall be the same as those set forth in the Section 11-04-03 for residential uses and Sections 11-04-04 and 11-04-05 for office and commercial uses:

(1) For attached single-family units, the minimum frontage requirement in Section 11-04-03 is reduced to 18 feet.

(2) For lots with 0 feet frontage on a public right-of-way, drive aisles will provide access to the public street with perpetual ingress/egress or cross access easements recorded against the property. An owner's association or other agreed upon arrangement among the affected property owners will maintain the drive aisles in accordance with a recorded declaration or other agreements. The easements and declaration must be reviewed by the Boise City Attorney's office at the time of preliminary plat approval to ensure the access and maintenance obligations of this paragraph are addressed. The Ada County Highway District must approve installation of any required street signs. Buildings will be addressed to the public street from which the drive aisles extend. Addresses will be clearly delineated with appropriate monuments or signs.

(3) Off-street parking and loading facilities shall be provided in accordance with Section 4 below.

(4) The maximum number of residential units allowed within the Syringa Valley Specific Plan District is 2,500. To exceed this limit, the Syringa Valley Specific Plan Applicant must follow the rezone procedures of the Boise City Code to amend the Syringa Valley Zoning Ordinance. In so doing, the Applicant need not amend the entire Syringa Valley Specific Plan so long as the City finds that the revised limits are generally in accordance with the Syringa Valley Specific Plan.

K. Design Review

(1) Applicability: Any of the uses listed as requiring Design Review, and any visible exterior improvements to a site, building or structure for any such use (including new facilities, remodeling, rehabilitation projects and expansion projects) within the Syringa Valley District shall require submittal of a Design Review Application and fee in accordance with Section 11-03-04.12 of the Boise Development Code, except where expressly modified herein.

(2) Application Content: Any application to the City shall comply with Section 11-03-04.12 of the Boise City Code.

(3) Level of Review: The Planning Director shall determine whether an application shall be processed at the administrative level or by the Design Review Committee ("Committee") level; provided, however, all applications for projects that have less than 5,000 square feet of gross building area and less than 20,000 square feet of site improvements shall be administratively reviewed by the Planning Director.

(4) Review and Findings: The Planning Director or Committee, as appropriate, shall review the application to determine whether the proposed application complies with the design review objectives, considerations and guidelines set forth in Sections 11-07-02 through 11-07-06 of the Boise City Code and the design criteria for the Syringa Valley District as set forth in the Syringa Valley Specific Pln. In the event of a conflict between such sections of the Boise City Code and design standards set forth in the Syringa Valley Specific Plan, the provisions of the Syringa Valley Specific Plan shall govern. Upon making such determination, the Planning Director or Committee shall issue its findings of fact, conclusions of law and conditions of approval. Any action of the Planning Director or the Committee may be appealed pursuant to Section 11-03-03.9 of the Boise City Code.

4. OFF-STREET PARKING AND LOADING REQUIREMENTS

In the LR, MR, VC, and CB Sub-Districts, off-street parking and loading facilities shall be provided in accordance with Section 11-07-03 of the Boise Development Code, except as noted herein. In the VC and CB Sub-Districts, off-street parking and loading facilities shall be provided in accordance with the Pedestrian Commercial Zoning District parking requirements in Section **Error! Reference source not found.**, except as noted herein. In lieu of the off-street parking ratio requirements in Sections 11-07-03 and 11-07-06.6.2, non-residential uses in the MR, VC, and CB Sub-Districts must meet an overall parking density of 3.5 per 1000 square feet. Assisted living apartments, independent living residences within the Continuing Care Retirement Community, and similar uses shall be subject to the off-street parking requirements for "Housing for Elderly" uses listed in Section 11-07-03. Memory care facilities, skilled nursing care facilities, and similar uses shall be subject to the off-street parking requirements for "Nursing Home" uses listed in Section 11-07-03.

5. ADMINISTRATIVE PROVISIONS

A. Plat Approval Criteria

Development within the Syringa Valley Specific Plan District shall be subject to the subdivision and other related provisions of the Boise City Code, except that a neighborhood meeting shall not be required unless that plat proposes more than 240 dwelling units. Additionally, the City Council must find that each preliminary plat proposed and/or amended within the Syringa Valley Specific Plan District substantially conforms to the adopted Syringa Valley Specific Plan and complies with all applicable provisions of the Syringa Valley Specific Plan Zoning Ordinance. Plats must still proceed through the normal hearing process with review by the Planning and Zoning Commission and City Council.

B. Annexation into SP-03 Syringa Valley Specific Plan District

Any property owner or authorized representative may seek to reclassify their property for inclusion within the Syringa Valley Specific Plan District pursuant to Section 11-05-08 of the Boise Development Code.

C. Amendments

Any property owner within the Syringa Valley Specific Plan District may seek to amend the Syringa Valley Specific Plan Zoning Ordinance or the Syringa Valley Specific Plan pursuant to the Boise City Code provisions for zoning amendments.

D. Exceptions

(1) The Planning Director may grant exceptions to any setback, frontage, parking or height restriction up to 20 percent of the applicable limit and may grant exceptions to any use restrictions on a case by case basis.

(2) The Planning and Zoning Commission may grant exceptions to any setback, frontage, parking or height restriction greater than 20 percent of the applicable

limit.

(3) Any approval pursuant to this section shall be supported by each of the following findings:
   (a) The exception is consistent with the Syringa Valley Specific Plan; and
   (b) The exception is justified based on unique circumstances of the proposed use or exceptional design features or the shape of the land.
   (c) The exception would not cause undue adverse impacts on any other property.
   (d) For any approval pursuant to subparagraph b, the exception meets the general conditional use criteria in the Boise Development Code.

(4) Applications pursuant to this section shall include such information as the Planning Director determines is necessary to make the applicable findings in subparagraph c. Applications shall be processed in accordance with the procedures established in the Syringa Valley Specific Plan for Design Review.

(5) The decision on any requested exception may be appealed pursuant to the appeal provisions of the Boise City Code.

E. Periodic Review

The Planning Director may perform a review of the implementation of the Syringa Valley Specific Plan not more frequently than every 1 year after approval of the first final plat. The review may address any matters the Planning Director deems appropriate regarding the progress of the development. Any modification of the Syringa Valley Specific Plan Zoning Ordinance may only occur after review by the Syringa Valley Specific Plan Applicant and the Planning Director and in compliance with the applicable Boise City Code sections for zoning amendments and Idaho Code Section 67-6511(d).

6. DEFINITIONS

The following definitions apply to this Section. If any conflict exists with definitions in other parts of the Code, the following definitions control.

A. Syringa Valley Specific Plan Zoning Ordinance

Section 0 of the Boise City Code or successor section specifically setting forth zoning regulations for the Syringa Valley Specific Plan District.

B. Syringa Valley Specific Plan

The Specific Plan adopted for the Syringa Valley Specific Plan District by the City of Boise on Month ??, 2016, as maintained in the official records of the City, including subsequent modifications.

C. Syringa Valley Specific Plan Applicant

Corey Barton Homes, Inc. d/b/a CBH Homes, or successor entities.

D. Syringa Valley Specific Plan District

The area designated as the SP-03 zone or successor designation on the City of Boise's zoning map and as shown on the Syringa Valley Specific Plan Overall Sub-Zoning Map (attached as Figure 11-013.9).

E. Boise City Code

The code of the City of Boise. If the Boise City Code is amended, any reference to the Boise City Code in this Ordinance shall be deemed to refer to the applicable amended provision.

F. Gross Acres

For the purposes of calculating residential density (units per gross acre), gross acres shall be defined as the total area in the LR, MR and VC Sub-Districts less the area included in the rights of way for S. Cole Rd., W. Lake Hazel Rd., and S. Orchard St.; less the area of the New York Canal easement; less the area of the Kirsten Coughlin City park; and less the area of the public elementary school.

G. Continuing Care Retirement Community

A campus-style facility (multiple buildings on a single lot) that provides housing, personal services and health care, including nursing home care to people of retirement age. The community must provide a continuum of care to meet the needs of the individual residents, from independent living to assisted living to skilled nursing care and, possibly, memory care support. Meals, housekeeping, linens, 24-hour security and recreational services usually are provided. Each individual resident enters into a contract with the retirement community that defines the type of housing and services to be provided and the fees that will be charged.

H. Memory Care Facility

Same as Skilled Nursing Facility except the residents also receive care for some form of memory impairment.

I. Skilled Nursing Facility

A residential facility that provides 24-hour supervision by licensed nurses. The care usually is prescribed by a physician. Emphasis is on medical care, supplemented by physical, occupational, speech and other types of therapies. Personal care services, such as help with meals, bathing, dressing and grooming are also provided along with social services, religious services and recreational activities. A nursing facility offers care for individuals suffering from chronic diseases or conditions that do not require the constant attention of physicians. Services are provided that address the individuals' personal care and social-emotional needs.

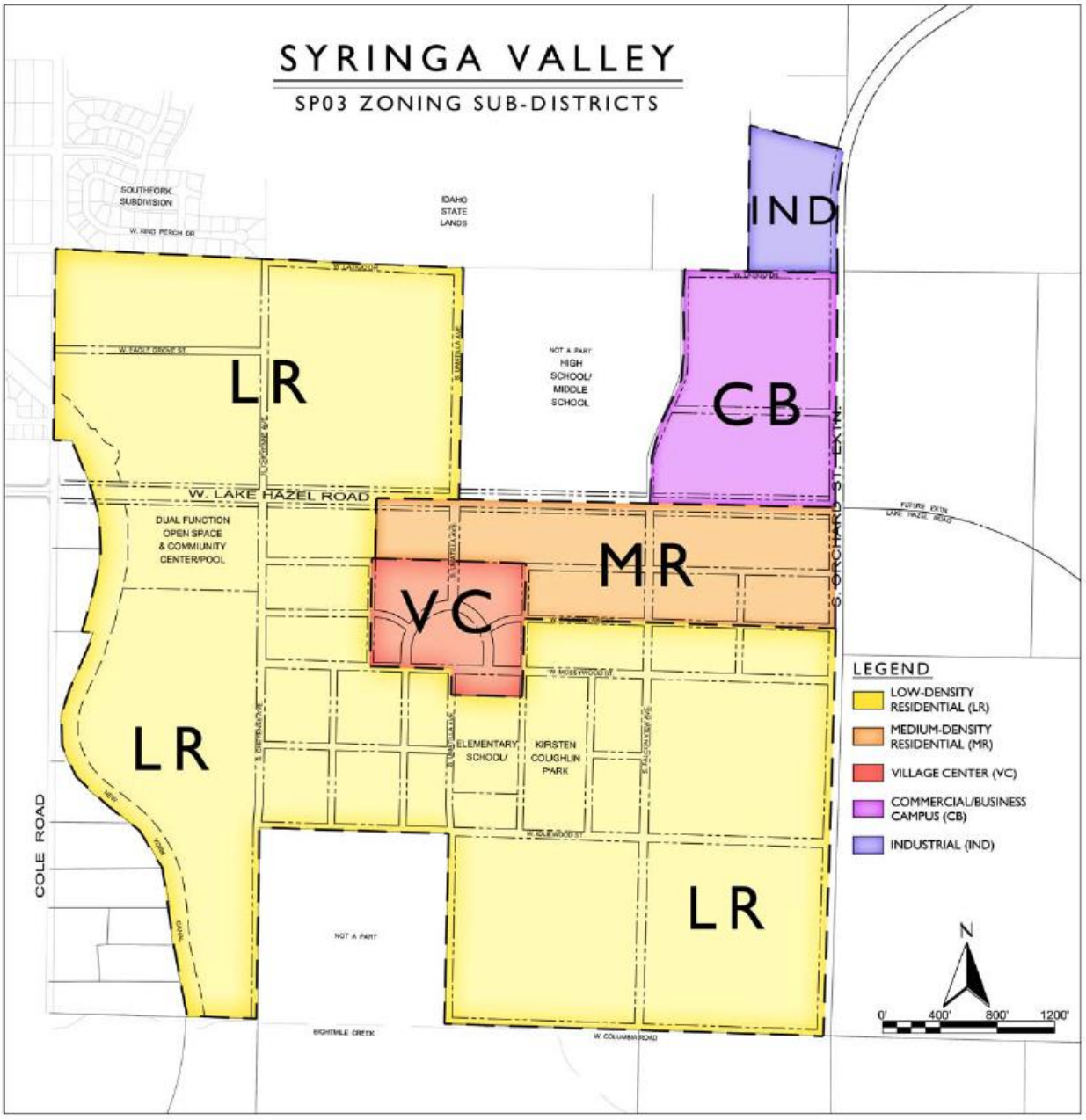


Figure 11-013.9: Syringa Valley Overall Sub-Zoning Map

Planning & Development Services

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Website: www.cityofboise.org/pds

MEMORANDUM

TO: Mayor and Boise City Council

FROM: Hal Simmons, Planning Director
Boise City Planning and Development Services

HEARING DATE: March 29, 2016

RE: CAR15-00029, CPA15-00008, SUB15-00055 / Syringa Valley Specific Plan and Kirsten Subdivision

---

Kent Brown Planning Services is requesting approval of a Rezone of approximately 600 acres to create a Specific Plan District Zone (SP03) in the Southwest Planning Area. The property is located on the east side of Cole Road south of Latigo Drive, generally identified as 6298 S. Cole Road. There is an associated Comprehensive Plan Amendment that proposes to modify the text addressing gross density and location of residential development north of Lake Hazel Road. In addition, there is an associated Preliminary Plat for a residential subdivision located in the northwest corner of the specific plan consisting of 422 buildable lots and 20 common lots.

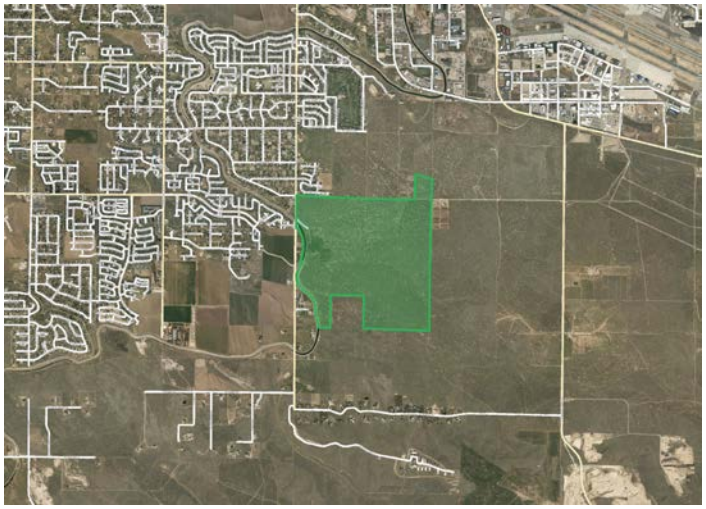


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SUMMARY

The applicant has submitted three applications for the property generally identified as 6298 S. Cole Road. The applicant requests a Comprehensive Plan Amendment to modify the text addressing gross density and location of residential development north of the proposed Lake Hazel Road extension, a rezone of approximately 600 acres from A-2 (Open Land, Reserve) to Syringa Valley Specific Plan (SP03) in the Southwest Planning Area. Finally, a Preliminary Plat for a residential subdivision comprised of 422 buildable lots and 20 common lots.

At the February 8, 2016 Planning and Zoning Commission meeting the Southwest Ada County Alliance Neighborhood Association and numerous neighbors from the surrounding area spoke in opposition to the applications. Their concerns focused mainly on the increase in density and overall number of new homes within the development, traffic impacts to existing roadways in the area, and potential impacts on existing private water wells.

After hearing testimony from the applicant, the Neighborhood Association, and the neighbors in opposition, the Planning and Zoning Commission recommended approval of the Comprehensive Plan Amendment, and approval of the rezone for the conceptual Specific Plan. They noted the conceptual Specific Plan was consistent with the Comprehensive Plan and they were comfortable with the proposed increase in density. However, they felt the additional traffic generated by the new homes within Phase I of the subdivision would have a negative impact on the existing street network in the area. As such, they recommended denial of the Preliminary Plat for Kirsten Subdivision.

On January 27, 2016 the Ada County Highway District Commission acted on the applications including the Kirsten Subdivision. The staff report from ACHD noted that the section of Cole Road between Amity and Victory exceeds the acceptable level of service for a two lane principal arterial roadway. However, they further explain that the intersections of Cole/Amity and Cole/Victory are signalized and currently operate at an acceptable level of service and are projected to continue to operate at an acceptable level of service until 170 homes are constructed. For this reason ACHD has limited the construction within the Kirsten Subdivision to 170 homes until the Lake Hazel and Orchard Street extensions are constructed. The Planning Team understands the concerns of the neighborhood and the Planning and Zoning Commission, but feels that allowing the developer to begin construction on a portion of the development could be viewed as a trade-off for providing much needed infrastructure in the area. If the Council chooses to go against the recommendation of the Planning and Zoning Commission they do have the discretion to allow less construction than what was approved by ACHD.

There has been concern raised that if approved the developer would construct the 170 allowed by ACHD and then delay construction on the remainder of the project. While this is a possibility, the Planning Team feels it is unlikely as the entire 600 acre project is under the ownership of one development company.

In addition to the concerns about traffic impacts the neighbors also raised concerns about water service. When the property was annexed in 2006 comments were provided by United Water. They indicated that the property is serviceable and the service would be provided via the existing 12" water main located in Cole Road. United Water did not provide written comments for the current applications, but did comment verbally that the proposed development would not have a negative effect on the existing private wells in the area.

The recommended approval for the Specific Plan is for a Conceptual Specific Plan. The Current Planning Team and the Planning and Zoning Commission was clear that more work is needed on the Specific Plan. The applicant was provided with specific items that need to be addressed. Those items include – the future alignment of Orchard Street, a more environmentally friendly way to handle storm water runoff, a xeriscape landscape plan due to the lack of water rights, and potential block prototypes to further identify sub-district design. Prior to any further development approvals within the Specific Plan, a modification to the Specific Plan including the Development Code ordinance sections will be required. Both the Planning Team and the Developer are anxious to address these issues and continue the planning effort for this development.

RECOMMENDATION

The Planning and Zoning Commission recommends approval of the Comprehensive Plan Amendment (CPA15-00008) and the associated Rezone (CAR15-00029) as they were submitted. The Planning and Zoning Commission recommended denial of the preliminary plat for the Kirsten Subdivision (SUB15-00055).

BOISE CITY OF TREES

Derick O'Neill
Director

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TJ Thomson

Planning & Development Services

February 9, 2016

Larry Hellhake
Pleasant Valley South, LLC
3837 Holl Drive
Eagle, ID 83616
ljhres@msn.com
(sent via email)

Re: CPA15-00008, CAR15-00029 & SUB15-00055 / 6298 S. Cole Road

Dear Mr. Hellhake:

This letter is to inform you of the action taken by the Boise City Planning and Zoning Commission on your request for an amendment to Policy SW-CCN 2.5 of the Comprehensive Plan to remove both the area and density limits on residential development north of the future Lake Hazel Road Extension in the Reserve Planned Community Area, a rezone of approximately 601 acres from A-2 (Open Land) to SP-03 (Syringa Valley Specific Plan). The new zone will include a number of sub-districts with a range of use allowances and dimensional standards and a preliminary plat for a residential subdivision comprised of 452 buildable and 20 common lots on approximately 101 acres generally located in a proposed SP-03 (Syringa Valley Specific Plan) zone.

The Boise City Planning and Zoning Commission, at their meeting on **February 8, 2016**, **recommended** to the Mayor and Boise City Council **approval** of your rezone and Comprehensive Plan amendment requests based on the attached Reasons for the Decision and recommended conditions of approval.

On **February 8, 2016,** the Boise City Planning & Zoning Commission recommended **denial** of the Preliminary Plat of the Kirsten Subdivision to the Boise City Council.

These applications will be considered by the Boise City Council to establish a public hearing date. You will be notified of the established hearing date.

If you have any questions, please contact me at (208) 384-3834.

Sincerely,

Todd Tucker

Todd Tucker
Associate Planner
Boise City Planning and Development Services

TT/wm
cc: Kent Brown / Kent Brown Planning Services / kentlkb@gmail.com (sent via email)
Southwest Ada County Alliance, Inc. / Attn: Annette DeAngelis / jangels10@gmail.com (sent via email)

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Reason for the Decision

Rezone

The rezone is consistent with the goals, objectives and policies of the Comprehensive Plan. ***Policy NAC7.1*** encourages a mix of housing types and densities in residential neighborhoods, particularly for projects greater than two acres. The specific plan provides a mix of housing types and products within its neighborhoods to help promote a community feel. The rezone is compatible with surrounding development and properly integrates land uses and infrastructure with adjacent properties. The majority of the surrounding property to the northwest is currently developed with single-family residential homes. The specific plan includes adequate provisions for utilities, services, roadway networks and emergency vehicles access, and public service demands will not exceed the capacity of existing and planned systems. Public utilities are available to the site and the applicant will be extending those utilities throughout the development. No commenting agency has indicated that the specific plan will place a burden on the public infrastructure in the area. The specific plan will enhance the potential for superior urban design and land use in comparison with development under the base district provisions that would apply if it were not approved. The property is identified as Planned Community on the Land Use Map. Approval of a specific plan is the mechanism the applicant has used to facilitate a planned community. The specific plan has language that regulates the design of the development. It will insure a cohesive development pattern and continuity throughout the specific plan area.

Comprehensive Plan Amendment

The amendment is required for the public convenience or necessity, or for the general welfare of the community. To achieve the densities needed along Lake Hazel to warrant transit service in the future, and to provide a buffer to the lower densities further to the south an increase in density is needed. As such, the amendment is for the public convenience, necessity, and for the general welfare of the community.

The amendment is necessary to address changes in conditions within the community that have occurred since the Boise City Comprehensive Plan was adopted or is necessary to correct one or more goal, objective, or policy that exist in the plan. In 2015 the Boise Airport conducted an update to the Noise Exposure Maps and Noise Compatibility Program. The results indicated that no changes to the Airport Influence Overlay for this property would occur. As such, an increase to the allowed density and area allowed for residential development north of Lake Hazel is possible. The amendment is in compliance with and will further the goals, objectives, and policies of the Boise City Comprehensive Plan. Increasing the density in this area will allow for a greater number of homes to be constructed within current City Limits. This development pattern will limit urban sprawl and provide for better opportunities for a mixture of housing types. The amendment will not create inconsistencies between the goals, objectives, and policies within or between any chapters of the Boise City Comprehensive Plan. ***Policy CC9.1(a)*** promotes development patterns that will help build new routes and enhanced service over time. Increasing the density in this area will provide the need for new transit routes in this part of the City. The amendment will not place an undue burden on transportation or other public facilities in the planning area, and does not adversely impact the delivery of services by any political subdivision providing services. Correspondence from commenting agencies confirms the project will not place an undue burden on the transportation system or other public facilities in the vicinity. The Ada County Highway District (ACHD) Commission approved the project on **January 27, 2016**.

Recommended Conditions of Approval

Specific Plan

1. Prior to approval of any further development within the Syringa Valley Specific Plan beyond the Kirsten Subdivision an amendment to both the plan and ordinance shall be approved. The amendment shall include, but is not limited to, the following:

    a. Orchard Street Alignment
    b. Block Prototypes
    c. Xeriscaping Landscape Palate
    d. Permeable Paving
    e. Mix of Product Type Requirements
    f. Mix of Uses Requirements
    g. Phasing Plan for Schools, Parks, Pathways, and Other Services
    h. Amenity Package

2. A full line department store shall not be constructed within the specific plan.

3. Streetlight fixtures shall be of a design that will focus the light down to prevent light trespass from the development.

4. The residential development along the south side of Lake Hazel shall have a density range between 10 and 20 dwelling units per acre.

5. The residential development directly adjacent the city park, and elementary school located south of Lake Hazel shall have a density range between 6 and 15 dwelling units per acre.

6. All public streets within the specific plan shall be improved with detached sidewalks.

7. The Syringa Valley Specific Plan Ordinance shall be revised to reflect the attached revised ordinance.

8. All new residential development within the specific plan is subject to an avigation easement and required to meet the sound attenuation standards of a minimum noise level reduction (NLR) of 25 dB."

Agency Requirements

9. The applicant shall comply with the requirements of ACHD as per their staff reports dated **January 27, 2016** (CAR15-00029 & CPA15-00008).

10. The applicant shall comply with the requirements of the Boise City Public Works Department (BCPW). The following is a list of department comments by division:

    Grading & Drainage – September 29, 2015
    Street Lights – September 29, 2015
    Sewer – September 30, 2015
    Pressure Irrigation – September 30, 2015

11. The applicant shall comply with any conditions of the Boise Fire Department from the memos dated **January 20, 2016**. Any deviation from this plan is subject to Fire Department approval.

12. The applicant shall comply with any conditions of the Boise Parks and Recreation Department from the memo dated **January 11, 2016**.

13. The applicant shall comply with any conditions of the Boise Building Division of Planning and Development Services from the memo dated **September 29, 2015**.

14. The applicant shall comply with any conditions of the Independent School District of Boise City #1 letters dated **November 5, 2015** (SUB15-00055) and **November 17, 2015** (CAR15-00029 & CPA15-00008).

15. The applicant shall comply with the requirements of the Ada County Street Name Committee evaluation dated **July 9, 2015** (CAR15-00029) and **September 10, 2015** (SUB15-00055)

16. The applicant shall comply with the requirements of the Central District Health Department memo dated **October 15, 2015** (SUB15-00055).

17. The applicant shall comply with the requirements of the Boise Project Board of Control from the comments submitted on **October 15, 2015**.

CITY OF BOISE

PLANNING & ZONING COMMISSION MEETING

MINUTES ● February 8, 2016

City Hall – Council Chambers 6:00PM

FINAL

COMMISSION MEMBERS PRESENT

☒ Rich Demarest, Chair
☐ Milt Gillespie, Vice-Chair
☒ Stephen Bradbury
☒ Douglas Gibson
☒ Jennifer Stevens
☒ Tamara Ansotegui
☒ Garrett Richardson (Student)

PDS MEMBERS PRESENT

Scott Spjute, Cody Riddle, Ted Vanegas, Brent Moore, Susan Riggs, Todd Tucker, Brianna McNall, Eunice Ortero, Whitney Montgomery and Amanda Schaus (Legal).

CPA15-00008 / Pleasant Valley South, LLC
AMENDMENT TO POLICY SW-CCN 2.5 OF THE COMPREHENSIVE PLAN TO REMOVE BOTH THE AREA AND DENSITY LIMITS ON RESIDENTIAL DEVELOPMENT NORTH OF THE FUTURE LAKE HAZEL ROAD EXTENSION IN THE RESERVE PLANNED COMMUNITY AREA. *Todd Tucker*

CAR15-00029 / Pleasant Valley South, LLC
Location: 6298 S. Cole Road
REZONE OF APPROXIMATELY 601 ACRES FROM A-2 (OPEN LAND) TO SP-03 (SYRINGA VALLEY SPECIFIC PLAN). THE NEW ZONE WILL INCLUDE A NUMBER OF SUBDISTRICTS WITH A RANGE OF USE ALLOWANCES AND DIMENSIONAL STANDARDS. *Todd Tucker*

SUB15-00055 / Kirsten Subdivision
Location: 6298 S. Cole Road
PRELIMINARY PLAT FOR A RESIDENTIAL SUBDIVISION COMPRISED OF 453 BUILDABLE AND 41 COMMON LOTS ON APPROXIMATELY 101 ACRES IN A PROPOSED SP-03 (SYRINGA VALLEY SPECIFIC PLAN) ZONE. *Todd Tucker*

COMMISSIONER BRADBURY RECUSED HIMSELF

Todd Tucker (City of Boise): Good evening Mr. Chairman and members of the Commission. This presentation is for the Syringa Valley Development which is located in southwest Boise. The project is a large, 600 acre mixed use project located on the east side of Cole Road where Lake Hazel Road intersects.

CITY OF BOISE

PLANNING & ZONING COMMISSION MEETING

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This presentation will cover 3 items this evening, a Comprehensive Plan Amendment, a Rezone to designate the property as a Specific Plan, and a preliminary plat for a residential subdivision. I will explain each of these applications within the presentation, but first I thought it would be go through a little bit of the history on this property.

The subject property was annexed into the City of Boise in 2007. The property was zoned A-2. The A-2 zone is a holding zone typically given to property that is annexed without a development plan. The property was given a land use designation of Planned Community. There are several Comprehensive Plan policies specific to the development of this property. In the Comprehensive Plan this area is identified as "The Reserve". Recommendations were specifically given as to how and where certain land uses were to be located. In addition, specific densities were provided for different areas of the property, which leads us to the first application which is a Comprehensive Plan Amendment.

The Comprehensive Plan limits residential development north of Lake Hazel, or the future extension of Lake Hazel, to the 65 acres located in the northwest corner. It further limits the density within this area to 3 dwelling units per acre. These restrictions were placed on the property because of concerns expressed by the Airport related to noise from the jets used at Gowen Field when the property was annexed. The airport has recently conducted an update to the previous sound study and has indicated that they do not have the same level of concern now as they did in 2007. As such, the applicant is requesting to increase the area allowed for residential development to approximately 100 aces with a density of approximately 4.5 dwelling units per acre.

The second application for discussion is the Rezone from A-2 to a Specific Plan. Specific Plans are a tool used to create new zoning regulations for unique areas and developments where other conventional zoning mechanisms cannot achieve the desired results. Some existing specific plans that you know about are the Harris Ranch Specific Plan and the Barber Valley Specific Plan located in southeast Boise. The specific plan was designed to comply with the Comprehensive Plan policies that are specific to this area referred to as "The Reserve" in the Comprehensive Plan. I will just briefly now run through some of the components of the Specific Plan.

So as you can see majority of the development is a fairly low dense residential development, everything in yellow is a fairly low density residential development. The plan does propose to have two schools located on site, a large 50 acre site has been purchased by the school district for a high school and a smaller 10 acre site is anticipated for an elementary school and the school district has indicated that they need both of those. A 10 acre site for a public park is located within the development and this has been worked out with the Parks Department, they would like that park centrally located and that's where it's been located. There are two neighborhood commercial centers in the property. One is located south of Lake Hazel centrally located to the development; it'll have kind of an urban village feel, something very similar to Hyde Park or Bown Crossing area. This is a little bit larger neighborhood commercial area, there's also a business campus located north of that, all of these things were specifically called out in the Comprehensive Plan, things that needed to be located within the development and where they needed to be located. There will be a pedestrian pathway along the canal here that traverses through the western side of the property with other paths through the property to get you to the park. Lake Hazel Road will be

improved with a 10 foot wide multi-use pathway on both the north and the south sides of the road as well as bike lanes on Lake Hazel. So those are a few components of the specific plan.

I just wanted to talk briefly about one aspect of the Specific Plan and that is the Urban Village in the center of the project on the south side of Lake Hazel. This satisfies the requirement to have a neighborhood commercial center south of Lake Hazel. It will provide a nice place for the residents of the area and students at the high school to meet for lunch time or other times of the day. It's centrally located and it's near the high school, and city park, it's near the elementary school and we feel it will be a great asset to this community.

The Planning Team feels that the Specific Plan that has been submitted and as presented is a great start. It follows many of the recommendations of the Comprehensive Plan for this area. However, there are still some of the finer details that need some improvement and some greater review. Some of those items are the future alignment of Orchard Street, a more environmentally friendly way to handle storm water runoff, a xierascape landscape palate due to the lack of irrigation water rights in the area, and the potential for block prototypes to further identify how development will look in the sub-districts. As such, we are recommending a conceptual approval of the Specific Plan and will work with the applicant to further refine the details that still need to be addressed.

The Kirsten Subdivision is a residential development with 422 buildable lots, and 20 common lots. It will have a total of 452 dwelling units as 10 of the lots will be improved with multi-family buildings. The subdivision has a great network of detached sidewalks and micro-paths through the open space lots. There is a nice mix of product types with larger lots located in the northwest corner that match the existing lots to the north. Smaller traditional front loaded lots and alley loaded lots are centrally located and spread throughout the development and then multi-family lots are located at the southeast corner of the property. The vehicular and pedestrian connectivity is excellent within the subdivision.

As you know from the project report and the late correspondence memo there are some concerns from the neighborhood regarding this development. Their concerns center mainly around 4 topics. The density, or just the sheer number of homes being proposed, how this development will be impacted by the Airport, water, specifically how this development will affect the existing private wells in the area, and traffic. I will address each one of these concerns now.

As previously mentioned the Comprehensive Plan has specific densities identified for this property. The applicant is requesting to construct 452 dwelling units north of Lake Hazel at the northwest corner of the overall development. The Comprehensive Plan placed a density cap of 6 dwelling units per acre south of Lake Hazel. The property located south of Lake Hazel is approximately 370 acres. At 6 units per acre that is 2,220 dwelling units. I just wanted to clarify or point out that that number was established in 2007 when the property was annexed into the City and when we placed these specific Comprehensive Plan policies within the Comprehensive Plan. The developer is not requesting to change that number south of Lake Hazel from the 6 dwelling units per acre gross that is specifically called out in the Comprehensive Plan.

FINAL

The majority of the development is located within what is known as the Airport Influence Area "A". This area does not restrict density, but does require buildings to provide a sound level reduction of 25 decibels. A small portion of the development is located within area "B" which is at the north/east corner of the project and this area in the specific plan is identified as industrial, which is good because area "B" doesn't not allow for residential development within it and there is no residential development proposed for this area.

In 2015 the Airport commissioned an update to the sound study to determine what impacts there may be if the mission at Gowen Field changes and louder aircraft are brought to Boise. You can see the subject property is located here, in green in the south/west portion of the map and you can see that it is located in airport influence area "A". It's hard to see, but I did change the map to the 2020 updated map. So on this map, this is the 2020 Noise Exposure Map and it was completed using F-15 jets, which are much louder aircraft than what's at Gowen Field right now. As you can see there really is no change to the impacts to this property as far as the airport is concerned with the airport area of influence being in "A" or changing that and I can toggle back and forth between these two. You can see a slight change around the airport, but for the most part it doesn't change at all for this property. There are some that disagree with the study that was conducted and performed, but that is the documentation that we have, this is the study that was performed and this is the documentation that was provided to us showing that there is no change to the impacts that would happen to this property.

Suez water or what was previously known as United Water does have main lines currently located within Cole Road that will service this property. They recently extended a new secondary line through this property. The water provided to this area of the City comes from three existing wells located out on Amex road and it's difficult to see on this but Amex Road is out here and I talked with a gentleman at United Water that said there's three wells located out there now, that's where the water comes from, they're not proposing any new wells and they indicated that this development should not be a drain on the system or should not impact those private wells. I reached out to United Water or Suez to see if they would provide someone to come and be at this hearing, they indicated that they might I'm not sure if they're here or not, but that's the comments that they provided to us. They did not provide us written comments, only verbal comments on the phone. We transmitted this application to Department of Water Resources as well and they provided no comments. We take no comments as an indication of that there is not a concern if they didn't comment to us.

Finally, I think the item of most concern is traffic. A full ACHD report was included in the Project Report you received. The analysis covered the Specific Plan as a whole as well as the Kirsten Subdivision. As you can see the traffic counts for Cole Road and Lake Hazel in this area are within the acceptable thresholds except for a mile section of Cole Road from Victory to Amity. That section is listed as "F" although all of the other ones are within their thresholds. However, when this happens the Highway District, I believe it's their policy is they defer to the intersections and see how the intersections handle traffic. If you'll notice the table below, the intersections are currently functioning below capacity. Those intersections will continue to function below capacity until the 171st home is constructed. You can see in that that their threshold is .9 or less, the existing volume to capacity ratio for that intersection at 170 is functioning at .90 which is compliant within their thresholds. At 171 it pushes over that amount and as such, the Highway District has placed a condition of approval stating that before the 171st home gets built

within this specific plan, that they have to construct Lake Hazel and Orchard extension to provide a secondary access out of here.

At the January 27th ACHD hearing where they approved, or recommended approval of this project, the ACHD Commission gave two specific, very specific recommendations to the City of Boise. The City of Boise currently owns the parcel directly north of where the public right-of-way ends for the future Orchard extension. This right-of-way here would be the Orchard extension that comes up here. Currently Orchard is over here, there's some discussion or some talk about realigning it over to this location. So, this would be the extension of Orchard Road. So this property shown in blue is currently owned by Boise City. ACHD would like for the City of Boise to grant the developer a temporary easement over our property for construction vehicle traffic. Ultimately this will be the decision of the City Council and we are currently working on the issue internally to present all of the options to the Council at this time. In general the planning team is not opposed to that, we think it's probably a good idea, there are just some details that need to be worked out on where that is to be located, how wide is it to be, things like that. So, we're working on that to present all of those options to the City Council. The second request is to re-evaluate our roadway and intersection prioritization list to emphasize projects in the southwest area of town. This is another item that will ultimately be decided by the Council with a recommendation from the Planning & Development Services Transportation team, and they are currently working on that list and working on the presentation they will provide to the City Council to formulate that list which will ultimately be transmitted or given to the Highway District.

The Planning Team makes the following recommendations for this project. The Comprehensive Plan CPA15-00008, we recommend approval of that. The rezone from A-2 to a specific plan, CAR15-00028, the planning team recommends conceptual approval and within the conditions of approval we've listed some specific things that we would like to see addressed as we continue to work with the applicant. Those are Orchard Street alignment, block prototypes, xeriscaping landscape palate, permeable paving options, mix of product type requirements, mix of use requirements, phasing plan for the schools, parks and pathways; I've talked with both the school district and the Parks Department, they have no specific time tables now for either the high school or the elementary school, that'll be development driven and as well as the Parks Department, I have spoken with the Parks Department to see if they have a time table of when they foresee that park being greened up and fully functioning and that's also development driven as well. So, it'll be determined how fast the development goes, is when those uses will be needed. As far as the subdivision goes, SUB15-000055, the preliminary plat, we recommend approval of that as well. Basically we've tried to; we felt that the developer did a great job of presenting kind of the bones of the specific plan. We recognize that this is a large area and it takes a lot of work to get it done right but we also recognize the time table that they have to get development started out there so we can get some of these improvements going and so we've tried to work this so that we can get a conceptual approval and they can get going on that very first subdivision and then we have some time to work through the other issues. A cap of 170 building permits is going to take a while, those aren't going to be built in a year, it's going to take a while to happen which gives us a lot of time to work with the developer and make those changes that we see and any changes that the Planning & Zoning Commission would like to suggest. This is by no means the end of the list, if you have other things that you would like to see added to the list for us to work on, we recommend that you provide those to us so that we can get those things discussed and get working on those. That really concludes my presentation, you probably can't read this but it is the

review criteria for the two applications, a Comprehensive Plan Amendment and then also a rezone. A rezone to a specific plan has a little bit different criteria than just a general rezone and so I've listed those. If you can't read them, if you have your code it's 11-05-06.7.A. So, that concludes my presentation.

Chairman Demarest: Todd I've got one quick question for you. I think we might have a typo, which is somewhat insignificant, but for clarity sake it looks like the CAR15 you had 28 up there, we've got 29.

Todd Tucker: 29, sorry.

Chairman Demarest: 29? Okay good, just for clarity sake. Thank you. We're going to hear from the applicant at this point.

APPLICANT TESTIMONY

Kent Brown (3161 E. Springwood Meridian, ID): I would like to thank the staff. We've had numerous meetings with them and numerous revisions to try to, as Todd called it, to get the bones for this. I've been doing development in this valley, I've worked 9 years for the City of Boise, was over land development at one time for the subdivision portion of it and had never have had this kind of project where you're doing the zoning and everything else. I think a lot of people when they look at these 600 acres they kind of believe that we had all of this freedom to do this, but realistically with the goals that are called out in the reserve there's over 20 some goals that we had to meet. Todd has done a really good job of explaining, but what's in yellow or what's in yellow and highlighted in red is the Syringa portion of the reserve. You can see Lake Hazel being extended through the site; it's intended for Lake Hazel to continue to the east and eventually come out at Isaac Canyon and then Orchard Road to continue to the north and extend up to the freeway and there's a realignment study that ACHD did and the City of Boise participated in that. Our southerly boundary is Columbia Road so realistically we're 600 acres; a square mile is generally 640 acres. For you to move forward you're supposed to approve that we've met the intent of the plan. Todd has called out many of those items in the northeast corner as the business park that is called out in the Comp Plan to be there. There are two neighborhood centers, one in the north side of Lake Hazel Road and then the urban village in the center. It calls out that we have a variety of housing types and lot sizes and yet that we keep the lower portion in the density of 6 units per acre. It is really specific about where the parks are supposed to be located and where the streets are adjacent to them and all of these things had to be taken into consideration as we move forward with doing that layout and design. The boundary of the reserve is called out in the text and it talks about it going all the way over to Pleasant Valley to the east. If you look at the screen, what's kind of highlighted in brown to the east, that's where Pleasant Valley is and the map and the text are different. So, technically depending on legal which one overrides, there's a potential I guess that more of the reserve could be done to the east, but specifically with what we're doing we have a majority of it, we have about 40 acres that is out on our side of it. What's highlighted above the map calls that area out as a part of the reserve also and so we showed that. We're supposed to establish mix use and a business campus. So, we have the business campus located on the north and that makes sense when we have the industrial area that is up there and those type of uses. We're trying to be mindful of what the airport wants and not trying to show any residential uses there. The airport study made a huge change in what we're proposing to do. It calls for a higher density along the south side of Lake Hazel Road and that's why we have that medium density zone. It talks about everything being pedestrian

friendly and a lot of pedestrian activity. We put names on each one of these sections to make it easier as we wrote the verbiage to be talking about a specific area so that we could meet the goals that is called out. Each one of those, like Kestrel and Lanner Falcon, Peregrine, those are roughly 40 acres, they're about 1,200 foot block lengths both north and south and we only have three acres points to Lake Hazel Road as it functions as an arterial. The business campus, it talks about what types of uses can be used there. The business uses are generally non regional; it's specific in there that they don't want regional department store type things. It calls for auto service, warehouse, storage, very similar to what's in the manufacturing and industrial zones. It does allow for health clubs and those kinds of things and then having the neighborhood village to the south with restaurants and so forth makes that support those types of uses. It calls for limiting the density on the north side. Originally in an original layout that was before the Commission and the Council back in 2007, Lake Hazel Road curved and so and it was moved up to the north a little bit. It had an arch in an older version of that and so the residential portion was 65 acres in total. When we moved it down through different versions of the plan and the airport came in and said that they would allow us to put residential anywhere on the north side we looked at increasing the density to the east of the high school site, but at the same time we figured the people that are there along Cole and the people in the South Fork Subdivision had an anticipation at the time of annexation that we would only have three units per acre, so we left that 20 acres in that configuration so that we limited that access. Here's a plan of the Kirsten Subdivision, that 100 acres, it's color coded, what you see in purple is considered estate lots. The ones along and backup to the South Fork Subdivision are 130 feet deep. They are the same or greater than the sizes that are in South Fork. The densities go smaller as you move to the south and east and closer to Umatilla which is on our easterly boundary, that's called out to be a collector road between us and the high school. So, no front on housing would be on there. There's connected paths that are through there and this ends up being a prototype of how those other low density sections will develop in the future. On the south side there are specific things that we are supposed to do. It called out that we were supposed to have two neighborhood centers on the south side of Lake Hazel Road, but with speaking with the Highway District, they said that because the high school is in there and on the north side that they prefer that we put a neighborhood center on that side to keep the high school kids from meandering across the road to those areas. Umatilla is the one where the urban village lines up and that's a controlled intersection. Obviously, Orchard would be a controlled intersection also so that you have lights to get people across. I felt that it was safer and then it made a lot more sense for that urban village or that neighborhood pedestrian center to be on the north helping to support the business campus that was also there. Safe routes to school were also talked about. If you look they can cross there on Umatilla through a controlled intersection and then Todd's presentation he talked about that we have a 10 foot path on both sides of Lake Hazel Road. The subdivision, if we go back one more, you can see the common areas that run north and south that funnel that development so that people can have access to that 10 foot pathway that is along Lake Hazel Road on the north. They could come out onto Cole, go on sidewalks and then cross at the Cole/Lake Hazel intersection and either go on either side of that 10 foot path also. There is also a 10 foot path that's along the New York Canal on the backside of those lots in the south/west corner there of the subdivision. It calls for us to have a mixture of housing types and then greater density around the park. The medium density is called out in the plan to be 10 to 20 units and the medium density zone as recommended by staff would do that along Lake Hazel. It is intended for that to be where the more intense uses are and the roadway having that arterial, Lake Hazel being, and then going less as you come down. Here's an example of how that might work. Lake Hazel along the very north that's off the screen, 350 feet in is that back road that's there; you have office and apartment uses

that would be in that medium density zone. Then as you come south we would have single-family with density. The park would be off the screen and in the right hand corner. It calls for next to the park to have higher density. This is moving in that direction, you can see that having a little more intense uses on the other side of the street from there. We thought that it would be a good idea instead of with the park having a parking lot like you see on the school site there that having the on street parallel parking would be a good idea. It also slows the traffic that is next to the park. It calls for a pathway to be located between the school and the park and the specific plan also calls that the park be located on a street that has two sides. So, there wasn't a lot of flexibility, but overall putting this park in the center helps create a more pedestrian friendly environment. Also, it calls for the density to decrease as we get to the southerly boundary down by Columbia Road and having 6 units per acre for the entire area south. So, in the detailed plan, Red Tail and Snowy Falcon call for the density to reduce to the 5 units per acre as called out in the plan. So you have a progression on this side that the other slide shows, higher intense uses closer to Lake Hazel that help create a buffer for the single-family developments as you go further south. The pathway, as Todd called out, there's a 10 foot pathway along the New York Canal, that's a really nice space. Here is a slide of how we envision that. Block lengths, reasonable block lengths are called out. As I stated earlier these 40 acre sections are 1,200 square feet. At 1,200 feet if you use the Kirsten development as a prototype and you break those blocks down then you're not getting blocks that are greater than 500, 600 feet is what they end up being consistently. We have detached sidewalks through the development. We've asked for reduced street widths on all of the locals. As I stated before, you basically have 50 acres on either side of that center road. That center road is Cheyenne and this prototype allows you to see how these 40 acre sections can be broken up and the emphasis is for the new urbanism to take place with a variety of housing types. The multi-family located in the southeast corner is right there along a collector. That works in, it allows us to bring some of that density up a little bit higher, but at the same time it fits into the neighborhood.

Chairman Demarest: Mr. Brown, you're down to about 5 minutes, that's the last 5.

Kent Brown (3161 E. Springwood Meridian, ID): Yes, I saw that. It calls out for open space along the New York Canal, we showed you that plan with a connecting path that would come back over to the parks. It says that those could be turned over to the Park's Department. We've been working with the Park's Department when we donated the park site. This is the slide that I really wanted to get to, we basically have a 30 foot section that is outside the New York Canal's easement, then you have 25 feet that's in the New York Canal easement, in between the two would be a fence and then you have a variety of distances because of the slope of the canal. They require 25 feet at the bottom of the toe of the slope, so that area could end up being 70 to 80 feet wide. When you look at the entire distance that that goes, it creates a really nice walking area with that pathway there along that westerly boundary of the entire subdivision. Our intent along Lake Hazel Road is to have the two 10 foot pathways inside our area and then instead of ACHD requiring a sidewalk as a part of their street section and having us build two, we would just build the 10 foot path in that buffering area. Whether its behind subdivided lots that are in Kirsten or whether they're up next to office and commercial or apartments it creates that inner connectivity that the new urbanism plan desires. Here's the information that I spoke about the park and what was required, having it on two sides for the pathway in-between. Airport influence, Todd covered that in great length, the only part that we have that's in influence "B" is the industrial, that would be allowed without the plan to have that in there. Anything in "A" is allowed to have residential. Our street

network system, as we progress we're going to have a series of traffic studies and the traffic studies are going to determine the sizes of these roads. We're calling out that we have a minor collector on the south side of Orchard, over here on the right hand side of the screen, up to where it connects to Lake Hazel. We are showing a portion of it being a collector going north next to the high school in between the two developments. Those street sections are three lanes. The rest of those we're calling out to be 36 foot back to back but if a traffic study says that they need to be greater than they can have the ability to be increased. All of the infrastructure, the sewer, the water are all located over here on the west side and so the development is going to start next to Lake Hazel after we finish the 100 acres of the Kirsten Subdivision and then it's going to swing south/east, is how that will go. Overall that's a 30 year period of time. Since I have so much time left, I'm going to hurry to the Kirsten Subdivision. The only thing that we really had an issue with is in the staff report for the Highway District they called us to be a temporary access point. The planning staff has asked for that to be permanent right-of-way. If done, talking with Highway District staff, you've put me in a position where I can't comply. They do not want that access to remain. The problem that I see and it's a problem that I saw when we were first dealing with this development is that I have this high school and nothing against Chairman Richardson here, but high school kids are going to go wherever and if they have that connection over here they're going to cut through that if they think that it's a little faster than going to the stop light and down to Lake Hazel Road. We have straight streets that this new urbanism requires and having that connection, to me, is going to create havoc in that neighborhood, long term.

Chairman Demarest: Mr. Brown, you're time is up and that's the full 20 minutes. Okay if you would stay right there and have Todd come back up, let's see if we have some questions from the Commissioners. Commissioners?

Chairman Gibson: Mr. Chairman, I have a whole list of questions so I'll try not to belabor it. First question is specific to sewer capacity; I didn't necessarily hear that as part of staff's presentation, could you give us a little bit of background on sewer capacity, direction, etc.?

Todd Tucker: Chairman Demarest, Commissioner Gibson, this project was transmitted to the Public Works Department who reviewed it; this is in the Boise City Sewer District. Currently there is sewer available in Cole Road and the new section of Lake Hazel that was connected, it used to terminate further to the west of Cole Road, it has since been brought and connected to Cole Road. That enabled sewer to be brought and installed along that section of that road and tied into Cole Road which would provide service to this property. So, the Public Works Department has been working with the developer. I believe there is an existing lift station located in the South Fork Subdivision which would be at the northwest corner of this property. I believe the Public Works Department is working to do away with that one and there may be a new lift station, a more powerful one, for lack of a better term, put in with this development. Public Works Department is working with the developer and has indicated that they are working through that, but they did not indicate any issues or concerns with capacity.

Chairman Gibson: Thank you. A follow up question specific to the extension of Lake Hazel over the New York Canal; I know canal right-of-way issues have been problematic, has the developer, and you could speak to this as well, have you entered into an agreement with the New York Canal company to build a bridge for Lake Hazel over that property?

Todd Tucker: The Highway District has purchased that property so the section of road, if you could switch it back to the staff podium, so this little section of property right here, it's hard to see, maybe I've got a better slide. So, Lake Hazel right now, that right-of-way is currently owned by the Highway District, it's obviously owned by them further to the west, this piece of property right here is also owned by the Highway District. So as far as the easement or getting it over the canal that will have to be worked out with the New York Canal company, the developer and the Highway District, but that will occur, but the Highway District does own that property now.

Commissioner Gibson: A follow up question. What process has been utilized to consult ITD on the capacity of the Orchard/I-84 on ramp/off ramp? I know it was recently completed knowing that this is a 20 year project or so; at final build out will Orchard be meeting that capacity?

Todd Tucker: Our transportation team and the Highway District have been working on an Orchard realignment plan for quite some time. As far as the details of how ITD would be affected, I'm not sure if they've weighed in on that, I would hope that they have been involved with that discussion and that planning effort. We transmit these applications to them and they did not provide us with comments.

Commissioner Gibson: One final question specific to bike lanes and onsite circulation. The intent would be that this would be connected to the bike grid for the City of Boise so residents could ride to downtown and the greenbelt, etc.?

Todd Tucker: Correct. We've talked about Lake Hazel will be improved with the 10 foot wide pathways on both the north and south side of the road as well as bike lanes. I believe there is an intermittent bike lane system to the west of this on Lake Hazel, but it would connect eventually with Orchard heading into downtown. So yes it would be a goal to have this be not only a pedestrian, but a bike friendly community and provide options for people to get to the development and get out of the development.

Commission Gibson: Thank you.

Chairman Demarest: Further questions for either the applicant or staff?

Commissioner Stevens: Mr. Chairman, could you help me understand, Todd, the authority that we have as a City Commission to require anything above and beyond what ACHD has required with regard to some of these connections, particularly the alignment of Orchard and the extension of Lake Hazel?

Todd Tucker: Sure. Chairman Demarest, Commissioner Stevens, we have a memorandum of understanding with the Highway District, they provide us with comments, I believe that that understanding is that we cannot require less of what they require, but we can require more than what they require. Many times we see this where the City desires, I think you had an item even today where it was up for reconsideration where the Highway District did not require paving of an alley, but the City wanted that paving of an alley and you put a condition on which was above and beyond what the Highway District required. So that would be the same in this situation. You can require more, just not less.

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Commissioner Stevens: Great. I think you may have sort of touched on this in your very great presentation, which actually anticipated several of my questions which was great, I wanted to know, last week we had a great presentation from some of staff regarding a new transportation planning document and I was just hoping that you could in sort of a general way explain to us if or when that gets approved how the policies that are in that plan will be implemented in this place where we basically have fresh ground and we could be doing some really fabulous things with regard to that transportation network in addition to the connections that we're seeing on the plan in front of us, I'm thinking more about the infrastructure issues, like the green streets and some of that. So, if you could just touch on that that would be helpful.

Todd Tucker: Sure, Commissioner Stevens, this application was submitted quite some time ago last year. We've been working on it, reviewing it while that Transportation Action Plan has been in review and in process as well, which hasn't been adopted yet, but moving forward I think we would look very closely at that. Some of the things, one of the reasons why we as a planning team wanted to just give a conceptual approval for this so that some of those issues we can work out later. We think there are some great options out there for managing storm water, different than typical ways that we've seen it done, that's going to be an effort that's probably going to be in concert with the Highway District on seeing how we're going to handle some of those issues, but definitely looking forward we are anxious with fresh ground, a blank slate to get some of that implemented and I think that this is a great opportunity to use some of those options. One of the things that they're proposing, if you'll notice on the plan right up at Lake Hazel in this block section, they're proposing a retention pond area where a lot of the storm water would be funneled into this area and then could be reused later for irrigation. This property doesn't have irrigation rights right now, they are working on getting some of those water rights, but they don't have them so that's one of the things that we're interested in seeing is how can we handle storm water differently so that we could reuse it. How can we come up with a xierascape landscape for maybe the common areas, or even implement those as an incentive to some of the homeowners to not have just a bunch of green lawns that's using a lot of water, but how can we incorporate some of those new urbanism and energy efficient programs into this development? That's why we need a little bit more time to work on that.

Commissioner Stevens: One final follow up, I think, and that is, I guess the idea of a conceptual approval, again this is sort of a clarification question, but by providing only a conceptual approval, what does that permit the developer to do that they wouldn't be able to do or vice versa with just a flat out approval.

Todd Tucker: Commissioner Stevens, a flat out approval of the whole thing would approve it as is, as it was submitted, and I think we all kind of recognize that it needs a little bit more refinement. What our goal was, was to, the developer has a need to get started on that first phase which would be the Kirsten Subdivision and even the first phase of that first phase the Highway District referred to it as phase 1a that would be, basically be the 170 building permits. At 171, the Highway District is going to require a new traffic impact study to determine what those 171 homes has done to the traffic infrastructure in the area. Like Kent said, a lot of the roads that they're calling out as collectors or locals as development occurs it may be that those don't need to be collectors, or maybe some of the local roads need to be collectors and so multiple traffic studies will be required as this project moves on down the line which is the same that

happened with Harris Ranch, they've done multiple traffic studies and that will happen with this. Basically, our goal was to get them started on the project so that we could get some of this infrastructure in place and we can get moving on down the road as far as getting these very needed connections in the area. We will hear a lot of testimony tonight about the need for Lake Hazel and Orchard to be connected now. The Highway District has said that the thresholds that they have, that the numbers that they're working with, they can get 170 and not go over that. So, our goal was to get them started on the project so that then we could get some of this infrastructure going and get some of these needed infrastructures in place.

Commissioner Stevens: Thank you.

Chairman Demarest: Further questions?

Commissioner Richardson: Mr. Chair, I have some questions for the applicant. So, will this all be constructed in specific phases or more of just like a slow, gradual development of the whole project?

Kent Brown: It will be done in phases. As we discussed with the Highway District, for example, the 170 lots of Kirsten most likely could take 5 years, we'll do 30 to 40 lots at a time. We need to get out to Cheyenne to be able to have a location where we could enter in with a development agreement and build two lanes out to Gowen Road. By that time, if it does take 5 years, most of the items that were on ACHD's Capitol Improvement Plan will be done. Part of this even taking place, we are the ones that purchased the right-of-way, including the right-of-way where the bridge goes for ACHD and then they have since purchased it from us. Those 23 acres is a huge step in them being able to do what I think most of these people behind me want to have happen. They want Lake Hazel Road and the connection to Gowen done so that people could get out of southwest Boise. That couldn't have taken place; we were over a year and a half with state lands trying to negotiate with them to purchase that strip of right-of-way that is that finger that is showing off in some of those drawings, as Todd has shown, to make that happen. That's a part of that phasing.

Commissioner Richardson: I have a question Todd. How many lanes will Lake Hazel be or will that be determined in future traffic studies.

Todd Tucker: 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.

Kent Brown: We have 96 feet of right-of-way.

Chairman Demarest: Commissioners, any more questions?

Commissioner Gibson: Quick question for the developer. One of the homeowners who submitted a letter to the Commission wanted to ensure that a deed, or some notice was placed on the deed for the property that the residents knew that they were near an airport or near the airport. Is that something that this is a requirement that that be recorded on the plat that it runs with that they're in that impact area "B"?

Todd Tucker: It's actually area of impact "A" that they're within. Yes, the airport requires what's known as an avigation easement and that avigation easement is noted on, generally on the deeds and there's a note placed on the plat there as well.

Commissioner Gibson: Okay, thank you.

Kent Brown: The entire Columbia Village has it on it and most of southwest Boise does to.

Commissioner Gibson: Thank you.

Chairman Demarest: Further questions? I have a follow up questions, it's actually Commissioner Stevens' next question. It's a process question, is after the conceptual approval, which we're working on tonight, what assurance is there for the public that they're going to get a chance to weigh in on those finer details that are coming down later on.

Todd Tucker: Mr. Chairman, it would be a new application. So it requires an amendment to the ordinance, so there will be an ordinance tied with this and there's an adopted narrative that goes along with the specific plan as well. So, there will be an amendment to those documents required and that requires notification just like all of our public hearings notifications, signs posted on the property, has to come before the Planning & Zoning Commission, has to go back before the City Council; so there will be multiple hearings on that. I guess the assurance would be there's a condition of approval that says basically, that beyond the 170 they've got to do that. If they want to build more than 170 homes, they would have to do this.

Chairman Demarest: Thank you. Any last questions? Gentleman, thank you. So, we do not have a neighborhood association however, don't worry, Ms. Bermansolo I already know you're coming, so we do have a neighboring neighborhood association, that's Southwest Ada County Alliance, and we think it's the right thing to do to give them equal time as we would a neighborhood association. With that said, Ms. Bermansolo if you could come in under the 20 minutes, I think everybody here would probably appreciate that. Let's start from 10, it'll go from there.

NEIGHBORHOOD ASSOCIATION TESTIMONY

Betty Bermansolo | Southwest Ada County Alliance (1970 Canyon Arrow): I'm here on behalf of the Southwest Ada County Alliance and I thank you for allowing us to comment on the three items before you. Southwest Ada County Alliance east boundary includes Cole Road. I would like to ask if there is a representative from the Highway District here tonight. I think in understanding what came out of the recommendation that followed the hearing on January 27th, I understood one thing and that was that with approval to this project that the Highway District also recommended after hearing the testimony and after looking at some of the findings that came out of the staff report that were disturbing, that they requested that the recommendation go forward to this body, that before any construction go forward with Kirsten that there be construction of a two lane easement for construction traffic from Orchard to Kirsten, that Cole Road reached capacity by looking at the findings from the staff report and I would like to go there. The Southwest Ada County Alliance requests that the Boise Commissioners consider the following

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ACHD report findings, staff report findings, prior to sending any recommendation to the Boise City Council regarding these three items. Number one, ACHD staff report titled Syringa Valley specific area plan, attachment three, complete traffic study summary year 2013, existing conditions stated, in quotes "a review of historical crash data indicates that there were a significant number of crashes at the South Cole Road/South Victory intersection over the last five years." Number two; ACHD staff report related to the Southwest Ada County Alliance, that trips at this intersection are within 74 trips per day before arriving at level of service "F", currently. Staff indicated that this number could vary between 10 to 20 percent on any given day. Number three; there is no relief planned for improving the Cole/Victory interchange to handle more traffic until 2020. Number four; the ACHD staff report states, page 5, in quotes, "when a roadway or intersection is at or above an acceptable level of service, policy requires that improvements be made to mitigate the additional traffic to be generated by the development." "Typically staff recommends improvements to mitigate the impacts, or that the developer waits until ACHD makes improvements." "However, given the cost associated with widening Cole Road", and the staff report goes on to state, in quotes, "staff recommends a modification of district policy, 7106.4.1 level of service standards for Cole Road from Amity Road to Victory Road." Now that was startling to me because it says that we can't accommodate what the developer wants to do unless we change the policy that corresponds to level of service "F". Number five; ACHD staff indicates that level of service "F" is imminent, crashes have no doubt increased since 2013 at Cole and Victory, but solely to allow the developer to begin construction, ACHD policy has to be modified. So in light of these discrepancies in the ACHD staff report, it makes affording all three times difficult for the Southwest Ada County Alliance. Essentially we don't feel that the infrastructure is in place to begin construction without the recommendation that was made by the Highway Commissioners, January 27th. Regardless of what staff put in front of them they agreed after hearing testimony that the infrastructure was just not in place to further burden the Cole and Victory intersection, number one. Also, there are other indications that you're going to hear tonight that Hollilynn is burdened and there just has to be more mitigation before there's any construction of Kirsten. The Southwest Ada County Alliance asks that given these findings and ACHD's recommendation to the City that no construction begin on the Kirsten Subdivision until the Orchard interchange is completed for two lanes to serve construction needs of the developer without further burdening Cole Road neighbors. This be the recommendation that was advanced by the Highway Commissioners unanimously to Boise City Planning & Zoning on January 27th. We ask that this be the decision of the Boise Planning and Zoning Commission and forwarded to City Council as well. Finally, specifically the Southwest Ada County Alliance would like to know why Mr. Tucker has not changed his findings to accommodate the recommendation that the Highway District Commissioners placed before the City. It was a recommendation and the Southwest Ada County Alliance feels that infrastructure is more important than getting the construction phase started and it should be foremost that the City look at the people that live out there, that travel those roads, and some of that is overlooked in ACHD findings and I think those folks created enough concern from the Highway District Commissioners to have them want to put a very strong recommendation that that easement be in place before we have construction trucks going up and down Cole and Victory to service this subdivision. It serves nobody's interest except the developer and it's a very bad way for Boise City to expand in the southwest and I think that's why our group really feels that the infrastructure is key to the attractive elements that are in this project, they may be very attractive once completed, but there's going to be so much bitter resentment, and maybe some safety issues that are going to go by the wayside if that easement is not placed number one on the docket. That's what I ask this Commission to send forward.

Chairman Demarest: Thank you, ma'am. Okay, so we're going to go to the public testimony now. Remember everybody gets three minutes, if you would state your name and address clearly, I will just go down the sign-up sheet. Just like before we will give everybody their three minutes even if you didn't have a chance to sign up. So the first person on the sign-up sheet is Richard Kaylor.

PUBLIC TESTIMONY

Richard Kaylor (7355 W. Ring Perch Drive): Good evening, Cole Road south of Victory is only two lanes. There are four churches on it and when a car is waiting for opposing traffic to clear to turn left it backs up traffic behind it. Traffic has been heavy and has increased since the Lake Hazel extension was opened. Some say more traffic has increased on Cole Road south of the Lake Hazel extension than north at the Lake Hazel extension, but that is not true. Phase 1a, Kirsten Subdivision, with 170 single family lots will add 1,770 vehicle trips per day. ACHD said that in 2017, traffic on Cole Road segment between Amity and Victory Road will not be acceptable. In 2025, segments of Cole Road from Amity to Desert Avenue and from Amity to Victory Road are expected to exceed acceptable levels of service threshold. Under 2035, total traffic conditions all segments of Cole Road between Lake Hazel and Overland Road are expected to exceed acceptable levels of service thresholds. Airport noise; we live in South Fork Subdivision zoned R-1 in the county, just north of the planned development and we are in an airport avigation easement, airport influence area "B" subject to noise level of up to 70 day/night level average, but no one told us that when we were buying our home. An avigation easement is the right to the use of real property for the purpose of aircraft over flights and related noise, vibrations and other effects caused by aircraft operations. An avigation easement is a permanent incumbent of the land. I wonder if new homeowners in Syringa Subdivision will be told this. They are in an avigation easement, airport influence area "A", noise levels of up to 65 day/night level. Airport avigation easement causes homeowners to lose many rights, such as limits on noise, dropping of oil, fuel and debris on property, ability of airport personnel to come on the property and planes to fly low overhead. All new residential development is subject to avigation easement and required to meet the sound attenuation standards of a minimum noise level of 25 decimals. Boise City Planning and Zoning Commission, January 8, 2016, page 16, last fall when Boise City held hearings on the Boise Airport they said they would acquire that land south of the airport would not be developed because of noise in the area.

Phil VanSickle (6228 S. Latigo Drive): Good evening Commissioners, I'm a member of a group we formed called the Citizens Alliance of Southwest Ada County and my neighbor who lives across the street, Chris, will be submitting a bunch of petitions later on tonight. What we would like to see is the completion of Orchard to Lake Hazel Road extension before the first home is even built. We would like this to be a condition of acceptance of the Syringa Valley and Kirsten Subdivision plans. ACHD insists that Cole Road exceeds the acceptable level of service standards. ACHD's traffic studies only look at the data from the PM peak hours and not the AM rush hour. We believe that this is a severely flawed approach. Since the Lake Hazel Road has been connected to Cole, traffic has significantly increased. After 7:00 AM traffic is usually bumper to bumper past Amity all the way to Victory; throw a little ice on the road or some snow it could be 30 minutes before you hit the I-84 connector. Ask anyone who lives in this corner of southwest Ada County and has to drive Cole Road every morning. If the road is acceptable, I believe they would strongly disagree. Many of these people back here were at the ACHD

Commissioner's meeting on January 27th. Now I'm not putting words in people's mouths, this is on video, it's a matter of public record, ACHD Commissioner Hanson says we have choices to use commuter ride and many of us do, but many of us have jobs that are not compatible with this option. ACHD Commissioner Baker says the City of Boise wants congestion. I ask you, do you really want congestion? Is that acceptable? I don't think so. You know, I read up a little bit on Mayor Bieter because I don't vote in the City of Boise, I live in the County, and Mayor Bieter was elected on the promise to make Boise the most livable City in the country and this is a great area to live in. I've lived in eight different states, I love living here. I believe that you should make your decisions tonight in keeping with the promise of Mayor Bieter. Connect the roads first, then build. Thank you.

Douglas Pogue (6954 Hollilynn Drive): I live to the south; it doesn't show up on any of the maps in the presentations that were shown. First thing I want to say is good presentation, we saw it twice, it was awesome and it's thought out except for the connections. It can't, in my mind, be a planned community unless it's planned. Looking at it in an island, that's great, I like the little raised views with all the trees and whatnot, but you've got to get there and out of there. Come up on Hollilynn at 7 in the morning, you cannot believe the amount of traffic that is there and a lot of it is becoming from what these folks are telling us in the very beginning here, the ones that live to the north, and people change direction, they get tired of heading down to Overland, they go up to Hollilynn over to Pleasant Valley and back down. Now I wasn't at the ACHD Commission meeting, but as I understand it and they've attested to it, it's a flawed study. They've also used a study, I believe from 2013 because they were not compelled to use the one that was done in January of 2015. What do we have to do to compel them to use that one? Those counters were in front of my house. I know that road is over capacity, plain and simple, at this point, not with 170 extra homes. Do the right thing. Build those roads first and it's not beyond precedence to have that required. It happened out at Harris Ranch, they started to build that, they said, whoa put the brakes on until Parkcenter Road bridge, 25 million bucks and your developer had to put that in, you guys had to put that in first before it was allowed, before anymore development was allowed. That's what needs to happen now. The precedent is there, the City of Boise and the Ada County Highway District required that bridge to go in before the development could move forward and because of the pressure that was on Warm Springs Road. So, it's there, what's the rush also? I'm not going to bring up the water, I'm going to leave that to some other folks here, but that is a big concern and to say that we got no comment from United Water so that means green light? That's pretty goofy. It feels like we're being hoodwinked between the Ada County Highway District not using the most current study and then what we're hearing from United Water and the way the gentleman hasn't even updated what he has given to you as facts that came out of the Ada County Highway District meeting.

Doug Hackler (5755 Hollilynn Drive): Would it be possible to have an exhibit up from earlier? There was one that was in this set of slides that had vicinity on the bottom that was a zoomed out view. We have a serious problem on Hollilynn Drive. Current traffic on south Boise roads with the additions of relatively new building in South Hill, South Fork and Creek Wood is well beyond the existing capacity of the roads in south Boise. Other than Victory, there's only one connection going west from Cole, that's Hollilynn. Despite ACHD's collection of millions of dollars in south Boise impact fees, no roadway has been constructed or approved to solve this problem; it has not been addressed. We read that your current Boise Planning & Zoning recommendation to approve these proposals is based on quote, "no commenting agency has indicated that the specific plan will place a burden on the public infrastructure in the area."

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We believe that Boise Planning and Zoning has been severely mislead and should reconsider the recommendation due to the fact that the fatally flawed opinion of ACHD totally lacks consideration of any of the Hollilynn residences directly affected by the proposed development. Cole Road south is not a through street; it does not go through. All Cole Road south traffic to pleasant Valley goes down Hollilynn. Hollilynn is a twisty, narrow, only 21 feet wide residential street; it's one of those itty bitty streets that you see on the development that's been proposed. It doesn't have any bike lanes, we don't have sidewalks, we don't even have shoulders on our road. If residents on Hollilynn want to ride a bike, walk to a neighbor's house, or even get the mail, they have to walk on the street. Now ACHD is ignoring a serious safety problem today due to traffic that already exists on South Cole. In fact, over 90 pages of ACHD reports written on the three proposals tonight regarding these developments, not one reference or even mention Hollilynn is included in those proposals. Page 4 of the January 19th ACHD report specific to the Kirsten Subdivision notes that quote, "the average daily traffic count for Cole Road south of Lake Hazel was 3,924 on December 7, 2015." Now I pose a question, considering that South Cole Road is not a through street, where do they think all of that traffic is coming from? I'm going to skip the answers and save my time, would you approve 3,000 cars traveling at over 30 MPH passing in front of your driveway? Would you approve making the situation worse? Why would anyone think that that was acceptable for our neighborhood? The Lake Hazel extension of some type connecting Cole to Orchard, Gowen or Pleasant Valley must be constructed prior to the approval of any additional developments.

Chris Chrisman (6209 S. Latigo Drive): Chairman, Commissioners, I'm speaking on behalf of myself and the citizens of the Alliance of Southwest Ada County, like Phil here, and along with the near 200 homeowners on this position that I have before me that I have personally met and spoke with on my own free time in the last couple of weekends and during the week. I'm here to talk to about the specific plan, Syringa Valley specific plan, and also the Kirsten Subdivision as we all know. Specifically the concerns we, myself, the signees of this position and many residents in this area and others have for this area is the traffic. Originally, South Cole traffic study was done at night, as we've already discussed, this road is only two lanes. This study does not reflect the true gridlock that occurs at 7:30 in the morning and also around 8:30; if any of you have ever been there, especially the people behind me, they know exactly what I'm talking about and I would invite you to experience that for yourself. With increased construction on these roads, United Water is currently also putting in these utilities and homeowners from these existing subdivisions throughout the Southwestern Ada County outside the City limits, the traffic concerns will only prove more severe over time and could become a safety hazard. As an example, for ambulances and fire trucks, which one of these stations is currently on Cole Road that ACHD describes as being a very specific issue of concern. The ACHD board has made a recommendation for a temporary road for construction connecting to Orchard that Todd also talked about. We as all of us citizens would like to see this a necessity for making the Lake Hazel extension east of Cole Road to Gowen and south to Orchard a permanent road for this before these 170 homes are built. The Syringa Valley specific plan area states that they will only do this after the 170 are built. We want to ensure the roads will be in place even if there is a problem with finishing the construction of these homes due to the economy, which is what has put this delay in the subdivision originally. If you put this road in permanently before this development goes in this would alleviate the traffic concerns which is what most of the current subdivision homeowners are worried about and all these people behind me. Completion of this road prior to the development will be a win, win for everyone, the people, the developer and the City itself; it's going to help us all. As Mayor Bieter stated, like we've said before, lets' make Boise the most livable City in the country. I'm sure we

can all say that we agree. We love this place. We love our City and we want you to help us keep it great. Thank you for your time and considerations.

Jack Wilson (6220 W. Hollilynn Drive): I just want to touch on one of the issues that, one of the ones previously brought up, and it's about the Harris Ranch development and how my understanding is that Planning and Zoning were the ones who made that a priority to finish the Parkcenter Bridge and connector for that area because of the high tax and everything that we were going to receive as a City. That's all we're asking out there, is to make that a priority to get the Lake Hazel extension done and to alleviate those traffic problems that we run into out there and thank you.

Marjorie Cameron (7065 W. Ring Perch Court): We moved up here less than two years ago and bought this house. We had called everybody we could including the City about what was going to be done all around us, we have an empty cul-de-sac practically when we bought, and we chose to build on the south because it looked like the other sides were going to built first and we could not get any straight answers from anybody. After we were in there sleeping on an air bed because we couldn't move up for a long time, so we were there for three nights I think, and got a letter saying that this was going to be built right next to our land. This is my retirement home, I expect to die here and now they changed it without us being able to find out anything about what was going in, even though we really, really tried. Now everything just about what I have written down, everybody covered much more eloquently than I could, but I wanted to mention a couple of things, there are more homes going in South Fork, that's not even being considered. We are retired, so we travel, not like the people who are working, we can travel mostly whenever and it's backed up, 1:00 it's backed up, 3:00 it's backed up, we just sit there on Cole, sit there, sit there, sit there. My husband said one day, gee if they would just add 10 seconds of green onto the light and I think it's probably the one up around Overland, I'm not really sure, things would move. So I feel really bad for the people who have to go work when they have no alternative. Another thing I noticed this morning about 6:15, 6:20 in the land behind me, which will be the Kirsten development, bright lights, huge, what could that be? Turned out to be some kind of a machine with layers of lights, bright lights going just a little bit farther than my house and then it ended up going south, I don't know if it's working on Lake Hazel or what, but we're wondering, okay, that started already, I don't know why because this hasn't been approved yet, but we're wondering if they're going to be digging up the whole lot back there, that whole acreage for the 2,000 homes only in the one section, now there's going to be more beyond it, it sounded like from the presentation. So, is this going to be all dug up, all cleared and be a dust bowl for us? I mean we have coyotes we hear at night, we have big owls that come next door to us on the roof next door once in a while, we have rabbits, bunnies.

Zach Prettyman (9716 W. Homewood Drive): I would like to read a little bit out of ACHD's previous project, CAR14-00009/SUB14-00024; this was done in 2013. So, at that point it says that Cole Road, S. Cole Road between Victory and Amity is already at an "F" for PM peak hours. Reading further in that, it says from Amity Road to Victory Road, it actually exceeds the level of service for grade "F", for classification "F" in 2013. Now, again this is for PM Peak hours, this is not for AM, you've already heard about the gridlock, I mean this is a real problem. If you guys want to do this, that's fine, I have no problem with this project being done, what I have a problem with is that the infrastructure is not built first to accommodate that. Not just a two road off shoot going over to Overland, but its Cole, that's the problem. Cole is what needs to be fixed first. So, I would like to ask you to either a, reconsider that this

be done at a later date or that b, again referring back to that document, that it be 3.5 million dollars to upgrade Cole Road, specifically that section between Amity and Victory is done first. I mean, it would be ridiculous for you to approve this without having that done. Thanks.

Marti Darrow (7850 S. Cole Road): Thank you Commissioners for hearing us. I'm ditto on many, many things that have already been said. I'm echoing everybody else's requests that at least the service road that we have some kind of easement for the construction traffic. You heard all about the studies, but both of those ACHD studies, both the Victory and Cole and the Overland and Cole were done prior to a lot of development that's already added traffic to them so I doubt that they're even close to acceptable levels of service and another interesting thing I found was according to build Boise our southwest area has 14 subdivision and developments, that's 625 lots in addition to what you're already hearing about and the biggest problem that's out there is Cole from Overland to Victory to Hollilynn, that's over 5 miles and that's a really a lot of traffic to try and get east without some additional help here. So, my point is, I would just really like to see the extension take place before anymore building goes out there. All of us are already stuck in an amazing amount of traffic, I would be curious if any emergency vehicles had to get past that traffic, how that might work. Also a new neighbor of mine expressed distress, had she known what the traffic was like out there they never would have bought their home. So even from a developer stand point, it would make a lot more sense to not frustrate your people who are interested in being homeowners out there. Thank you very much.

Thomas Coops (8196 Thunder Mountain Drive): I live on the south side of the New York Canal. I wrote down several points, I'm not near as a speaker as several of the people that proceeded me. I just want to emphasize a few things. At the ACHD meeting, when asked, ACHD had as a previous speaker alluded to, no information about the current subdivisions that are in progress being built and how many trips that's going to load onto Cole Road. They didn't know anything about that. There's a mess of small developments out there on 5 and 10 acres, they're partially built and 3 or 4 houses built on 10 acres, but it's going to be 20 here and there and everywhere, up and down Five Mile Road, Lake Hazel, Maple Grove, all of them have to get to the interchange at Cole and the freeway. They have got to get on your road on Victory and Maple Grove, they've got to go down Cole Road, or they go onto the residential street on Hollilynn to get to Pleasant Valley, drive an extra 4 or 5 miles to get to Orchard. No one seems to address the single lane north of Victory for southbound traffic; it backs up ¾ of a mile for an hour and a half in the afternoon. I noticed on this plan that you plan to put a high school where the kids do PE and play games and train as close to the airport as possible. They've got a choice of doing that a mile further south. I live on the canal, I know that the military planes do not have to follow the rules and they come right over my house and right over the roof and they're going to be playing on top of that high school. They do touch and goes; it makes money for the airport. The last thing I wanted to say was each one of these things that we consider, they are recommendations from the rules that were contrived, but we'll make exceptions. We're supposed to have a street however many, but we'll make it narrower.

Liam Brown (9585 W. Canford): I don't have time to talk about a lot of the things that I would like to mention, don't really have time to talk about how the wildlife will be impacted by the addition of 2,000 new homes, I don't have time to talk about a lot of the other things that other people have already mentioned; fortunately they've mentioned those and others will mention them again, maybe angrily, but justly just the same. I would like to talk about two things, one is airport noise that's already been

mentioned a few times, but I think I need bring it up again just a little bit more to emphasize just how important this is. Two, density, these are related. We're looking at homes that will probably be purchased by people 5 to 10 years younger than myself, I am an old millennial, there will be other millennials purchasing these small starter homes, they will be having young children. Have any of you had an F-35 fly low over your house on the deck with the after burner on? 25 decimals attenuation is not enough, you will need a bomb shelter built of 6 foot concrete to block that noise out and 25 decimals is enough attenuation in a saw mill to prevent deafness, by the way, I've worked in a saw mill, I know. It's not enough to make a place livable, especially if you have people doing even fly overs to go to the south to do their exercises. Now, the airport, the military wants to bring in F-35's, there's been discussion about that already, they also want to use that third airstrip that's sitting out in the middle of nowhere right now. The vector for that airstrip goes right to the north of this new development; that needs to be considered very carefully because if you have F-35's going over there, they are going to fly right over this thing and if you tell them to fly down to Mountain Home and do exercises out in the middle of nowhere, well great, but they still have to cross that airspace and they're going to be low because they can't just shoot up into the air at 30,000 feet and hope to not interfere with the people on the ground. All of these people are going to be angry. My wife was angry when we had a couple of F-18's fly over our house a few weeks ago and that was one incident. I had to call Gowen Field just to satisfy the frustration she felt and having our two year old awakened from a sound nap. He wouldn't wake up if the neighbor's dog was barking and it's a big dog. Now, density is related, I think that if we're going to build this thing, it looks like we are, I think that we need to look at the density of it again. I think the plan needs to be very carefully reconsidered. Can you afford to build all of these little tiny homes in this large space? You're going to have 2,000 homes, that's 8,000 people roughly. So I ask you to consider those two things when deliberating. Thank you.

Mike Taylor (6208 S. Latigo Drive): My concerns are the same as everybody else's, but I just want to reiterate the fact that the traffic situations, our friends to the south on Hollilynn, yeah they're getting wiped out already like they've already told you. I look at the, I'm assuming the grey zone here is already City limits off to the right and to the north of the proposed site, that tells me that you guys already have your fingers in the pot, so to speak, so that means that this is something that should really, really concern you guys. I'm looking at, when I go over across Lake Hazel they brought that extension over to S. Cole, you go down Lake Hazel Road, you're seeing all kinds, tremendous amount of growth over there. There are subdivisions being built all the time down there, Five Mile and Lake Hazel, the backside of Hubble Subdivision out towards the New York Canal, that's all being developed. It's in the County so I don't know what you folks are aware of in the City, but this is going to have a major impact on everything that is going on. It's going to increase more people at Hollilynn; it's going to increase more people by us which is also going to increase everything on S. Cole. If you guys have jurisdiction out to, they're talking impact zones out from Victory out to, oh I'm not sure the name of the street, its right across the street from the fire station on S. Cole, but in all actuality that road has to be taken care of clear out to Desert in order to make any help at all. So if you guys allow this to go in without bringing in that Orchard and bringing in everything, the substructure before these houses are built, then we're just going to play hell out there and I'm not thinking that you guys really want that, but hey progress is progress. You know I'm not going to talk about all the little things, but the bottom line is, you're just going to have, I just don't know what you guys know. It sounds like you may not know, you haven't got all the information from the Ada County Highway District, because if you did, you'd be looking at this project as a, we better hold off

until we can get some streets put in out there, and not just little streets, we need some major arteries coming out to Lake Hazel and it looks like it's in your jurisdiction from what I can see on that map. I just hope that you guys consider all the other growth out there that nobody's really, I haven't heard anybody talk about the other growth, just consider all of that. Thanks.

Amy Martin (7028 W. Ring Perch): One of our major concerns is in our subdivision we are anticipating another 50 plus homes that are going to be built and has that been taken into consideration as far as the impact on the traffic as well as the Charter Point Subdivision? Everything that I've listened to tonight I fear that the new Syringa and Kirsten Subdivision is going to be mimicking what Charter Point is with the mixed housing with the apartment complexes and the single-family homes and the fact that there is not going to be any sense of consistency that's going to be provided. We also are going to be looking at a huge impact environmentally as we have a lot of wildlife and the Birds of Prey that are out there that we have treasured as a valley for so long, that we are going to allow this much to go in and impact that area. My other concerns are without adding this infrastructure into it, the impact that it has on the school age kids. We have multiple elementary schools already in the area that are unsafe for them to be crossing Cole Road and the amount of traffic, I do travel that daily, it takes me approximately 45 minutes to travel the 6 miles down Cole. I have witnessed in the last 3 months probably 6 car accidents and have personally been in one. So, until we are able to adjust the safety concerns of this subdivision and the impact that it's going to have overall, I think that we need to take a step back and address those concerns. Thank you.

Brian Martin (7028 W. Ring Perch Court): That was my wife that you just heard from. Obviously the Birds of Prey was a big one. We get to watch these bird majestic birds fly down, that's their hunting ground, that's where the coyotes are, the rabbits, the ground squirrels, all the wildlife out there. None of these people back here have said please don't build these homes, not one person out here has said to you, don't build these homes. What they said is put the roads in first. I understand, I'm in building, I'm in construction, I understand the money, I understand all the stuff that goes in it. I'm one of the problems on Hollilynn. Depending on what time I leave my house in the morning determines whether I go right down Cole Road or go left and head up towards Hollilynn and to avoid accidents and road rage and whatnot from sitting in traffic, because it literally is backed up from Overland past Desert at about 7:15 in the morning. If you don't get out before 7:15, you're in traffic. The infrastructure is all we're asking for, we're asking for the roads to be put in first. It's not that hard and if they want to base their stuff based on 171 building permits, well I'll be it, but make that a171 building permits south of Victory Road and I'll get every one of my neighbors to go file for one tomorrow to build a shed in their backyard and we'll eat those up that fast. So, that's all we're asking is that the impact is huge. Thank you.

Ronda Hirnyck (5790 Saddle St.): I'm in Southwest Ada County, not in Boise City limits. I appreciate the opportunity to speak to you this evening. I have a lot of concern about the density in this area, you've heard all of the traffic issues, I won't reiterate, I ditto everything that's been said about the traffic, it's a disaster. My big concern is the water and I haven't heard any discussion and I didn't get a lot of definitive information from your staff person. I believe a no response from IDWR and the water company does not represent consensus in my opinion, I think we need to investigate that. I strongly plead with you to vote no on this decision before you. There are too many unanswered questions about water, about density, the roads, obviously you've heard multiple times and the environmental impact. Most of us who live in that area live there because we don't want to live in a City, we want to be out where there's space, no light

pollution, wildlife, you've heard all of those issues and this sort of density will destroy that. I also heard this evening that this seems to be an experiment, a fun experiment and subdivisions and planning that might be interesting and fun for Boise to venture into, maybe that's true, but I plead with you, we're not ready for this. This is not a place and a time to experiment with new subdivisions; we have too many unanswered issues. I am a bicyclist, Commissioner Stevens, I heard your question early on, I do ride my bicycle from my home to downtown Boise daily from early summer through the fall with daylight. It's a fairly dangerous adventure. I'm a 62 year old woman, raised three children, I figured if they hit me it might dent their car, but anyway the point is, this subdivision looks cute on the schismatic, but it's not conducive right now. I don't see the plans in there for connecting this part of Boise to the Greenbelt to downtown Boise, it's very treacherous and I think that would continue especially with this type of density. I also ride the bus; the bus system in Boise system is horrible. I make a huge effort to get on the bus, I leave my home at 6:30 in the morning to drive to Overland Park to catch a bus to come downtown and the only time I can catch the bus that time of day is because I leave early otherwise I get stuck in all of the traffic that you've heard. So we need to develop much more infrastructure before we even think about doing something like this. Water is a huge issue; we need to have these questions answered. Three existing wells, nothing is being watered, its dry land, its desert land that's full of, there's a lot of invasive species, that's another concern, obnoxious weeds; we need to understand the water usage. It will draw down wells and the ground water. We need to hear from IDWR, I plead you on that.

Peter Jenny (12066 N. Humphreys): Thank you Commissioners. The previous person just spoke about what I wanted to visit with you about; water. I'm president of the Peregrine Fund; we have a facility just to the south of this proposed development area. We have a well on that property, but already it's not enough, we rely on United Water's three wells that you mentioned earlier, someone mentioned earlier. So I guess the concern I have is there going to be adequate water to supply these over 2,000 households that are proposed and right now we host over 30,000 visitors a year and that's increasing and we have greater demands down the road in mind. So I guess what I would urge the Commission to do is due diligence on understanding the hydrology in that area to make sure that there's adequate water for the needs of this proposal. Thank you.

Hannah Shainholtz (7720 S. Cole Road): I actually just moved here last July and I'm from the country and I hate traffic and I would have never had bought my house if I knew I was going to deal with this kind of traffic. Obviously, everybody's covered traffic for the last 4 hours, so I've had 4 hours to sit around to think about what else I want to talk about and I think that the Birds of Prey and the water are two really big concerns for us as well. The speed limit on S. Cole Road is 35 mph and by the time you get out to my house there is not one car that goes 35 mph. It's super dangerous and there are no sides to the road and there's bicyclist and people out there walking and the traffic is just too much for that area and I have yet to see a police officer out there patrolling the speed limit. So, that just coincides with the speed, or the traffic. I brought a video, I think it's about a minute long; it just kind of helps everybody get a visual of what everybody is talking about with the traffic. So, I actually started recording after Victory, after crossing Victory. I'm headed south bound on S. Cole Road. I started recording after Victory, but I mean this, it was more bumper to bumper from Overland up to the point where is started recording. I stopped recording right before you cross the canal again. That was this Thursday morning at 7:55 in the morning. Just so everybody can see. I have 30 seconds left, but since everybody's really tired, let's go home soon.

Jan Peterson (5960 W. Hollilynn Drive): You've already heard about most all of the traffic issues, so I'll just try to just highlight a couple of things. Someone asked if there were bike lanes for people to use to get into downtown and I don't think Cole Road was address in all of that, they discussed that there was on the Lake Hazel extension a bike path put on there and that one would be on the new Lake Hazel extension, but right now there is nothing to serve bikes going into town onto Cole Road. As other people have addressed, all of the development going in along Lake Hazel extends not only past the Meridian, it goes all the way over to Eagle Road, which is in Meridian, and they're developing hundreds of homes right now at the intersections of Lake Hazel and Eagle Road which again, being close to Lake Hazel, once this extension goes through, I think you're going to see even heavier traffic on Lake Hazel. So, having the infrastructure in the whole southwest of Idaho really, really has to be addressed prior, I think, to more development. We know it's coming, but just having that there would be important. The other issue is water that several people have brought up and I brought an article that was in the paper last week written by Roger Chase, the Chairman of the Idaho Water Resource Board, titled depleted Idaho aquifers a major concern and in it he says that the board will conduct public meetings throughout Idaho in the coming year to gather suggestions on incorporating its findings into our Comprehensive State Water Plan. Sustainability of our precious water resources is critical to our future. So, I think there's going to be, just because they haven't commented to date, that doesn't mean that there isn't concern and that the water issues need to be addressed. All of the existing homes out there are currently on wells and we lie right between the wells where United Water will be serving this 4,000 home community and we'd like some assurance or have our wells monitored that the impact of these homes will not deplete our wells. Other than that, I agree with everything else. Thank you.

Sharon Clough (6071 S. Latigo Drive): I'm about halfway between Cole Road and Maple Grove on the other side. I agree with a lot with what people are saying now about the traffic. I've driven the traffic, retired just a little while ago, so I drove it in the morning, I would go down Maple Grove, that traffic is heavy, and what happens with Maple Grove is people that are on Cole that are frustrated with Cole will cut across Stirrup and Desert and go over to Maple Grove. I don't know if anybody has looked at the impact to Maple Grove because that again, there's no stop lights, there is limited cross walks, limited sidewalks and no shoulders. So I think that's one thing that people need to look at is Maple Grove going down to and then of course Cole, I've witness, I don't know how many accidents I've seen on there were people, there's no stop lights there, no traffic signals on Cole other than at Victory and at Amity and that's it. So everybody trying to cut across traffic, you know you saw the video and how crazy that can be, well we're on the other side of Cole, so I would have been cutting that traffic or trying to in the morning commute, it just can't happen, it doesn't happen. They mention the bike walks, or the bike paths, there's nothing on Cole. There's a lot of pedestrian traffic on Cole, people walking because it's kind of that country feel and very limited cross walks, very limited sidewalks, and that's a concern for people also. So I just think, you know, rather than like she mentioned, it's late, everybody's tired, but I think you need to look at Maple Grove and see what the impact would be on those cars coming across from Cole. People will not always use that Lake Hazel go through. If they work downtown or they work in Meridian, they're not going to go to Lake Hazel to try and hit the connector, they're going to go down Cole to the connector and to Overland to try and get out to work. So I think those are all things that you need to look at as you're going through it. I know a lot of people have talked and I appreciate you guys listening and we just ask that you do that.

Mike Thacker (7300 S. Cole Road): You could probably sell it if you put that road through, you would get away with a lot, otherwise this is a rough shot at operation to just send everything through with amending the rules that society has gone by in previous. There are consequences often, to certain exceptions, and in the construction business we had to follow certain rules, OSHA was there to watch us. They handed out severe fines for minor infractions and I was on that Robinson Bridge and I asked my supervisors why he was getting away with certain things because we were way up there visible and he finally told me well, we get away with certain things that normal people don't and that bridge went down, 13 of us gimped up, I used to be a light stepper. When you're trying to experiment with new rules, be careful at whose expense, or what the consequences might be. That's somewhat a blank piece of paper to work with, per say; don't rush on it over the existing people, they're water, they're traffic. I've met some good people who are throwing their hands up and moving, having been there 50 years, retirees, a man in his 80's, he's fixing his home right now to try and get a better price to go somewhere else. He's done everything right all of his life, things just aren't being done right, there's been a lot of well disruptions for a lot less than anything that's being proposed right now. There has been an environmental impact study that nobody else got away with and like the people have said before, there is housing going on everywhere that's impacting us as we speak and I think the rules need to be followed from previous big developments. It's nice to try and do different things with water, but the fact is, I don't think they've gotten water, that's why they haven't developed desert property before and it was picked on nice irrigatable pastures, hay and what have you, because the water was there and a nice reclamation pond might bring mosquitos. I mean it's, we all try to conserve our water, we don't take it for granted. I've bailed my water into my washing machine out of the bath tub for over 10 years and I've always been on a well. It's not for money; it's just out of respect for precious resource. Right now, bottled water is worth more than true to oil and we don't take it for granted and we hope that you don't either, please. Thank you.

Chairman Demarest: Okay, last call. Did we get everybody that wants to testify? It looks like we have everybody so the applicant gets up to 5 minutes for rebuttal; Mr. Brown.

APPLICANT REBUTTAL

Kent Brown (3161 E. Springwood Meridian, ID: The one lady mentioned that there was some construction going on behind her house, that construction is the extension of a 16 inch water main that connects those three water tanks that Todd spoke about through this site. Over a mile and a half of water line is being extended, it's part of the way through, they need a rock saw to finish that, but that brings the water line through the first phase, it actually brings it through, it comes from the south and up through the development along Cheyenne Street which is a quarter mile in. That was something that took a while for us to do and work out with United Water. United Water is trying to provide pressure to the developments that are to the north of us, and South Fork being one of them, and they needed this water line and we provided a means. The Pleasant Valley South partners went and negotiated with land owners to help make that happen because there were certain parcels of ground that wouldn't allow that water to come through and they worked to make that happen. Just as we've done with ACHD, we went out and got that right-of-way that they needed to be able to help them make that take place. We've got meetings planned with ACHD next week to start talking to them about increasing that time frame. We don't want to wait the 170

lots, but that gives us an opportunity to do all of this infrastructure. Commissioner Gibson, you talked about sewer, we've been working with them over a period of time and that's the infrastructure that we need to get in place and do the detailed work and that will all take place with this first phase of development to start making some of those things happen that we start looking at that. We do have surface water rights for 23 acres. 23 acres is enough ground for us to build the 170 lots. We already have that water right available to us; we just have to transfer it from the south side of Lake Hazel Road to the north side within our own development. We've looked at getting other surface water rights from other places and bringing them to here for another 200 acres, but those things are going to take place over a long period of time. We're not proposing drilling any wells that would affect anybody's water. On the subject of the airport, we didn't propose making any changes that would affect the airport. We've tried to be as good of a neighbor as possible and sensitive to what the people that we've been talking with in the numerous meetings that we've had. We've met them out at the airport, had multiple meetings with the planning staff where the airport people have been involved before we put this plan together. We had their assurance that they we're okay with us doing that and those commitments have been made. United Water or Suez, like Todd, I called John Lee at United Water and they said these wells were drilled in 1994 and 1995, this is just taking their infrastructure in making the connection through our site that helps makes those things happen. We've tried to be proactive in what we've done. Without our development, the concern that these people have about the extension of Lake Hazel Road wouldn't be possible and this helps make that happen at a sooner time period. We still are thinking that the 170 lots are going to take five years. Thank you.

Chairman Demarest: Item number 6 is before the Commission for deliberation. We've got three items to approve. Commissioners, what is your pleasure? You can ask questions, we can discuss amongst ourselves. It's most helpful if we have a motion, however sometimes that's not the way things can begin.

PUBLIC TESTIMONY CLOSED

Commissioner Ansotegui: Chairman, can I ask a question of Todd?

Chairman Demarest: Let's just clarify that, if it is something that we've already talked about and it's on the record and clarification of that; new information we probably don't want to begin with.

Commissioner Ansotegui: Just clarification and if it isn't, I will retract it. Todd, the part 150 study that you showed online did the DNL noise contours that showed 65 DNLS significantly northeast of this development, does that include the proposed F-35's that were under study a couple of years back or no?

Todd Tucker: Commissioner Ansotegui, yes I showed two maps, one was the current 2015, the 2020 map was actually anticipating the ultimate eventual jets that they're anticipating which is F-15's, which I understand are possibly the loudest jet ever made by the Air Force. So, ultimately it's the F-15's.

Commissioner Ansotegui: That answers my question, thank you.

Chairman Demarest: Further discussion by the Commission?

MOTION: COMMISSIONER GIBSON MOVED TO RECOMMEND APPROVAL OF CPA15-00008 & SUB15-00055 & CONCEPTUAL APPROVAL OF CAR15-00029 IN ACCORDANCE WITH THE PROJECT REPORT AND CONDITIONS OF APPROVAL THEREIN

Chairman Demarest: Let's see if we have second for that. Do we have a second? I see no second. So that's not going to go anywhere. So, we do have to take some action.

MOTION: COMMISSIONER STEVENS MOVED TO RECOMMEND APPROVAL OF CPA15-00008 & SUB15-00055 & CONCEPTUAL APPROVAL OF CAR15-00029 IN ACCORDANCE WITH THE PROJECT REPORT AND CONDITIONS OF APPROVAL THEREIN

Commissioner Stevens: Mr. Chair, unfortunately I don't have the right document in front me and I can't seem to find it. Which one of the three is the conceptual approval, is it the CPA?

Chairman Demarest: It's the CAR.

Commissioner Stevens: I'm not quite ready to make a motion, I don't think. Here's where I'm heading, I guess for the purposes of discussion, and I know that that's not the favored way to go, but maybe we could start there. I think there's a lot to commend with regard to the specific plan that's in front of us and the Comp Plan amendment and I think, I would like to see the planning go forward and I would like staff to be able to continue that process, because I think eventually, per our Comp Plan, it's very clear and I hope that you all participated in the Comp Plan meetings 8 or so years ago when they were going on in your neighborhood that this is an area that's going to be developed. So, I would like to see it go forward, I think there's a lot to commend in the plan that's in front of us and I think it's one of the best we've seen. I think it takes a lot of the things that were learned in the Barber Valley and have built on that and I think staff has done a phenomenal job working with the developer toward that end. However, with that said, I'm definitely not comfortable right now approving the subdivision. I think it's irresponsible; it would be irresponsible of the City of Boise to approve that right now. I think the evidence, not just from the citizens who have spoken tonight, but I think also from ACHD's own reports make it abundantly clear that this area is not ready for the number of houses, 170 or 2,200, it's just not ready and I'm not comfortable voting right now for a subdivision, for a plat that would permit that sort of development to go forward. So, I'm split on these three things. I'd like to see the conceptual plan move forward; I'm okay with the zoning change as well. I think the density, if we're going to build here, I think we need to have high density, I think that's how it should go and in fact, well, I'll leave it at that, but I'm not in favor of the subdivision at this point. So, I'll leave that for now, I can make a motion, but maybe we can a little more discussion first.

FINAL

Chairman Demarest: So to move anything officially ahead past the discussion phase it will take a motion that gets seconded.

MOTION: **COMMISSIONER STEVENS MOVED TO RECOMMEND APPROVAL OF CPA15-00008 & CONCEPTUAL APPROVAL OF CAR15-00029 IN ACCORDANCE WITH THE PROJECT REPORT AND CONDITIONS OF APPROVAL THEREIN**

SECONDER: **COMMISSIONER GIBSON**

Chairman Demarest: There is a second. So in other words, the subdivision you're leaving off at this point?

Commissioner Stevens: That's Correct.

Chairman Demarest: Okay, so we've got two items, CPA15-00008 and CAR15-00029, it's been moved and seconded, let's have some discussion. Usually back to the mover, although I don't want to put you on the spot.

Commissioner Stevens: Well, I've said what I need to say at this point, so if anybody else wants to weigh in, please go ahead.

Commissioner Gibson: Mr. Chairman, I would like to point out that the public's testimony is really critical to S. Cole traffic, Maple Grove traffic. One of the things that I wanted to point out from a larger land use point of view is that one of the reasons why traffic is so messed up on S. Cole is because, I'm not pointing to anyone in other jurisdictions, but the way subdivisions are approved within the County, there's not a strategic type of process that this methodology that we're going through is difficult as it is, it's easier for a developer to come in and pick up a 5 or 10 acre parcel, maximize the density, so if you go to Google earth, take a look and see everything west of Cole Road and everything south of Victory and some of these areas are really the result of County planning practices, which we here have no control over, and then that's further exacerbated by malice of ACHD. I'm questioning some of the comments that were made specific to the documents that we're provided to the planning Commission on what ACHD is advocating. Having been on the board for three years, I've seen many instances where the can has been kicked down the road. Unfortunately, I think this is one of those situations. To have S. Cole Road at these locations at this traffic volume at an "F" and still have it a two lane road I think it's really reprehensible, that's my own personal opinion obviously, but not, I think it's indicative of this developer's desire to extend and relate and make the infrastructure connections, that's critical to the overall development, it will happen eventually. I agree with my fellow Commissioner in that it is going to happen, sorry I hate to say it. I've lived here since 1990, moved to Boise in 1980 and I can remember when there was really nothing south of S. Cole Road before they even built the interstate. So, I can appreciate the resident's testimony to the affect and I think by voting for this motion we can move forward with a lot of the conceptual planning that is really kind of the meat and potatoes, but then allow staff and the engineer and

the developer to work in concert with local agencies on this subdivision. So, the end result is actually the best product that I think that we can get. So, I'll be voting for the motion on that reason.

Chairman Demarest: Thank you Commissioner. Other discussion? I want to weigh in that it's really, I agree, I want to underscore what you said Commissioner Gibson, that it is critical that we hear the public testimony; it does make a difference to us, I've got to tell you, we read these reports before we get here and we hear lots of information, but then we're here to listen and then to make the best decision possible and I noticed a couple things and it was underscored by a couple of the folks that testified and one is that I didn't hear anybody say, don't ever do this, I heard people say hey, we've got a problem. Roughly 35, maybe 36 people, virtually all of them said the same thing, that the quality of life that we live day to day is impacted by the density and the traffic and doing more is more problem, not solution, and a whole lot of people had some solutions for us. I don't think we have those within our control, but they're important nonetheless. So, I'll support the motion as well. So, we've got two motions, at some point we've got do something with the third that's before us, but let's finish these two first and we'll go from there.

Commissioner Gibson: Mr. Chairman, a question for council specific to the separation of the motions that we're voting on two vs. three motions, is there any procedural issue that we would encounter later on by proceeding as moved?

Amanda Schaus (City of Boise Attorney): Mr. Chair, Commissioner Gibson, if you mean having two combined; I have one motion now that combines the rezone to the specific plan and the Comprehensive Plan amendment, that's one motion, and the second being the subdivision. As long as we're clear in our findings, there is no issue.

Commissioner Gibson: Thank you.

Chairman Demarest: Okay, let's finish with the first two. Any further discussion? All those in favor of approving CPA15-00008 and CAR15-00029, please signify by saying aye. Any opposed?

ALL IN FAVOR, NONE OPPOSED, MOTION CARRIES.

MOTION: **COMMISSIONER STEVENS MOVED TO RECOMMEND DENIAL OF SUB15-00055 TO THE CITY COUNCIL IN ACCORDANCE WITH THE PROJECT REPORT AND CONDITIONS OF APPROVAL THEREIN**

SECONDER: **COMMISSIONER ANSOTEGUI**

Commissioner Stevens: Mr. Chair, I would like to put some findings in the record. We need to find whether or not this subdivision is consistent with the Comprehensive Plan and if we do look at southwest policies in Blue Print Boise, you'll see under various goals that we need to improve street system

connectivity, SW-C2.1, SW-C2.2, and I do not find that this subdivision meets those particular policies of the Comprehensive Plan. In addition, we need to find that the plan, if we were to approve it, is consistent with the general purpose of the code to promote public health and safety and general welfare of residents and I do not find that the subdivision meets that because of the connectivity issues. I think if it were not for that, I think it would meet that, but I think that is an important safety concern that I have with regard to allowing 170 lots to be platted without those connectivity's fixed. So with that, I've said everything I've needed to say.

Chairman Demarest: Thank you. Okay, is there further discussion? Motion to deny the subdivision, SUB15-00055 with findings in the record. Any last discussion? All those in favor of denying the motion please signify by saying aye. Any opposed?

ALL IN FAVOR, NONE OPPOSED, MOTION CARRIES.

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

CAR15-00029, CPA15-00008, SUB15-00055 / Pleasant Valley South, LLC.

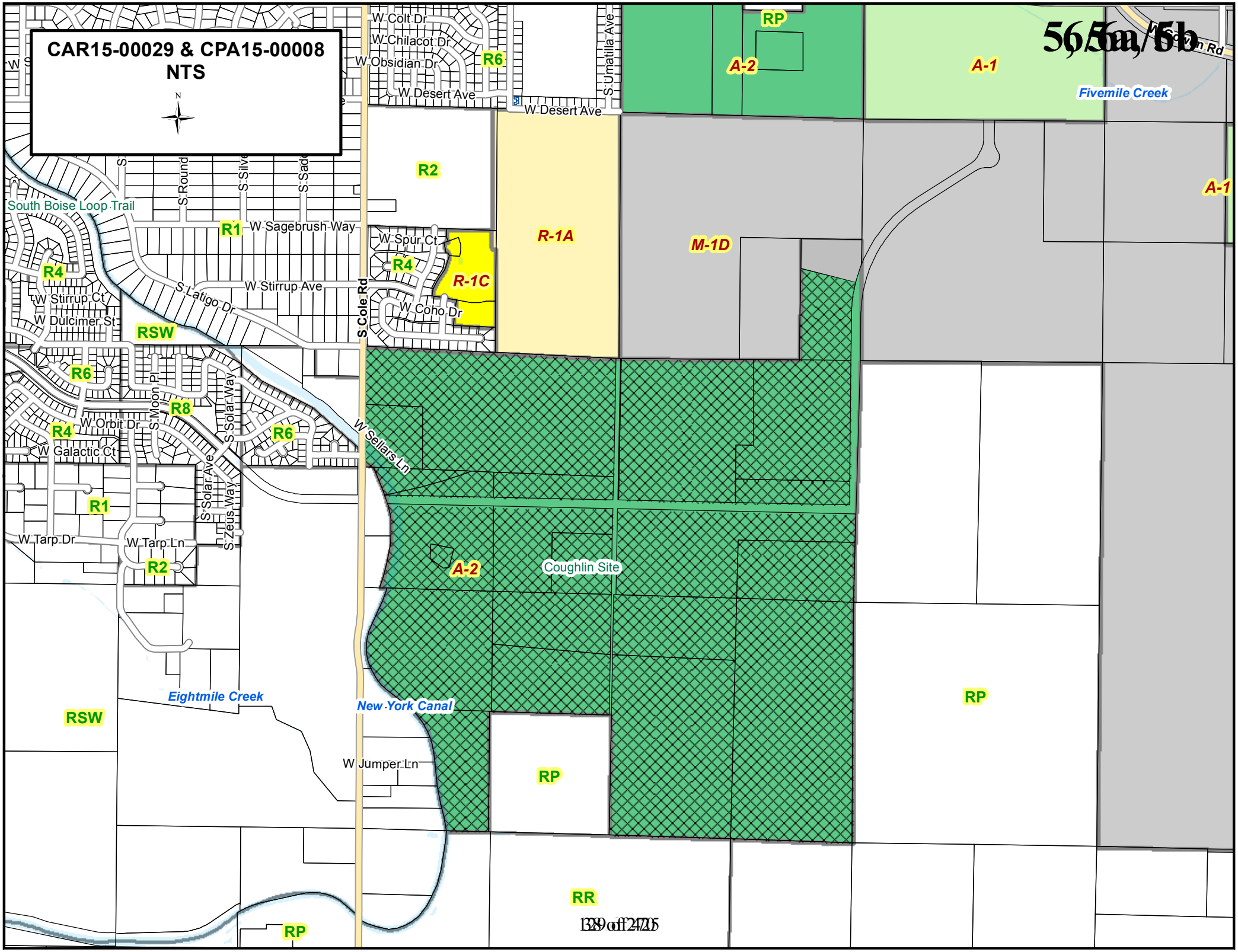
Summary
Rezone of approximately 600 acres to create a Specific Plan District Zone (SP03) in the Southwest Planning Area. The property is located on the east side of Cole Road south of Latigo Drive, generally identified as 6298 S. Cole Road. There is an associated Comprehensive Plan Amendment (CPA15-00008) that proposes to modify the text addressing gross density and location of residential development north of Lake Hazel Road. In addition, there is an associated Preliminary Plat (SUB15-00055) for a residential subdivision located in the northwest corner of the specific plan consisting of 422 buildable lots and 20 common lots.

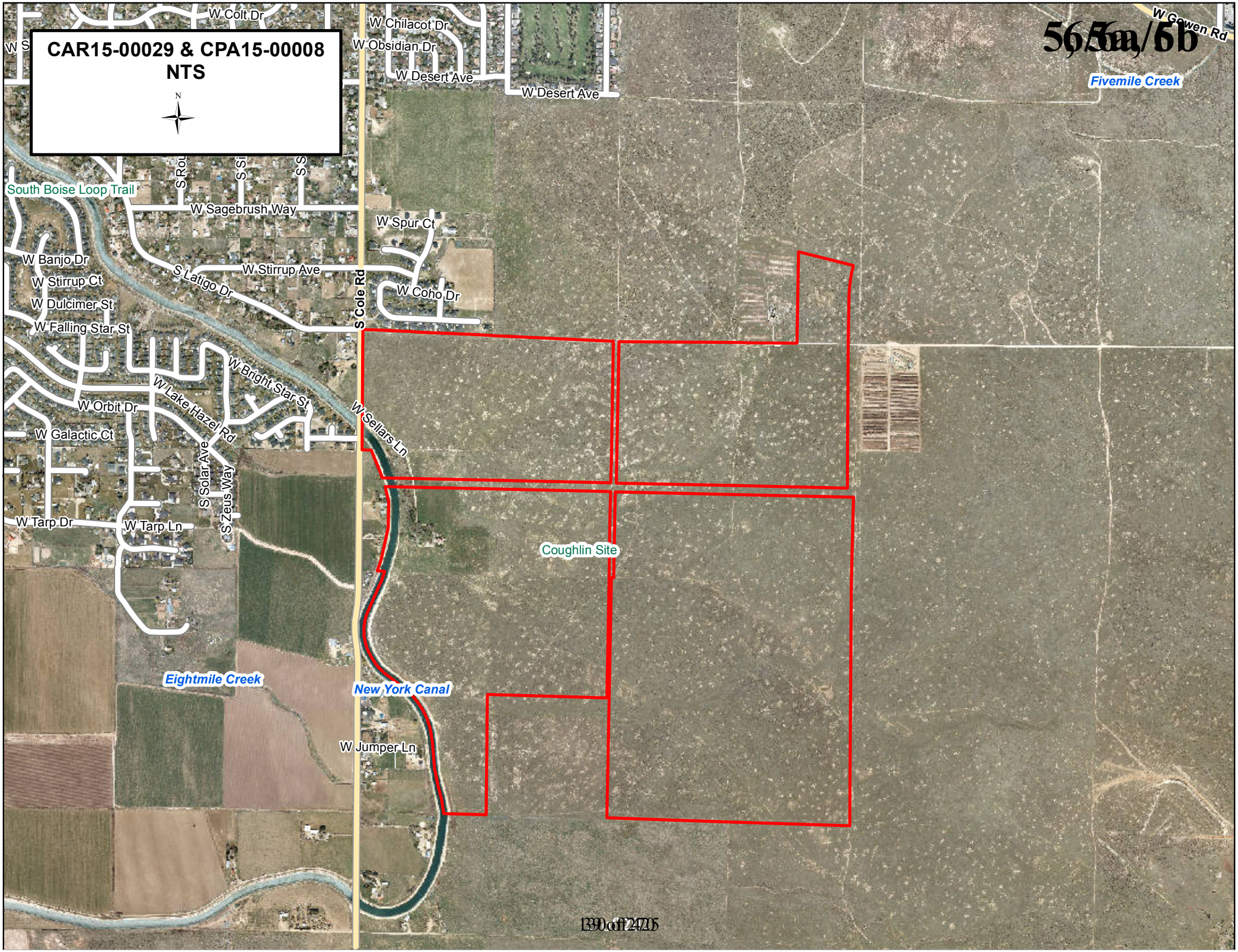
Recommendation
Approval of CAR15-00029, CPA15-00008, and SUB15-00055

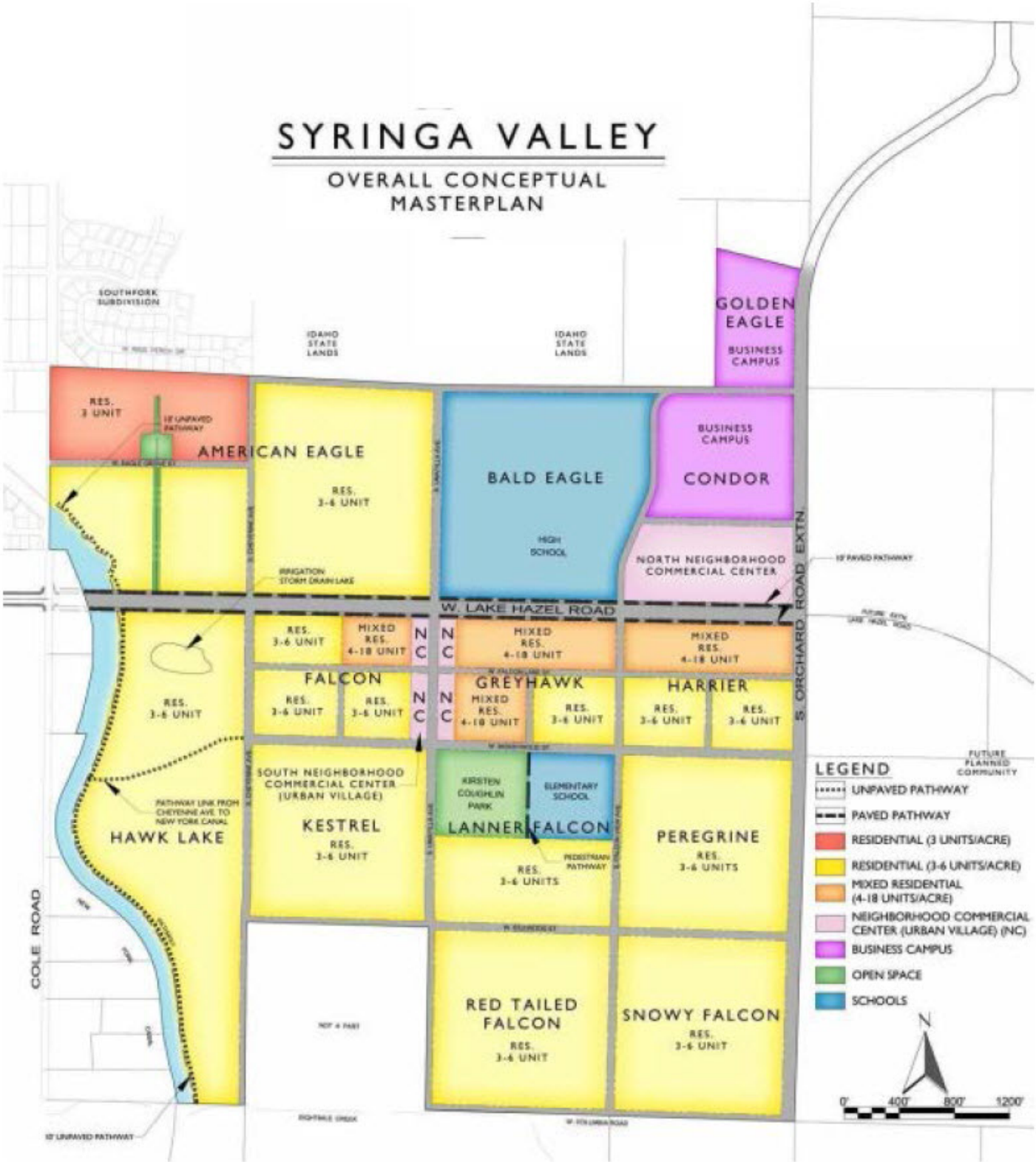
Reason for the Decision

Rezone
The rezone is consistent with the goals, objectives and policies of the Comprehensive Plan. ***Policy NAC7.1*** encourages a mix of housing types and densities in residential neighborhoods, particularly for projects greater than two acres. The specific plan provides a mix of housing types and products within its neighborhoods to help promote a community feel. The rezone is compatible with surrounding development and properly integrates land uses and infrastructure with adjacent properties. The majority of the surrounding property to the northwest is currently developed with single-family residential homes. The specific plan includes adequate provisions for utilities, services, roadway networks and emergency vehicles access, and public service demands will not exceed the capacity of existing and planned systems. Public utilities are available to the site and the applicant will be extending those utilities throughout the development. No commenting agency has indicated that the specific plan will place a burden on the public infrastructure in the area. The specific plan will enhance the potential for superior urban design and land use in comparison with development under the base district provisions that would apply if it were not approved. The property is identified as Planned Community on the Land Use Map. Approval of a specific plan is the mechanism the applicant has used to facilitate a planned community. The specific plan has language that regulates the design of the development. It will insure a cohesive development pattern and continuity throughout the specific plan area.

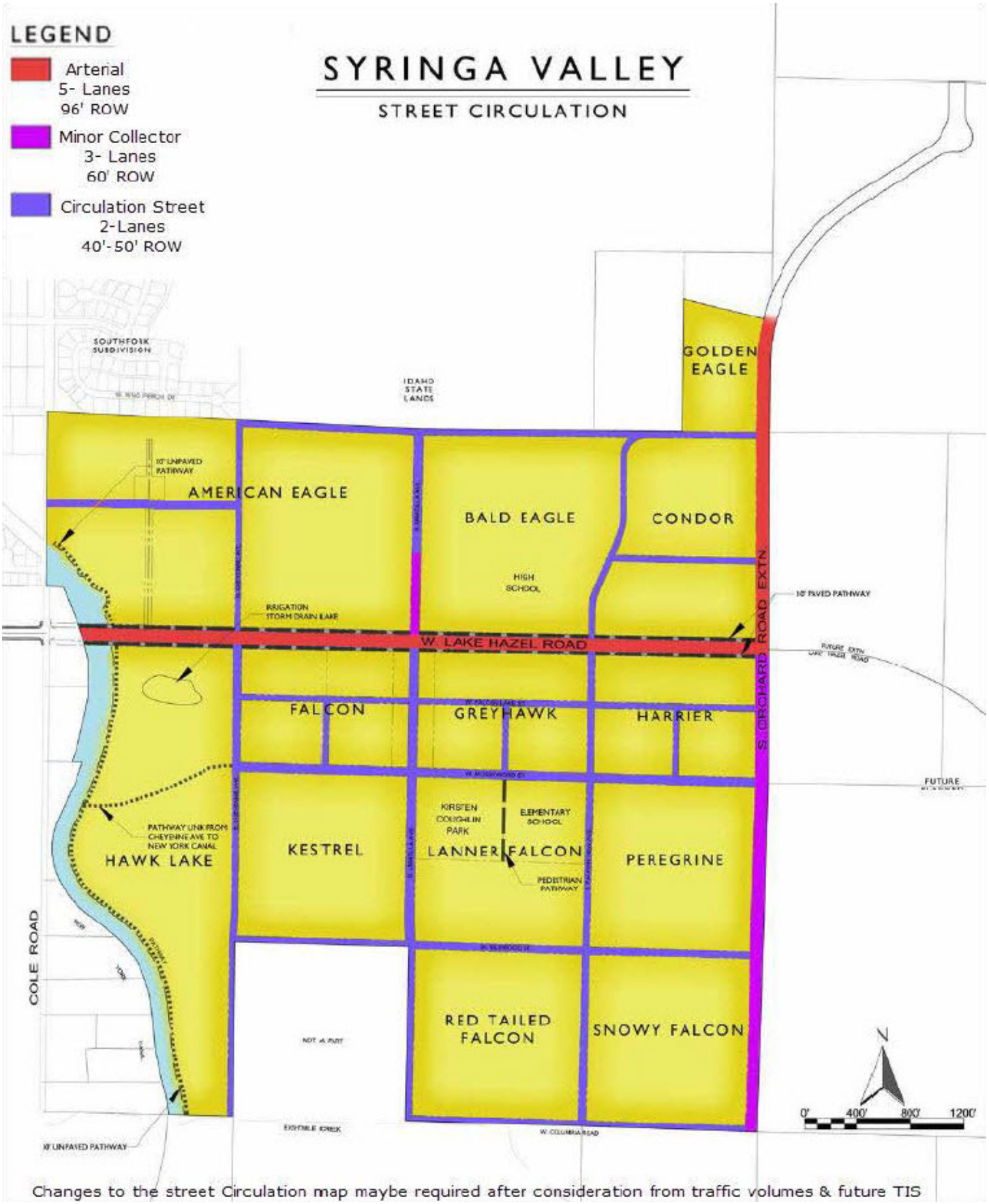
Comprehensive Plan Amendment
The amendment is required for the public convenience or necessity, or for the general welfare of the community. To achieve the densities needed along Lake Hazel to warrant transit service in the future, and to provide a buffer to the lower densities further to the south an increase in density is needed. As such, the amendment is for the public convenience, necessity, and for the general welfare of the community.


CAR15-00029 & CPA15-00008
NTS
N
W Colt Dr
W Chilacot Dr
W Obsidian Dr
W Desert Ave
W Desert Ave
S Umatilla Ave
RP
A-2
A-1
Fivemile Creek
R6
R2
R-1A
M-1D
A-1
South Boise Loop Trail
S Round
S Silve
S Sad
R1
W Sagebrush Way
W Spur Ct
R4
R-1C
R4
W Stirrup Ct
W Dulcimer St
S Latigo Dr
W Stirrup Ave
S Cole Rd
W Coho Dr
RSW
R6
S Moon Pl
R8
W Orbit Dr
R4
W Galactic Ct
S Solar Way
R6
W Sellars Ln
S Solar Ave
S Zeus Way
R1
W Tarp Dr
W Tarp Ln
R2
A-2
Coughlin Site
RP
Eightmile Creek
New York Canal
RSW
W Jumper Ln
RP
RR
RP

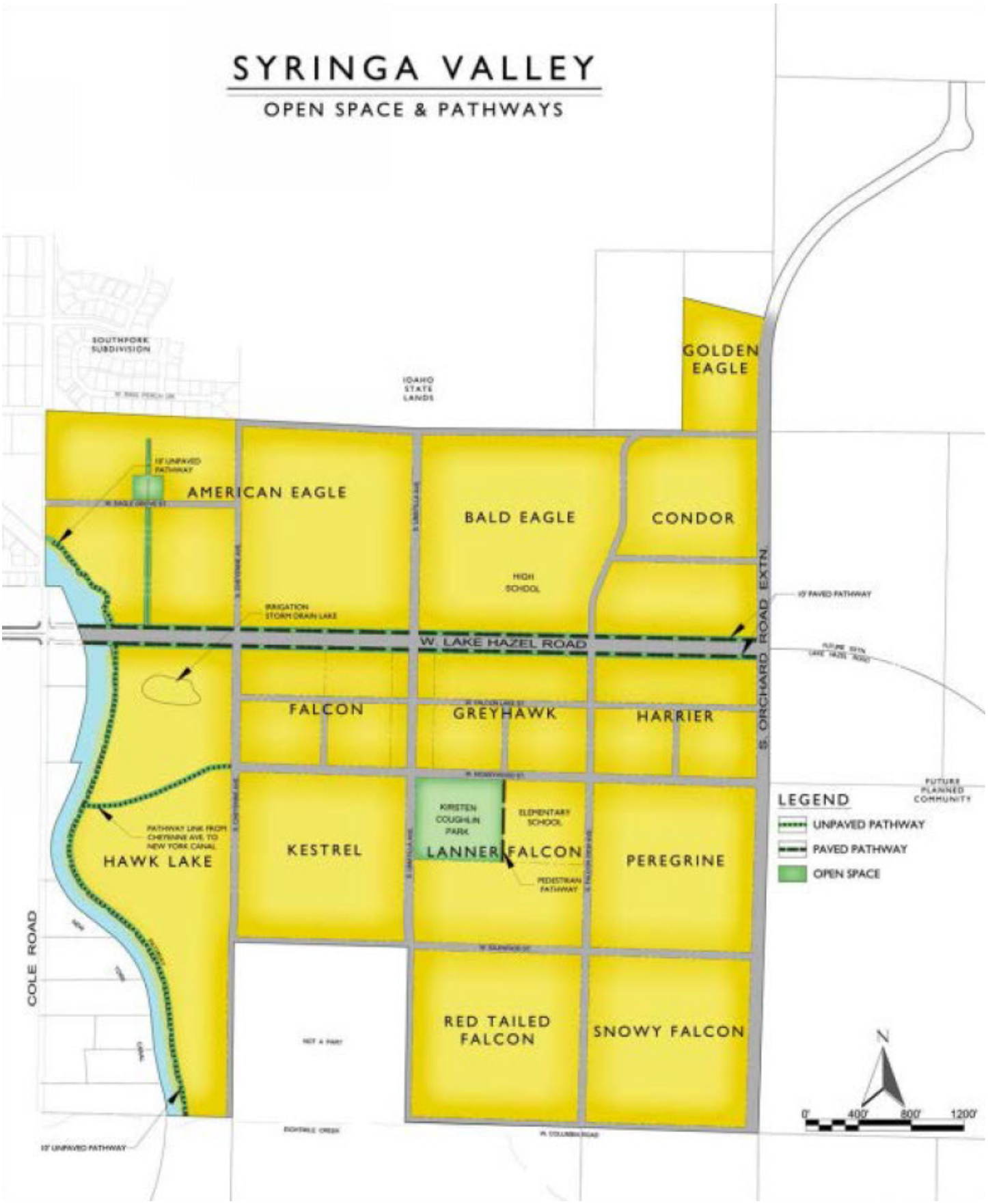

CAR15-00029 & CPA15-00008
NTS
N
W Colt Dr
W Chilacot Dr
W Obsidian Dr
W Desert Ave
W Desert Ave
W Gowen Rd
Fivemile Creek
South Boise Loop Trail
W Sagebrush Way
W Spur Ct
W Banjo Dr
W Stirrup Ct
W Dulcimer St
W Falling Star St
S Latigo Dr
W Stirrup Ave
S Cole Rd
W Coho Dr
W Bright Star St
W Lake Hazel Rd
W Orbit Dr
W Galactic Ct
W Sellars Ln
S Solar Ave
S Zeus Way
W Tarp Dr
W Tarp Ln
Coughlin Site
Eightmile Creek
New York Canal
W Jumper Ln


SYRINGA VALLEY
OVERALL CONCEPTUAL MASTERPLAN
SOUTHFORK SUBDIVISION
IDAHO STATE LANDS
IDAHO STATE LANDS
GOLDEN EAGLE
BUSINESS CAMPUS
RES. 3 UNIT
12' UNPAVED PATHWAY
AMERICAN EAGLE
RES. 3-6 UNIT
BALD EAGLE
HIGH SCHOOL
BUSINESS CAMPUS
CONDOR
NORTH NEIGHBORHOOD COMMERCIAL CENTER
10' PAVED PATHWAY
IRRIGATION STORM DRAIN LAKE
W. LAKE HAZEL ROAD
S. ORCHARD ROAD EXTN
RES. 3-6 UNIT
MIXED RES. 4-18 UNIT
NC
MIXED RES. 4-18 UNIT
MIXED RES. 4-18 UNIT
FALCON
RES. 3-6 UNIT
RES. 3-6 UNIT
NC
NC
GREYHAWK
MIXED RES. 4-18 UNIT
RES. 3-6 UNIT
HARRIER
RES. 3-6 UNIT
RES. 3-6 UNIT
RES. 3-6 UNIT
PATHWAY LINK FROM CHEYENNE AVE. TO NEW YORK CANAL
HAWK LAKE
SOUTH NEIGHBORHOOD COMMERCIAL CENTER (URBAN VILLAGE)
KESTREL
RES. 3-6 UNIT
KIRSTEN COUGHLIN PARK
ELEMENTARY SCHOOL
LANNER FALCON
PEDESTRIAN PATHWAY
RES. 3-6 UNITS
PEREGRINE
RES. 3-6 UNITS
COLE ROAD
RED TAILED FALCON
RES. 3-6 UNIT
SNOWY FALCON
RES. 3-6 UNIT
12' UNPAVED PATHWAY
FUTURE PLANNED COMMUNITY
LEGEND
UNPAVED PATHWAY
PAVED PATHWAY
RESIDENTIAL (3 UNITS/ACRE)
RESIDENTIAL (3-6 UNITS/ACRE)
MIXED RESIDENTIAL (4-18 UNITS/ACRE)
NEIGHBORHOOD COMMERCIAL CENTER (URBAN VILLAGE) (NC)
BUSINESS CAMPUS
OPEN SPACE
SCHOOLS
N
0'
400'
800'
1200'


SYRINGA VALLEY
OVERALL SUB-ZONING MAP
SOUTHFORK SUBDIVISION
IDAHO STATE LANDS
IDAHO STATE LANDS
GOLDEN EAGLE IND
AMERICAN EAGLE LR
BALD EAGLE NC
CONDOR NC
NC
HIGH SCHOOL
IRRIGATION STORM DRAIN LAKE
W. LAKE HAZEL ROAD
S. ORCHARD ROAD EXTN.
12' PAVED PATHWAY
LR
MR
NC
NC
MR
MR
FALCON
LR
LR
NC
NC
GREYHAWK
MR
LR
HARRIER
LR
LR
KRISTEN COUGHLIN PARK
ELEMENTARY SCHOOL
PATHWAY LINK FROM CHEYENNE AVE. TO NEW YORK CANAL
HAWK LAKE LR
KESTREL LR
LANNER FALCON LR
PEDESTRIAN PATHWAY
PEREGRINE LR
COLE ROAD
RED TAILED FALCON LR
SNOWY FALCON LR
10' UNPAVED PATHWAY
W. COLUMBIA ROAD
FUTURE PLANNED COMMUNITY
LEGEND
EAGLE VIEW SUB-ZONE (NORTH OF W. LAKE HAZEL RD.)
FALCON VALLEY SUB-ZONE (SOUTH OF W. LAKE HAZEL RD.)
N
0'
400'
800'
1200'



Changes to the street Circulation map maybe required after consideration from traffic volumes & future TIS


SYRINGA VALLEY
OPEN SPACE & PATHWAYS
SOUTHFORK SUBDIVISION
IDAHO STATE LANDS
GOLDEN EAGLE
AMERICAN EAGLE
BALD EAGLE
CONDOR
HIGH SCHOOL
IRRIGATION STORM DRAIN LAKE
W. LAKE HAZEL ROAD
S. ORCHARD ROAD EXTN
10' PAVED PATHWAY
FALCON
GREYHAWK
HARRIER
KRISTEN COUGHLIN PARK
ELEMENTARY SCHOOL
KESTREL
LANNER FALCON
PEREGRINE
PEDESTRIAN PATHWAY
PATHWAY LINE FROM CHEYENNE AVE TO NEW YORK CANAL
HAWK LAKE
COLE ROAD
RED TAILED FALCON
SNOWY FALCON
NOT A PARK
10' UNPAVED PATHWAY
FUTURE PLANNED COMMUNITY
LEGEND
UNPAVED PATHWAY
PAVED PATHWAY
OPEN SPACE
N
0'
400'
800'
1200'

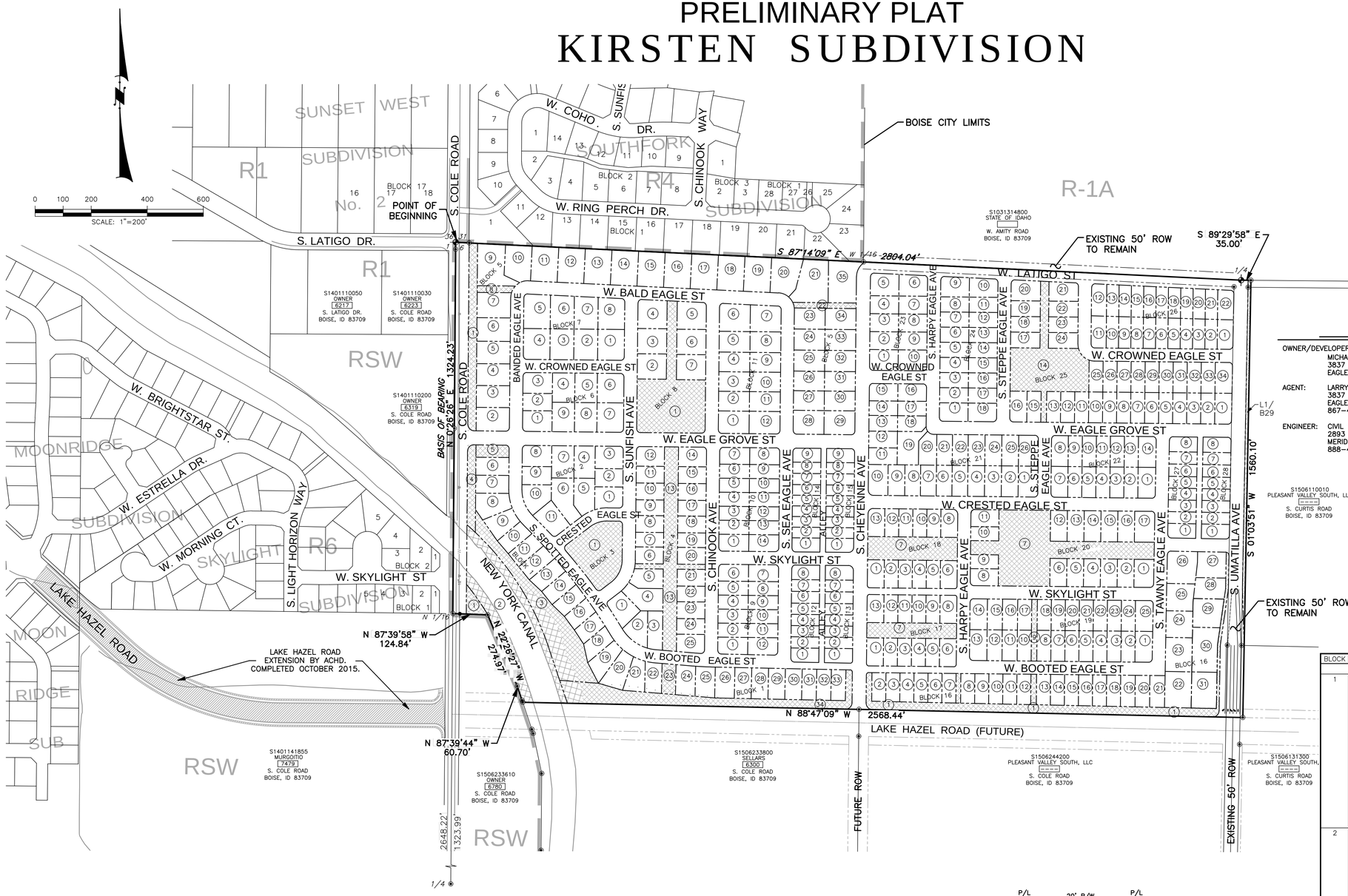
5675a/6b

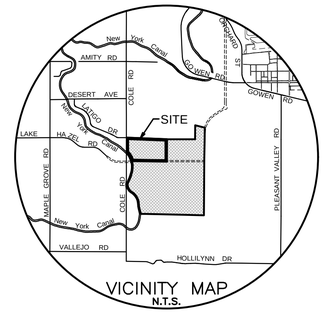
		Larson Architects, P.A. Architecture and Real Estate Planning 210 Murray Street Boise, Idaho 83714 (208) 376-7502	PROJECT NAME SYRINGA VALLEY BOISE, IDAHO	REVISIONS	DRAWN BY RSD	DATE 11-30-15	SHEET NUMBER MP-1

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PRELIMINARY PLAT
KIRSTEN SUBDIVISION





VICINITY MAP
N.T.S.

NOTES

OWNER/DEVELOPER: MICHAEL COUGHLIN, MD
3837 N. HOLL DR.
EAGLE, ID 83616

AGENT: LARRY HELLHAKE
3837 N. HOLL DR.
EAGLE, ID 83616
867–4246

ENGINEER: CIVIL SURVEY CONSULTANTS, INC.
2893 S. MERIDIAN ROAD
MERIDIAN, ID 83642
888–4312

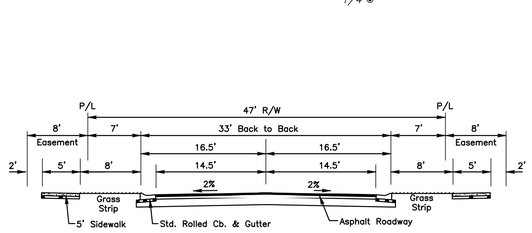
AREA: 102.36 Ac GROSS
100.90 Ac NET (EXCLUDING COLE ROAD ROW)

NUMBER OF LOTS: 422 – RESIDENTIAL LOTS
412 – SINGLE FAMILY DWELLING LOTS
10 – MULTI–FAMILY LOTS (4 UNITS/LOT)
20 – OPEN SPACE LOTS
4 – NEIGHBORHOOD PARK
16 – LANDSCAPE BERMS/PATHS/OTHER
442 – TOTAL LOTS
452 – RESIDENTIAL UNITS

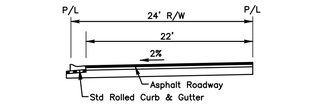
CITY LIMITS: BOISE, IDAHO
IRRIGATION DISTRICT: NEW YORK
POTABLE WATER: UNITED WATER COMPANY
SANITARY SEWER: CITY OF BOISE
EXISTING ZONING: A–2
PROPOSED ZONING: SP–03

ADJACENT OWNERSHIP
WITHIN NEIGHBORING SUBDIVISIONS

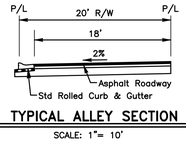
BLOCK	LOT	NAME	ADDRESS		PARCEL #
		SOUTHFORK SUBDIVISION			
1	1	SOUTHFORK SUBDIVISION HOA	7325 W Ring Perch Dr	BOISE, ID 83709	R8048550010
	9	PROPERTY OWNER	7379 W Ring Perch Dr	BOISE, ID 83709	R8048550090
	10	PROPERTY OWNER	7355 W Ring Perch Dr	BOISE, ID 83709	R8048550100
	11	PROPERTY OWNER	7323 W Ring Perch Dr	BOISE, ID 83709	R8048550110
	12	PROPERTY OWNER	7301 W Ring Perch Dr	BOISE, ID 83709	R8048550120
	13	PROPERTY OWNER	7267 W Ring Perch Dr	BOISE, ID 83709	R8048550130
	14	PROPERTY OWNER	7249 W Ring Perch Dr	BOISE, ID 83709	R8048550140
	15	PROPERTY OWNER	7221 W Ring Perch Dr	BOISE, ID 83709	R8048550150
	16	PROPERTY OWNER	7203 W Ring Perch Dr	BOISE, ID 83709	R8048550160
	17	PROPERTY OWNER	7175 W Ring Perch Dr	BOISE, ID 83709	R8048550170
	18	PROPERTY OWNER	7137 W Ring Perch Dr	BOISE, ID 83709	R8048550180
	19	PROPERTY OWNER	7119 W Ring Perch Ct	BOISE, ID 83709	R8048550190
	20	PROPERTY OWNER	7093 W Ring Perch Ct	BOISE, ID 83709	R8048570010
	21	PROPERTY OWNER	7065 W Ring Perch Ct	BOISE, ID 83709	R8048570020
	22	PROPERTY OWNER	7031 W Ring Perch Ct	BOISE, ID 83709	R8048570030
	23	PROPERTY OWNER	7009 W Ring Perch Ct	BOISE, ID 83709	R8048570040
	24	PROPERTY OWNER	7004 W Ring Perch Ct	BOISE, ID 83709	R8048570050
	25	PROPERTY OWNER	7028 W Ring Perch Ct	BOISE, ID 83709	R8048570060
	26	SOUTHFORK SUBDIVISION HOA	7040 W Ring Perch Ct	BOISE, ID 83709	R8048570070
	27	PROPERTY OWNER	7062 W Ring Perch Ct	BOISE, ID 83709	R8048570080
	28	PROPERTY OWNER	7086 W Ring Perch Ct	BOISE, ID 83709	R8048570090
2	2	SOUTHFORK SUBDIVISION HOA	7318 W Ring Perch Dr	BOISE, ID 83709	R8048550210
	3	PROPERTY OWNER	7316 W Ring Perch Dr	BOISE, ID 83709	R8048550220
	4	PROPERTY OWNER	7268 W Ring Perch Dr	BOISE, ID 83709	R8048550230
	5	PROPERTY OWNER	7250 W Ring Perch Dr	BOISE, ID 83709	R8048550240
	6	PROPERTY OWNER	7222 W Ring Perch Dr	BOISE, ID 83709	R8048550250
	7	PROPERTY OWNER	7204 W Ring Perch Dr	BOISE, ID 83709	R8048550260
	8	PROPERTY OWNER	7176 W Ring Perch Dr	BOISE, ID 83709	R8048550270
	9	PROPERTY OWNER	7189 W Coho Dr	BOISE, ID 83709	R8048550280
	10	PROPERTY OWNER	7217 W Coho Dr	BOISE, ID 83709	R8048550290
	11	PROPERTY OWNER	7231 W Coho Dr	BOISE, ID 83709	R8048550300
	12	PROPERTY OWNER	7253 W Coho Dr	BOISE, ID 83709	R8048550310
3	1	PROPERTY OWNER	6102 S Chinook Way	BOISE, ID 83709	R8048550340
	2	PROPERTY OWNER	7134 W Ring Perch Ct	BOISE, ID 83709	R8048550350
	3	PROPERTY OWNER	7118 W Ring Perch Ct	BOISE, ID 83709	R8048560010
		SKYLIGHT SUBDIVISION			
1	1	SKYLIGHT SUBDIVISION HOA	7419 W Skylight St	BOISE, ID 83709	R7977430010
	2	PROPERTY OWNER	7421 W Skylight St	BOISE, ID 83709	R7977430020
	3	PROPERTY OWNER	7443 W Skylight St	BOISE, ID 83709	R7977430030
	4	PROPERTY OWNER	7471 W Skylight St	BOISE, ID 83709	R7977430040
	5	PROPERTY OWNER	7495 W Skylight St	BOISE, ID 83709	R7977430050
2	1	SKYLIGHT SUBDIVISION HOA	0000 S Cole Rd	BOISE, ID 83709	R7977430090
	2	PROPERTY OWNER	7422 W Skylight St	BOISE, ID 83709	R7977430100
	3	PROPERTY OWNER	7448 W Skylight St	BOISE, ID 83709	R7977430110
	4	PROPERTY OWNER	7474 W Skylight St	BOISE, ID 83709	R7977430120
	5	PROPERTY OWNER	7490 W Skylight St	BOISE, ID 83709	R7977430130
		SUNSET WEST SUBDIVISION No. 2			
17	16	PROPERTY OWNER	6228 S Latigo Dr	BOISE, ID 83709	R8223010490
	17	PROPERTY OWNER	6240 S Latigo Dr	BOISE, ID 83709	R8223010495
	18	PROPERTY OWNER	6195 S Cole Rd	BOISE, ID 83709	R8223010500
		OTHER PROPERTIES			
		PROPERTY OWNER	6223 S Cole Rd	BOISE, ID 83709	S1401110030
		PROPERTY OWNER	6217 S Latigo Dr	BOISE, ID 83709	S1401110050
		PROPERTY OWNER	6319 S Cole Rd	BOISE, ID 83709	S1401110200
		PROPERTY OWNER	7479 S Cole Rd	BOISE, ID 83709	S1401141855
		PROPERTY OWNER	6780 S Cole Rd	BOISE, ID 83709	S1506233610
		PROPERTY OWNER	6300 S Cole Rd	BOISE, ID 83709	S1506233800
		PROPERTY OWNER	S Cole Rd	BOISE, ID 83709	S1506244200
		PROPERTY OWNER	S Curtis Rd	BOISE, ID 83709	S1506131300
		PROPERTY OWNER	S Curtis Rd	BOISE, ID 83709	S1506110010
		PROPERTY OWNER	S Curtis Rd	BOISE, ID 83709	S1031417200
		PROPERTY OWNER	W Amity Rd	BOISE, ID 83709	S1031314800



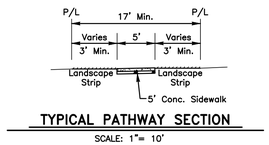
33' BACK TO BACK
TYPICAL ROADWAY SECTION
SCALE: 1"= 10'



TYPICAL 24' ROADWAY SECTION
SCALE: 1"= 10'



TYPICAL ALLEY SECTION
SCALE: 1"= 10'



TYPICAL PATHWAY SECTION
SCALE: 1"= 10'

DESIGNED BY
CIVIL SURVEY CONSULTANTS, INC.
2893 S. MERIDIAN ROAD
MERIDIAN, IDAHO 83642

REVISIONS

NO.	ITEM	DATE
1.	Revised layout per agency comments.	10/27/2015

PROJECT NO. 12035
DESIGNED JRM
DRAWN JRM
CHECKED
APPROVED TAB

ELECTRONICALLY SIGNED AND SEALED ORIGINAL ON FILE AT OUR OFFICE
REGISTERED PROFESSIONAL ENGINEER
STATE OF IDAHO
JAMES R. MONEY
10009
SEALED ON 11/19/15

CIVIL SURVEY CONSULTANTS, INC.
CONSULTING ENGINEERS AND LAND SURVEYORS
2893 SOUTH MERIDIAN ROAD
MERIDIAN, IDAHO 83642
(208)888–4312

PRELIMINARY PLAT
KIRSTEN SUBDIVISION
LOCATED IN THE NE 1/4, GOVERNMENT LOT 2 AND THE SW 1/4 OF THE NE 1/4 OF SECTION 6, TOWNSHIP 2 NORTH, RANGE 2 EAST, BOISE MERIDIAN, ADA COUNTY, IDAHO

DATE: 11/19/2015
DWG: Preplat_01–200.dwg
JOB NO: 12035

SHEET 1 OF 2

PRELIMINARY PLAT
KIRSTEN SUBDIVISION

LEGEND

- FOUND 5/8" IRON PIN
- FOUND 1/2" IRON PIN
- FOUND BRASS CAP MONUMENT
- FOUND PK NAIL
- (5) LOT NUMBER
- 4567 LOT AREA
- PROPOSED PROPERTY LINE
- PROPOSED SETBACK LINE (5' INTERIOR UNLESS SHOWN)
- STORM DRAIN INLET
- SEDIMENT BOX
- MANHOLE
- FIRE HYDRANT
- STREET LIGHT
- BOISE CITY LIMITS
- OPEN SPACE LOT
- W EXISTING WATER
- W PROPOSED WATER
- S PROPOSED SAN. SEWER
- SD PROPOSED STORM DRAIN
- 2' CONTOUR LINES
- SURFACE FLOW
- VALLEY GUTTER

SCALE: 1"=100'

POINT OF BEGINNING

S. LATIGO DR

W. RING PERCH DR.

SOUTH FORK SUBDIVISION

S 87°14'09" E 2804.04'

35.00' S 89°29'58" E

W. LATIGO ST

W. BALD EAGLE ST

W. CROWNED EAGLE ST

W. EAGLE GROVE ST

W. CRESTED EAGLE ST

W. SKYLIGHT ST

W. BOOTED EAGLE ST

W. LAKE HAZEL ROAD (FUTURE)

S. COLE ROAD

S. BANDED EAGLE AVE

S. SUNFISH AVE

S. SPOTTED EAGLE AVE

S. CHINOOK AVE

S. SEA EAGLE AVE

S. CHEYENNE AVE

S. HARPY EAGLE AVE

S. STEPPE EAGLE AVE

S. TAWNY EAGLE AVE

S. UMATILLA AVE

ALLEY

BLOCK 1 through BLOCK 27

BASIS OF BEARING N 0°26'26" E 1324.23'

S 1°03'51" W 1560.10'

N 87°39'58" W 124.84'

N 22°26'27" W 274.97'

N 18°39'44" W 60.70'

N 88°47'09" W 2568.44'

NEW YORK CANAL

LK. HAZEL EXTENSION BY ACHD [OCT. 2015]

TO 15" SEWER AT COLE RD.

TO NEW STORM DRAIN FACILITY SOUTH OF LAKE HAZEL ROAD

16"Ø WATER EXTENSION BY UNITED WATER

R1 | R4 | R-1A | RSW

S1401110030 OWNER 6223 S. COLE ROAD BOISE, ID 83709

S1401110200 OWNER 6319 S. COLE ROAD BOISE, ID 83709

S1401141855 MURGOITIO 7479 S. COLE ROAD BOISE, ID 83709

S1503233610 DENNIS 6780 S. COLE ROAD BOISE, ID 83709

S1503233800 6300 S. COLE ROAD BOISE, ID 83709

S1033134800 STATE OF IDAHO W. AMITY ROAD BOISE, ID 83709

S1508110010 PLEASANT VALLEY SOUTH, LLC S. CURTIS ROAD BOISE, ID 83709

S1508231320 PLEASANT VALLEY SOUTH, LLC S. CURTIS ROAD BOISE, ID 83709

S1508244300 PLEASANT VALLEY SOUTH, LLC S. COLE ROAD BOISE, ID 83709

L1/B29

ELECTRONIC SIGNATURE
JAMES R. MONEY
REGISTERED PROFESSIONAL ENGINEER
STATE OF IDAHO
10009
ORIGINAL ON FILE AT OFFICE OF PUBLIC WORKS
SEALED ON 11/09/15

PROJECT NO.	12035
DESIGNED	
DRAWN	
CHECKED	
APPROVED	

NO.	REVISIONS ITEM	DATE
1.	Revised layout per agency comments.	10/27/2015

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DATE: 9/10/2015
DWG: Preplat_01-100.dwg
JOB NO: 12035

SHEET 2 OF 2

SYRINGA VALLEY SPECIFIC PLAN NARRATIVE

Introduction

With this application, Pleasant Valley South LLC ("Pleasant Valley") seeks the City of Boise's approval of a new Specific Plan Ordinance to be added to Chapter 11-013 of the Boise City Code. This new Ordinance will cover land that Pleasant Valley controls in the Southwest Boise Reserve Planned Community Area. The Specific Plan Ordinance, authorized by Boise City Code Chapter 11-05-08, provides a means for creating new zoning regulations for unique areas and developments, such as mixed use districts and planned developments, where conventional zoning mechanisms are inadequate.

The application package addresses specific aspects of the project's development and the associated requirements of the Specific Plan Ordinance. This narrative provides a summary of the key issues and requirements, along with an overview of the proposed development.

Project Overview

The Syringa Valley Development proposed in this application will effectively implement the City of Boise Comprehensive Plan for Southwest Boise's Reserve Planned Community. The Comprehensive Plan describes the Reserve Planned Community as generally bounded by the New York Canal and S. Cole Road on the west, extension of S. Orchard Road on the east, and the extension of South Latigo Road on the north and Columbia Road on the south. The Syringa Valley Specific Plan will cover 601.32 acres of this Reserve Planned Community Area.

Both the Syringa Valley Specific Plan and Reserve Planned Community center on the extension of Lake Hazel Road from S. Cole Road over the New York Canal to the extension of S. Orchard Road.
The Reserve is intended to establish a mixed-use development with a range of residential housing types and densities, neighborhood commercial centers and a business campus. The Reserve is split into two Specific Plan areas, Lake Hazel North and Lake Hazel South.

The Syringa Valley Specific Plan includes two planning areas: Eagle View, which is located north of Lake Hazel Road, and Falcon Valley, which is located south of Lake Hazel Road. Both of these areas are also described in the Comprehensive Plan as North of Lake Hazel Road Area and South Lake Hazel Road Area.

Both Eagle View and Falcon Valley planning areas are described in detail below.



EAGLE VIEW

Eagle View is split into four (4) different planning areas: American Eagle, Bald Eagle, Condor and Golden Eagle.

American Eagle is approximately 100 acres located on the western half of the overall Eagle View planning area. American Eagle is also the Kirsten Subdivision, a quality low-density residential neighborhood. The design promotes a friendly pedestrian walking environment with the use of detached sidewalks and tree lined streets. There is easy access to the rest of Syringa Valley with the ten (10) foot wide pathway along the

north side of W. Lake Hazel Road and along the east side of the New York Canal, as well as other paths that link the neighborhood together. The American Eagle planning area has a designation of (LR) Low Density Residential Sub-Zoning District.

Bald Eagle is located near the center of the overall Eagle View planning area. It is a 50 acre site for a high school east of S. Umatilla Avenue. The layout design for the high school building and parking lot places the high school near the northeast corner of South Umatilla Avenue and West Lake Hazel Road. There will be extension of the ten (10) foot wide pathway along the north side of W. Lake Hazel Road. The Bald Eagle planning area has a designation of (NC) Neighborhood Commercial Sub-Zoning District.

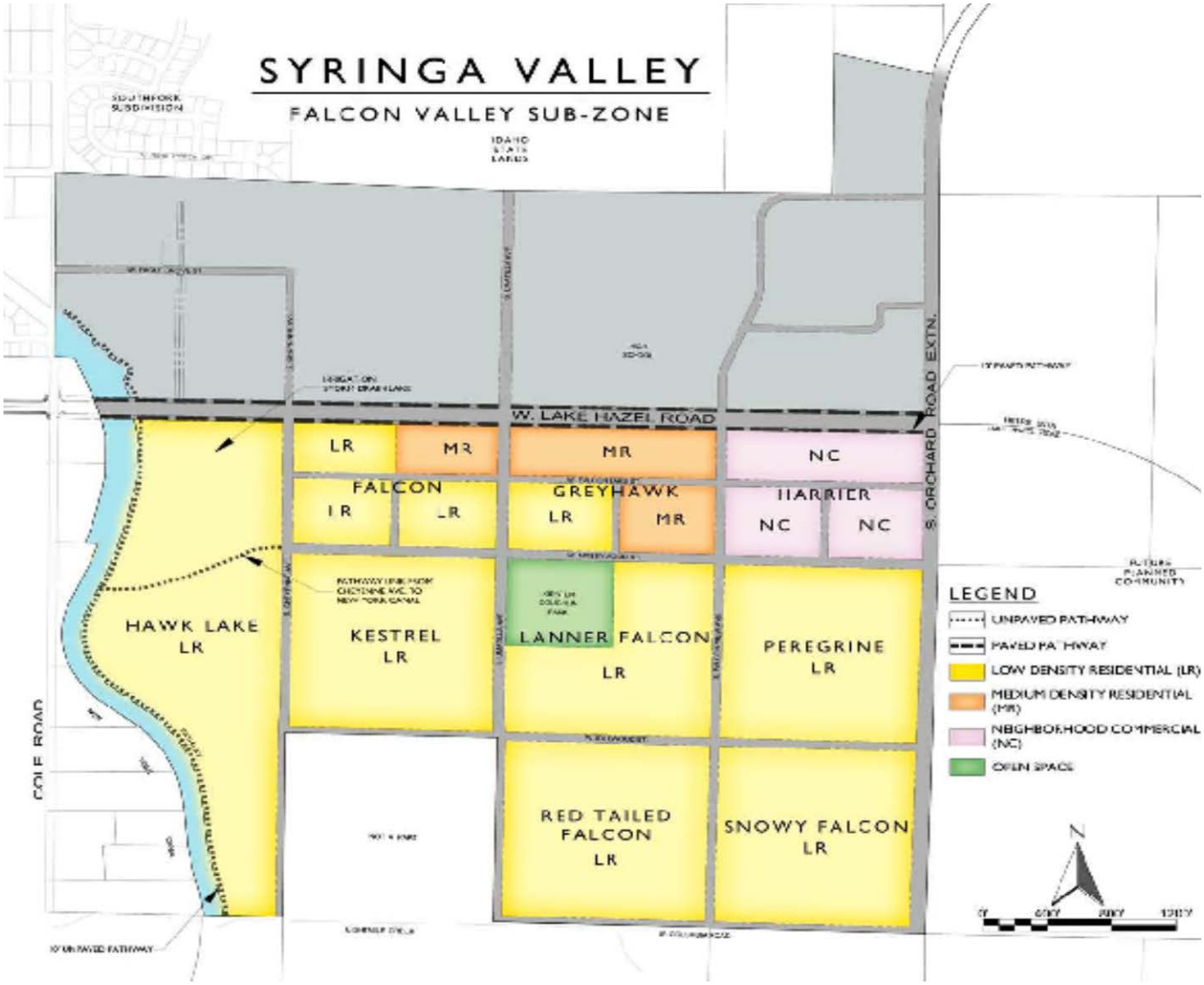
Condor is located at the northwest corner of South Orchard Road and West Lake Hazel Road. The Condor planning area is a mixture of commercial office, commercial retail, and residential uses in the (neighborhood commercial) Sub-Zoning District. Condor allows for a mixture of small-scale commercial and professional offices with medium density residential development located near the high school site. There is a ten (10) foot wide paved pathway along the north side of W. Lake Hazel Road to provide pedestrian accessibility to this neighborhood center.

Golden Eagle is located on the west side of South Orchard Road in the Airport influence area “B”. Golden Eagle has a designation of (IND) Industrial Sub-Zoning District, 12+- acres in size and is the only area of the entire Specific Plan for Syringa Valley that is located in the airport influence area B.

Falcon Valley

The Falcon Valley planning area has three (3) Sub-Zoning Districts. These Sub-Zoning Districts are the (LR) Low Density Residential Sub-Zoning District, the (MR) Medium

Density Residential Sub-Zoning District, and the (NC) Neighborhood Commercial Sub-Zoning District. Through the use of a grid of circulation streets, the Falcon Valley area is split into eleven (11) subsections. The Kirsten Coughlin Park has been located as close the center of Falcon Valley as possible. This provides all the residents walkable access to this City Park. Other noteworthy features are the ten (10) foot wide unpaved pathway along the New York Canal easement and the ten (10) foot paved pathway along the southern side of W. Lake Hazel Road. Both these pathways provide for pedestrian connection throughout the development.



Hawk Lake is located along the New York Canal and is the largest planning area in Falcon Valley. Hawk Lake is a low-density residential neighborhood and is designated with a Sub-Zoning District of (LR) Low Density Residential. It is designed to promote walkability, with detached sidewalks and tree lined streets. Hawk Lake has two major pedestrian connections: a 10 wide paved pathway along the south side of W. Lake Hazel Road and 10-foot wide

unpaved pathway along the east side of the New York Canal. Hawk Lake will have an irrigation pond and storm water pond located near the southern side of W. Lake Hazel Road to provide irrigation water and storm water storage for a portion of the Syringa Valley. This pond also provides an amenity to the surrounding development.

Falcon is located along the south side of W. Lake Hazel Road between S. Cheyenne Avenue and S. Umatilla Avenue. The Falcon planning area has both (LR) Low Density Residential Sub-Zoning District and (MR) Medium Density Residential Sub-Zoning District, which encourages a mixture of both residential and office uses. The Falcon planning area also has portion of the South Neighborhood Commercial Center which is surrounded by residential development. South Umatilla Ave provides a location for an urban village development at a pedestrian scale. Where a mixture of both commercial and residential uses help create a village look and feel along S. Umatilla Ave..

Greyhawk is located along the south side of W. Lake Hazel Road between S. Umatilla Ave and S. Falcon View Avenue and S. Umatilla Avenue. The Greyhawk planning area has both (LR) Low Density Residential Sub-Zoning District and (MR) Medium Density Residential Sub-Zoning District, which encourages a mixture of both residential and office uses. The Greyhawk planning area also has portion of the South Neighborhood Commercial Center which is surrounded by residential development. South Umatilla Ave provides a location for an urban village development at a pedestrian scale. Where a mixture of both commercial and residential uses help create a village look and feel along S. Umatilla Ave

Harrier is located along the south side of W. Lake Hazel Road between South Falcon View Avenue and South Orchard Road. The Harrier planning area has both (LR) Low Density Residential Sub-Zoning District and (MR) Medium Density Residential Sub-Zoning District, which encourages a mixture of both residential and office uses.

Kestrel is located between West Mossywood Street and West Idlewood Street and between South Cheyenne Avenue and South Umatilla Avenue. The Kestrel planning area another is quality low-density residential neighborhood designed to promote walkability throughout the community with detached sidewalks and tree lined streets, with easy access to the rest of Syringa Valley. Increased density of residential housing is encouraged along the west side of South Umatilla Avenue near the Kirsten Coughlin Park. The Kestrel planning section has a Sub-Zoning District of (LR) Low Density Residential.

Lanner Falcon is located between West Mossywood Street and West Idlewood Street and between South Umatilla Avenue and South Falcon View Avenue. Lanner Falcon has the Kirsten Coughlin Park in the northwest quarter of the planning area a and future elementary school next to it. The remaining 20 plus acres is low-density residential neighborhood. Its Design promotes walkability throughout the community with detached sidewalks and tree lined streets and with easy access to the rest of Syringa Valley. Increased density residential housing is encouraged near the Kirsten Coughlin Park and along the west side of South Falcon View Avenue. The Lanner Falcon planning area has Sub-Zoning District of (LR) Low Density Residential.

Peregrine is located between West Mossywood Street and West Idlewood Street and between

South Orchard Avenue and South Falcon View Avenue. It is another quality low-density residential neighborhood, designed to promote walkability throughout the community with detached sidewalks and tree lined streets, with easy access to the rest of Syringa Valley. Increased density residential housing is encouraged near the Kirsten Coughlin Park and along the west side of South Falcon View Avenue. The Peregrine planning area has Sub-Zoning District of (LR) Low Density Residential.

Red Tailed Hawk is located between West Columbia Road and West Idlewood Street and between South Umatilla Avenue and South Falcon View Avenue. Red Tailed Hawk is another quality low-density residential neighborhood designed to promote walkability throughout the community with detached sidewalks and tree lined streets, with easy access to the rest of Syringa Valley. The Red Tailed Hawk planning area has Sub-Zoning District of (LR) Low Density Residential.

Snowy Falcon is located between West Columbia Road and West Idlewood Street and between South Falcon View Avenue and South Orchard Road. Snowy Falcon is another quality low-density residential neighborhood designed to promote walkability throughout the community with detached sidewalks and tree lined streets, with easy access to the rest of Syringa Valley. The Snowy Falcon planning area has Sub-Zoning District of (LR) Low Density Residential.

Land Uses and Zoning Standards

The Syringa Valley Specific Plan Zoning Ordinance describes the land use sub-districts proposed for the Syringa Valley project, along with the allowed uses and densities, for each Sub-Zoning district. The Zoning Ordinance also describes a review, approval, and amendment process.

Eagle View Planning Area:

Eagle View Land Use Planning Goals:

American Eagle is in the (LR) Low-Density Residential Sub-District which through the design of Kirsten Subdivision, provides diverse urban housing products. Along with the single family residential uses, American Eagle includes a multi-family element near the corner of S. Umatilla Avenue and W. Lake Hazel Road.

Bald Eagle is in the (NC) Neighborhood Commercial Sub-District which has been reserved for a high school site. The future high school building and parking lot will be located near the northeast corner of S. Umatilla Avenue and W. Lake Hazel Road a controlled intersection.

Condor is the property located at the northwest corner of S. Orchard Road and W. Lake Hazel Road both of which are planned to be five (5) lane Arterial Roadways. Condor is neighborhood center in a (NC) Neighborhood Commercial Sub-District to accommodate both residential uses and commercial uses.

Golden Eagle is in the (IND) Industrial Sub-District, which plans for industrial uses along the westside of S. Orchard Road.

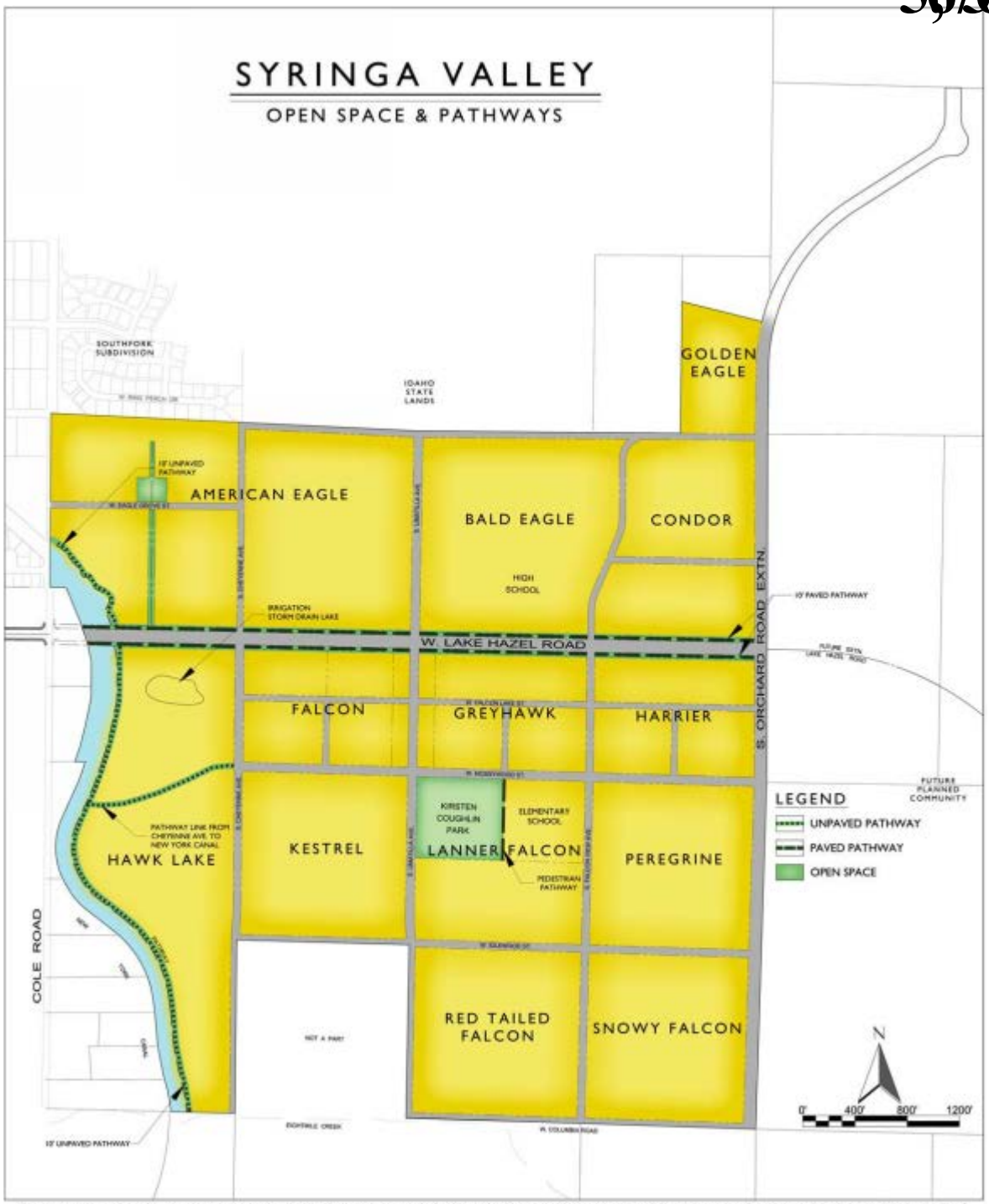
Falcon Valley Planning Area:

Falcon Valley Land Use Planning Goals:

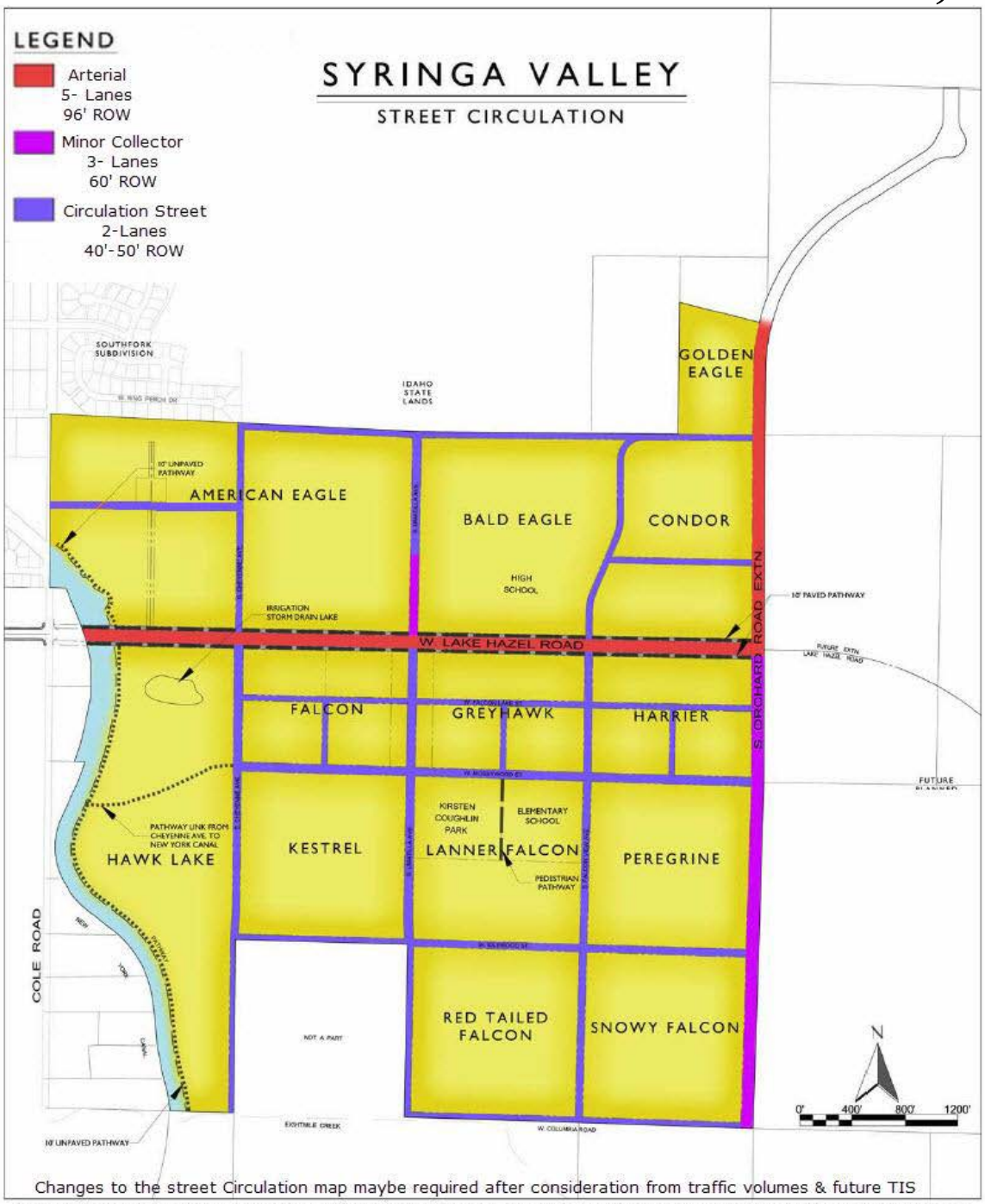
In all eleven sections, there is some portion of the section has a **(LR) Low-Density Residential Sub-District,** within in there design to provide diverse urban housing products. Along with the single family residential uses, these planning sections offer a multi-family element near the circulation roads, and multi-family elements are encouraged near the Kirsten Coughlin Park located in the Lanner Falcon Planning Area.

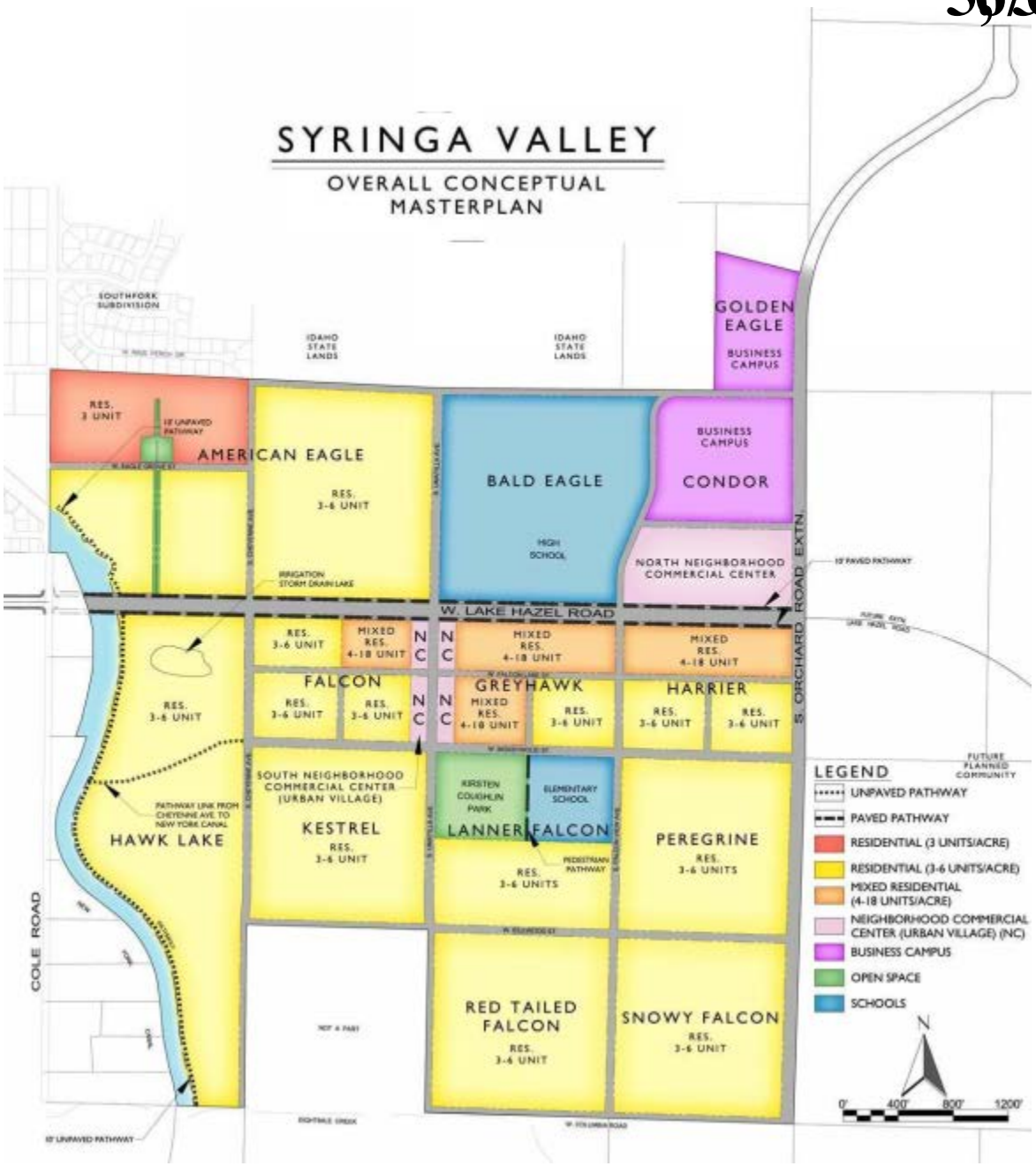
Falcon, Greyhawk and Harrier contain areas in the **(MR) Medium-Density Residential Sub-District,** which is designed to (a) accommodate medium density residential uses; (b) provide an orderly transition from more intensive uses to less intensive, lower density uses; and (c) allow apartments and a variety of residential uses, ranging from row houses and townhouses to office and commercial uses.

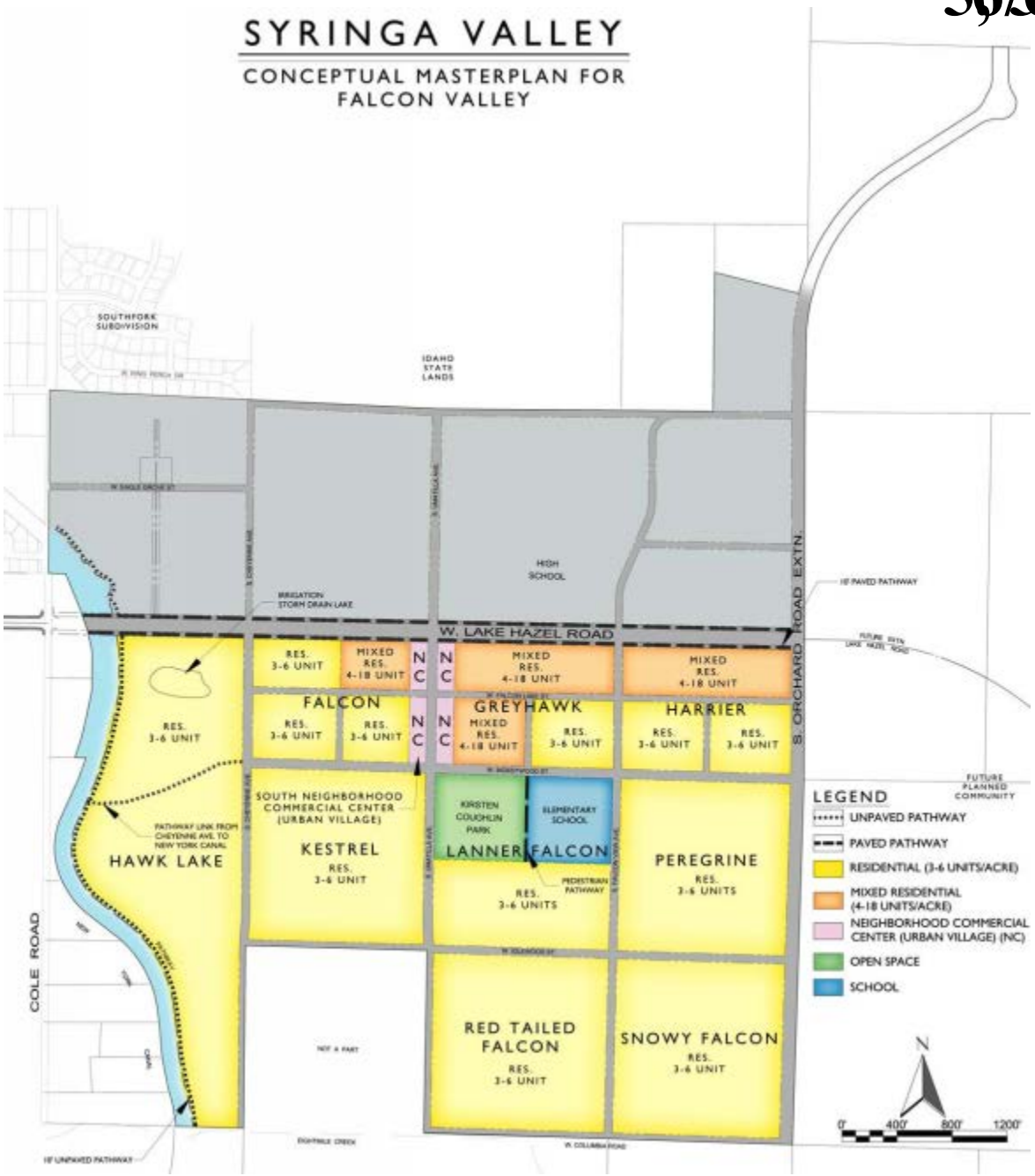
Falcon and Greyhawk combined contain the Southern Neighborhood Commercial Center. Located on both sides of S. Umatilla Ave between W. Lake Hazel Road and W. Mossywood Street. This neighborhood center in a **(NC) Neighborhood Commercial Sub-District** to accommodate both residential uses and commercial uses in a urban village surrounded by residential uses.



*For conceptual and illustrative purposes only. Exact locations and details are subject to change and shall be determined at time of the applicable final plat. *


LEGEND
Arterial
5- Lanes
96' ROW
Minor Collector
3- Lanes
60' ROW
Circulation Street
2-Lanes
40'-50' ROW
SYRINGA VALLEY
STREET CIRCULATION
SOUTHFORK SUBDIVISION
IDAHO STATE LANDS
GOLDEN EAGLE
AMERICAN EAGLE
BALD EAGLE
CONDOR
HIGH SCHOOL
10' UNPAVED PATHWAY
IRRIGATION STORM DRAIN LAKE
W. LAKE HAZEL ROAD
10' PAVED PATHWAY
S. ORCHARD ROAD EXTN
FUTURE EXTN LAKE HAZEL ROAD
FALCON
GREYHAWK
HARRIER
FUTURE
KIRSTEN COUGHLIN PARK
ELEMENTARY SCHOOL
PATHWAY LINK FROM CHEYENNE AVE. TO NEW YORK CANAL
HAWK LAKE
KESTREL
LANNER FALCON
PEREGRINE
PEDISTRIAN PATHWAY
COLE ROAD
RED TAILED FALCON
SNOWY FALCON
NOT A PART
EIGHTMILE CREEK
W. COLUMBIA ROAD
10' UNPAVED PATHWAY
N
0'
400'
800'
1200'
Changes to the street Circulation map maybe required after consideration from traffic volumes & future TIS
For conceptual and illustrative purposes only. Exact locations and details are subject to change and shall be determined at time of the applicable final plat.


SYRINGA VALLEY
OVERALL CONCEPTUAL MASTERPLAN
SOUTHFORK SUBDIVISION
IDAHO STATE LANDS
IDAHO STATE LANDS
GOLDEN EAGLE
BUSINESS CAMPUS
RES. 3 UNIT
10' UNPAVED PATHWAY
AMERICAN EAGLE
RES. 3-6 UNIT
BALD EAGLE
HIGH SCHOOL
BUSINESS CAMPUS
CONDOR
NORTH NEIGHBORHOOD COMMERCIAL CENTER
10' PAVED PATHWAY
S. ORCHARD ROAD EXTN
IRRIGATION STORM DRAIN LAKE
W. LAKE HAZEL ROAD
RES. 3-6 UNIT
MIXED RES. 4-18 UNIT
NC
MIXED RES. 4-18 UNIT
MIXED RES. 4-18 UNIT
FALCON
GREYHAWK
HARRIER
RES. 3-6 UNIT
RES. 3-6 UNIT
NC
NC
MIXED RES. 4-18 UNIT
RES. 3-6 UNIT
RES. 3-6 UNIT
RES. 3-6 UNIT
RES. 3-6 UNIT
SOUTH NEIGHBORHOOD COMMERCIAL CENTER (URBAN VILLAGE)
KIRSTEN COUGHLIN PARK
ELEMENTARY SCHOOL
PATHWAY LINK FROM CHEYENNE AVE. TO NEW YORK CANAL
HAWK LAKE
KESTREL
RES. 3-6 UNIT
LANNER FALCON
PEDESTRIAN PATHWAY
RES. 3-6 UNITS
PEREGRINE
RES. 3-6 UNITS
COLE ROAD
RED TAILED FALCON
RES. 3-6 UNIT
SNOWY FALCON
RES. 3-6 UNIT
10' UNPAVED PATHWAY
LEGEND
FUTURE PLANNED COMMUNITY
UNPAVED PATHWAY
PAVED PATHWAY
RESIDENTIAL (3 UNITS/ACRE)
RESIDENTIAL (3-6 UNITS/ACRE)
MIXED RESIDENTIAL (4-18 UNITS/ACRE)
NEIGHBORHOOD COMMERCIAL CENTER (URBAN VILLAGE) (NC)
BUSINESS CAMPUS
OPEN SPACE
SCHOOLS
N
0'
400'
800'
1200'



Syringa Valley's Plan Consistency with Southwest Boise's Reserve Plan

The Syringa Valley Land Use Plan is consistent with the design goals of the Boise Comprehensive Plan, and more specifically the Southwest Boise Reserve Plan. T h e Southwest Boise Reserve Plan design goals are:

1. Establish a mixed use development with a range of residential housing types and densities, neighborhood commercial centers, and a business campus.

   Syringa Valley's zoning and design will encourage a mixture of housing types and

densities with two neighborhood centers and a business campus.

2. Establish a business campus with a mixture of uses, such as auto repair and service, fabrication, self-storage, and medical and professional offices. Incorporate other uses as restaurants, health clubs and child care and convenience centers.

   Syringa Valley's Condor and Golden Eagle planning areas will encourage a mixture of businesses from self storage to medical and professional offices with other supporting businesses like health clubs and child care.

3. Limit residential uses in the northwest corner of the site.

   With the design of the Kirsten Subdivision located in the northwest, residential densities have been limited through the use of LR zoning.

4. Provide safe access to future schools for children to walk and cross Lake Hazel Road.

   Syringa Valley's design has placed the future high school near a ten (10) foot wide pathway and near the Lake Hazel Road and Umatilla Avenue controlled intersection to provide safe access for future students. The future elementary school located near the Kirsten Coughlin Park is a short distance for all the students plus close to Umatilla Avenue, which provides a safe place to cross Lake Hazel Road.

5. Develop two neighborhood commercial centers which incorporate pedestrian friendly design to provide for easy pedestrian access.

   Syringa Valley has two neighborhood commercial centers located north and south of W. Lake Hazel with design guidelines to promote pedestrian access.

6. Provide a variety of residential housing types and densities, including from traditional single family to townhouse, row houses, multi-family and patio homes. Allow for live/work and other accessory dwelling units.

   Syringa Valley's Sub-Zoning districts encourage variety of residential housing types and sizes.

7. Encourage the mixture of residential and commercial development along W. Lake Hazel Road with increased densities up to 10-20 units per acre.

   Both the MR and NC Sub-Zoning districts encourage the mixture of residential and commercial uses with increased density.

8. Encourage residential housing types such as townhouse, multi-family and patio homes around City Park with increased densities.

   Each of the surrounding planning areas near the Kirsten Coughlin Park have design goals to encourage residential housing types with increased densities.

9. Near Columbia Road encourage decreased density to five (5) units per acre.

Both the Red Tailed Falcon and Snowy Falcon planning areas have design guidelines to decrease densities near Columbia Road.

10. Overall plan shall have six units per acre density.

    The Syringa Valley Specific Plan, and its design goals, planning areas, and Sub-Zoning districts, set an overall goal density of six units per acre, and are designed to encourage development to reach this goal, if consistent with market conditions.

11. Interconnect the residential areas with the use of streets and pathways and bike paths.

    Syringa Valley creates an interconnected neighborhood through its circulation street network and pathways system.

12. Enhance pedestrian activity with the use of detached sidewalks, micro-paths and reasonable block lengths.

    Syringa Valley's design requires all street sections to include detached sidewalks, and the circulation street pattern has limited the block lengths.

13. Establish open space and pathway along New York Canal and encourage dual use of drainage areas for open space.

    Syringa Valley has a pathway outside of the New York Canal's easement for the residents to walk along.

14. Establish a co-location for elementary school and City Park. The park site shall have two sides along public streets with connections to the pathway along the New York Canal.

    The Lanner Falcon planning area has both the Kirsten Coughlin Park and elementary school planned together in it.

15. Land uses shall comply with restrictions of the Airport Influence Areas.

    Syringa Valley's design and zoning comply with all the restrictions of the Airport Influence Areas.

16. Development should include a back road to Lake Hazel Road.

    Falcon Lake Street, on the south side of Lake Hazel Road, will provide access to all residential and commercial uses along Lake Hazel Road's limited access right of way.

17. Street network shall support development.

    Access and traffic concerns in Syringa Valley are being addressed with the design of the circulation street network.

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1. Introduction

2. Project Overview

3. Intent
   a. Location
   b. Land Uses
   c. Character

Syringa Valley Specific Plan Design Guide

1. Introduction

This Design Guide has been created to support the Syringa Valley Specific Plan, and to ensure that the development evolves as proposed and approved through the Boise City Planning and Zoning process.

This Guide provides an overview of the Specific Plan, and breaks down of each of thirteen planning sections to provide an illustration as to how each of these individual planning sections interfaces with each other to reach the overall planning goals. The Design Guide is written as a timeless and flexible document with the understanding that the development will occur over an extended time period. The goal is to ensure the development is harmonious, resulting in complimentary imagery through appropriate uses and common site amenities. Amenities may include materials, as well as street sections, sidewalks, paths, and open space development. Overall design and implementation shall prevail as established by the Syringa Valley Specific Plan, and the City in response to the applicable building and planning codes.

All improvements within the Syringa Valley Specific Plan's two planning areas, Eagle View and Falcon Valley, will conform to the zoning and development criteria established under the Syringa Valley Specific Plan Ordinance as adopted by the City of Boise.

2. Intent

The objectives of the site development guidelines include:

- To support and amplify the goals of the Syringa Valley Specific Plan, and City of Boise Comprehensive Plan for Southwest Boise's Reserve Planned Community.
- To encourage development that is visually understandable and meaningful to the users.
- To encourage planning and buildings of a high quality and appropriate character with a variety of expression and creativity within all areas of the development.
- To promote pedestrian accessibility throughout the Syringa Valley Specific Plan and its connections with the neighborhood commercial center, Kirsten Coughlin City Park, and pathways.
- To create a pedestrian scale in the design of streets, spaces between buildings, and the buildings themselves.

3. Project Overview

The Syringa Valley Specific Plan compromises approximately 601 acres of land south and west of Boise Airport. Approximately 12 acres are located in Airport influence

area B, and the remaining 589 acres are located in Airport influence area A. The areas within Airport influence area A include Eagle View and Falcon Valley.

Eagle View

The planning area north of West Lake Hazel Road, more specifically shown on the provided maps.

Zoning:	(LR) Low Density Residential planning area for **American Eagle** (NC) Neighborhood Commercial planning area for **Condor** and **Bald Eagle** (IND) Industrial planning area for **Golden Eagle**
Airport Influence Zones:	(A Zone) planning areas for **American Eagle**, **Bald Eagle**, and **Condor** (B Zone) planning for **Golden Eagle**
Special Features:	*Open space and pathway*: New York Canal pathway, north side Lake Hazel Road pathway. *Commercial Neighborhood Center*: **Condor** *Schools*: High school site in **Bald Eagle**

Sub-Zones in Eagle View

American Eagle

Zoning:	(LR) Low Density Residential Sub-Zoning District
Allow uses:	Per Low Sub-Zoning district requirements
Special Features:	ten (10) foot wide unpaved pathway along the eastside of the New York Canal ten (10) foot wide paved pathway along the north side of W. Lake Hazel Road.
Section Design:	Pedestrian friendly design through the use of detached sidewalks

Bald Eagle

Zoning:	(NC) Neighborhood Commercial Sub-Zoning District
Allow uses:	Per NC Sub-Zoning district requirements
Special Features:	ten (10) foot wide paved pathway along the northside of W. Lake Hazel Road.
Section Design:	High School building and student parking shall be located near the northeast corner of W. Lake Hazel Road and S. Umatilla Avenue.

Condor

Zoning:	(NC) Neighborhood Commercial Sub-Zoning District
Allow uses:	Per NC Sub-Zoning district requirements
Special Features:	ten (10) foot wide paved pathway along the northside of W. Lake Hazel Road.
Section Design:	This north Neighborhood Commercial center shall be designed per pedestrian friendly guidelines.

Golden Eagle

Zoning:	(IND) Industrial Sub-Zoning District
Allow uses:	Per IND Sub-Zoning district requirements
Special Features:	This section is located in Airport Influence zone "B" and will be required to comply with all the requirements of the Airport Influence zone "B".

Falcon Valley

The planning area south of West Lake Hazel Road, more specifically shown on the provided maps.

Zoning:	(LR) Low Density Residential planning areas for **Kestrel**, **Lanner Falcon**, **Peregrine**, **Red Tailed Falcon, Snowy Falcon**, **Hawk Lake**, and parts of **Falcon** and **Greyhawk** **(**MR) Medium Density Residential planning areas for parts of **Falcon** and **Greyhawk** (NC) Neighborhood Commercial planning area for **Harrier**
Airport Influence Zones:	(A Zone) planning areas for **Hawk Lake**, **Falcon**, **Greyhawk**, **Harrier**, **Kestrel**, **Lanner Falcon**, **Peregrine**, **Red Tailed Falcon**, and **Snowy Falcon**
Special Features:	*Open space and pathway*: New York Canal pathway, South side Lake Hazel Road pathway and Kirsten Coughlin Park and Hawk Lake. *Commercial Neighborhood Center*: **Harrier** *Schools*: Elementary School site **Lanner Falcon**

Sub-Zones in Falcon Valley

Hawk Lake

Zoning:	(LR) Low Density Residential Sub-Zoning District
Allow uses:	Per Low Sub-Zoning district requirements

Special Features: Dual use or lake located in the northern portion of the section. ten (10) foot wide unpaved pathway along the eastside of the New York Canal. ten (10) foot wide paved pathway along the southside of W. Lake Hazel Road.
ten (10) foot wide pave pathway from canal pathway to S. Cheyenne Avenue.

Section Design: Pedestrian friendly design through the use of detached sidewalks

Falcon

Zoning: (LR) Low Density Residential Sub-Zoning District
(MR) Medium Density Residential Sub-Zoning District
(NC) Neighborhood Commercial planning area for Urban Village

Allow uses: Residential uses per Low and Medium and Neighborhood Commercial Sub-Zoning district requirements

Special Features: ten (10) foot wide paved pathway along the southside of W. Lake Hazel Road

with connections to the south into the commercial and residential uses along W. Lake Hazel Road.

Section Design: Mixture of Residential, and offices and multi-family uses between W. Falcon Lake Street and W. Lake Hazel Road. Increased use residential housing between W. Falcon Lake Street and W. Mossywood Street. Use of townhouses, row housing and multi-family residential housing along W. Mossywood Street near Kirsten Coughlin Park.

Greyhawk

Zoning: (LR) Low Density Residential Sub-Zoning District
(MR) Medium Density Residential Sub-Zoning District
(NC) Neighborhood Commercial Sub-Zoning District for Urban Village

Allow uses: Residential uses per Low and Medium and Neighborhood Commercial Sub-Zoning district requirements

Special Features: Ten (10) foot wide paved pathway along the southside of W. Lake Hazel Road with connections to the south into the commercial and residential uses along W. Lake Hazel Road. Encourage Urban Village style commercial and residential uses along both sides of S.Umatilla Ave.

Section Design:	Mixture of commercial, and offices and multi-family uses between W. Falcon Lake Street and W. Lake Hazel Road. Increased use residential housing between W. Falcon Lake Street and W.

Harrier

Zoning:	(LR) Low Density Residential Sub-Zoning District (MR) Medium Density Residential Sub-Zoning District
Allow uses:	Residential uses per Low and Medium Sub-Zoning district requirements
Special Features:	Ten (10) foot wide paved pathway along the southside of W. Lake Hazel Road with connections to the south into the residential and commercial uses along W. Lake Hazel Road.

Kestrel

Zoning:	(LR) Low Density Residential Sub-Zoning District
Allow uses:	Per Low Sub-Zoning district requirements
Special Features:	Use of townhouses, row housing and multi-family residential housing along S. Umatilla Avenue near Kirsten Coughlin Park
Section Design: sidewalks	Pedestrian friendly design through the use of detached reasonable block lengths, no cul-de-sacs

Lanner Falcon

Zoning:	(LR) Low Density Residential Sub-Zoning District
Allow uses:	Per Low Sub-Zoning district requirements
Special Features:	Kirsten Coughlin Park shall have frontage on S. Umatilla Avenue and W. Mossywood street. Elementary School and City Park both located in Section.
Section Design: sidewalks,	Pedestrian friendly design through the use of detached reasonable block lengths, no cul-de-sacs

Peregrine

Zoning:	(LR) Low Density Residential Sub-Zoning District
Allow uses:	Per Low Sub-Zoning district requirements

Section Design:	Pedestrian friendly design through the use of detached sidewalks, reasonable block lengths, no cul-de-sacs.

Red Tailed Falcon

Zoning:	(LR) Low Density Residential Sub-Zoning District
Allow uses:	Per Low Sub-Zoning district requirements
Section Design:	Pedestrian friendly design through the use of detached sidewalks reasonable block lengths, no cul-de-sacs.

Snowy Falcon

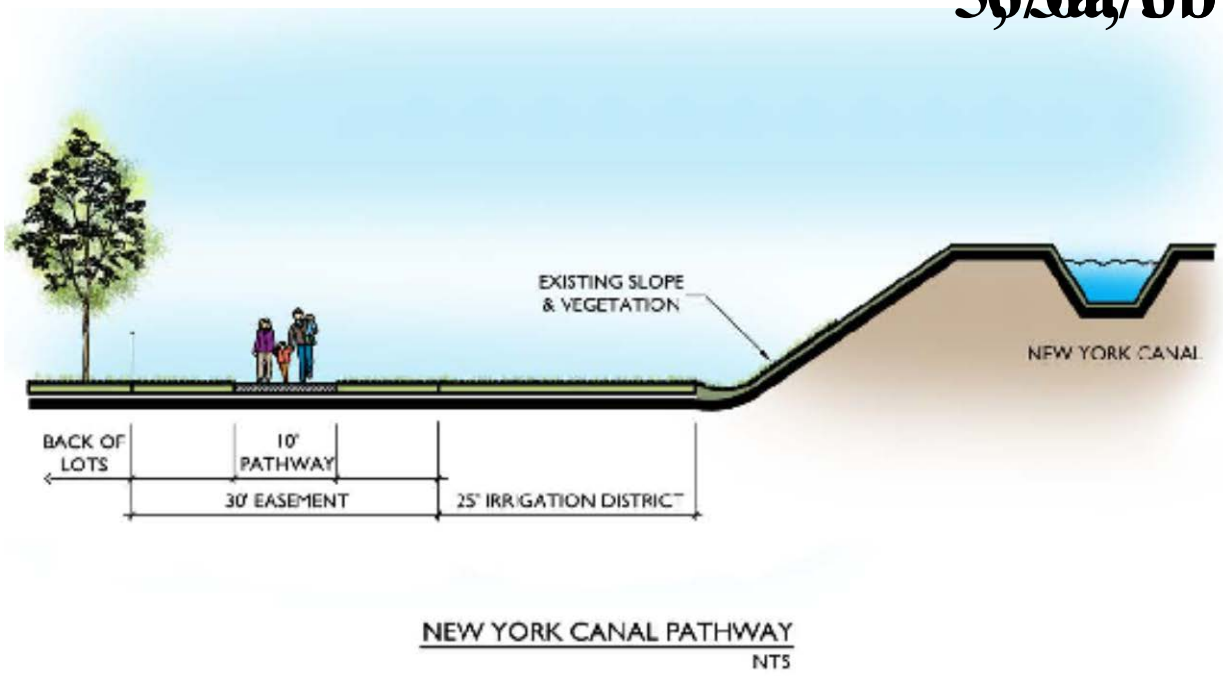
Zoning:	(LR) Low Density Residential Sub-Zoning District
Allow uses:	Per low Sub-Zoning district requirements
Section Design:	Pedestrian friendly design through the use of detached sidewalks reasonable block lengths, no cul-de-sacs.

Site Development

The site development of Syringa Valley Specific Plan provides a visually distinctive network of gridded streets and tree lined streets. This overall method of development provides for friendly walking experience for the residents in Syringa Valley and relieves demands on irrigation systems. The overall concept for the site planning is the use of a network of street sidewalks and micro paths to interconnect the Syringa Valley Community, and to encourage reduction in street widths and location of houses close to the street system as ordering elements between structures. Site development is the framework associated with the placement of structures and related improvements throughout the Syringa Valley Specific Plan areas including individual parcels within the specific planning areas.

New York Canal

Development adjacent to the New York Canal should primarily reflect the natural character of this riparian area by the use of native shrubs, trees and grasses. Large expanses of manicured lawn or ornamental planter beds should be avoided. Maintenance may be kept to a minimum to encourage a semi-natural appearance in these areas that provides a transition from the built environment to the riparian environment.



NEW YORK CANAL PATHWAY
NTS

Urban Guide

The Planning Sections of Falcon, Greyhawk, Harrier and Condor are intended to provide an urban core for the entire development. This urban core is to provide a mixture of both commercial and residential uses along West Lake Hazel Road. The Urban Guide exhibit below helps provide a visual concept as to how these uses might logical be implemented. It is not intend to be the only way these Planning Sections might be developed. The following design principles are to be used to help guide the development of these Planning Sections:

OBJECTIVES:

- Locate the more intense uses closer to West Lake Hazel Road and South Orchard Road.
- Where possible orient buildings toward the streets and open spaces.
- Encourage a village type atmosphere along both side of West Falcon Lake Street. Where the uses are of smaller scale buildings close to the street create a village atmosphere.
- Encourage pedestrian friendly environment with the use of sidewalks, pathways, courtyards and plazas to interconnect the buildings.
- Where possible development should connect to the ten (10) foot pathway along West Lake Hazel Road.
- Provision of one or more walkways that directly links the pedestrian entrances of businesses within the retail and office development to the public pathways.

- Develop a mixture of commercial, service and residential developments that encourages walking.

- Provide opportunity for a wide diversity of housing types that offer a choice between ownership and rental dwelling units and encourage the development of housing for all income groups.

- Concentrate appropriate commercial and office development onto relatively small amounts of land, in close proximity to Lake Hazel Road

- Encourage diverse developments that provide a mix of housing types and products and where possible, an assortment of amenities within walking distance of residential development.

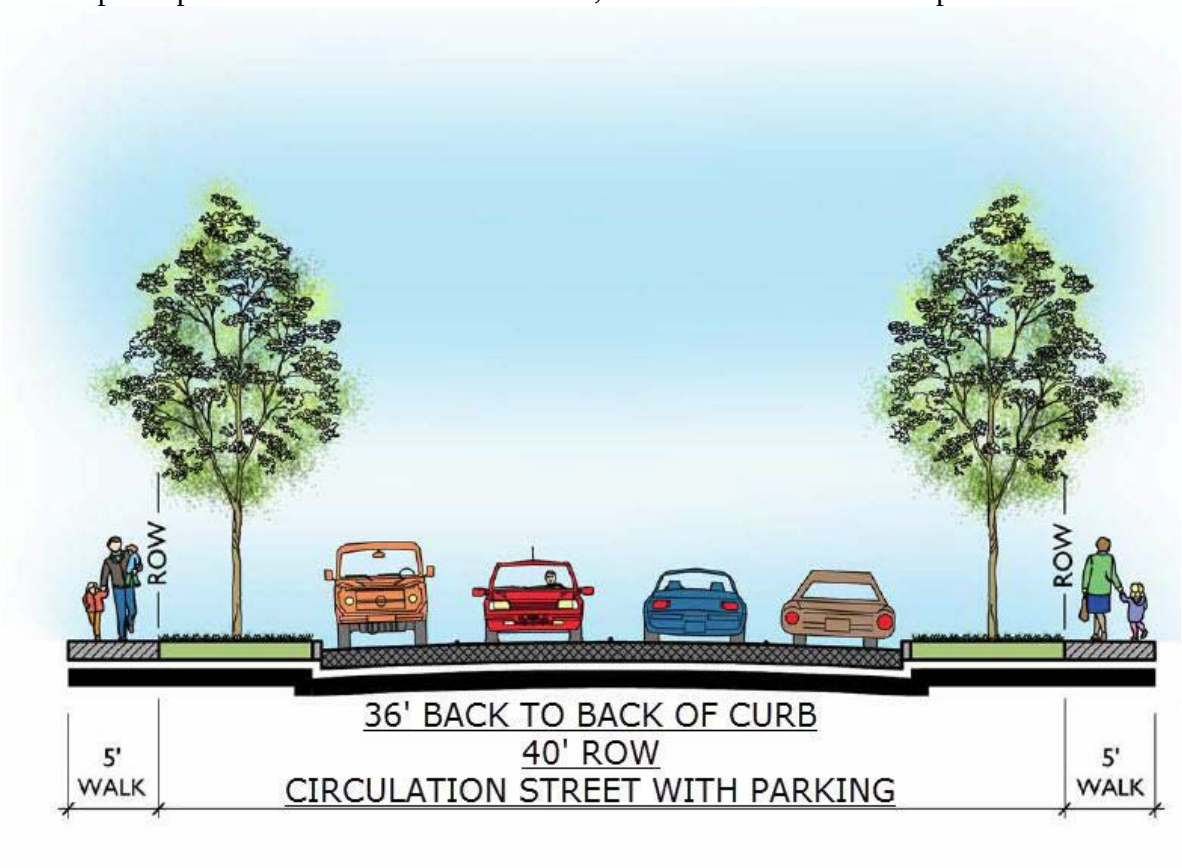
SYRINGA VALLEY
Street Standards

All detached sidewalks shall be located in easements.
All public street ROW shall extend at less 2’ beyond the top BOC

Section A: see Section 3, Conceptual Street and Lot Pattern, 11-22-06C – Map 1

Circulation Street with Parking

- Circulation Street with parking is a 40’ right of way with 36’ street section and landscape strip and 5’ wide detached sidewalk, see Street Circulation Map section.



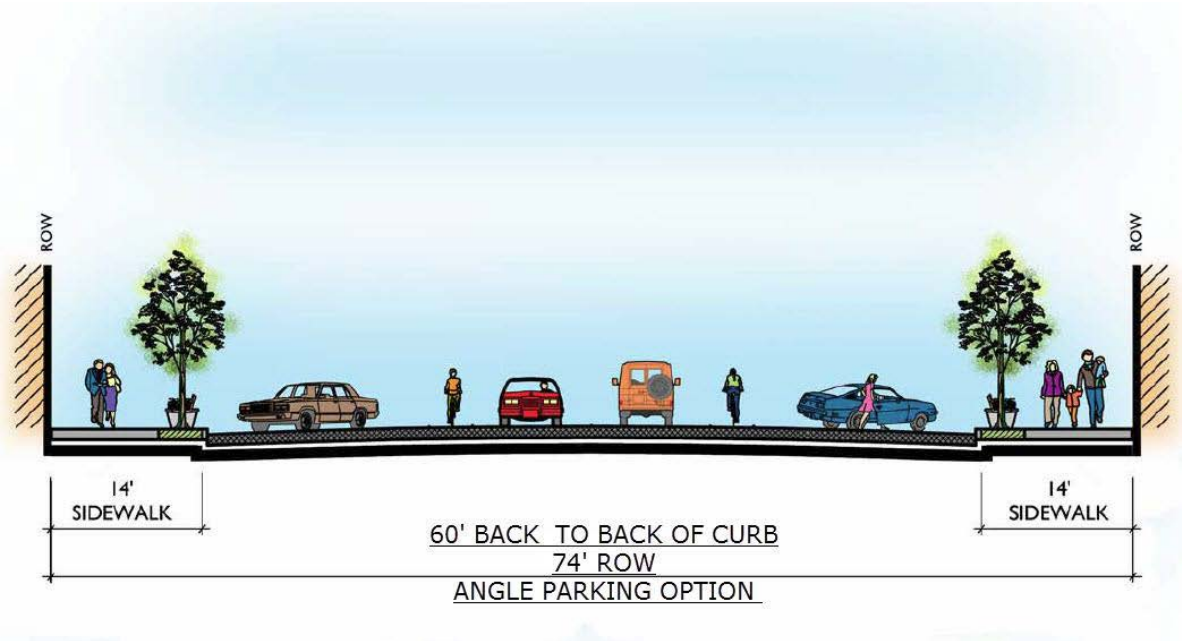
Section B: see Section 3, Conceptual Street and Lot Pattern, 11-22-06C – Map 1

Circulation Street without Parking

'Circulation Street without parking is a 37.-40' right of way with two landscape strip and 5' wide detached sidewalk, see Street Circulation Map



Section C: see Section 3, Conceptual Street and Lot Pattern, 11-22-06C – Map 1



Local Street

Section D: see Section 3, Conceptual Street and Lot Pattern, 11-22-06C – Map 1



KENT BROWN PLANNING SERVICES

November 21, 2015

City of Boise
Planning Department
150 N. Capitol Boulevard
Boise ID 83701-0500

RE: Preliminary plat Kirsten Subdivision

Gentlemen:

Respectfully request the City of Boise approval of the preliminary plat for Kirsten Subdivision, which is located at northeast corner of future W. Lake Hazel Road and S. Cole Road. Kirsten Subdivision is portion of the Syringa Valley Specific Plan, being 100.9 acres of the overall 601 acres development.

Kirsten Subdivision complies with both the City of Boise's Comprehensive Plan and Syringa Valley Specific Plan, Kirsten Subdivision has a vary of residential lot types and sizes. The design promotes pedestrian friendly environment where residents are connected with each other by a series of north – south and east – west pathways that use detached sidewalks, trails and micro paths to travel through the neighborhood. These interconnections are also supported by the design of the subdivision with shorter block lengths and no cal-da-sacs. The subdivision has an overall density of 4.48 units per acre, with 412 single family residential lots and 20 common lots and 10 with multi-family lots or 40 units.

Kirsten Subdivision is also located in Airport Influence Area "A", and is allowed to have residential uses. We are working with utility companies to bring services to the site. United Water and Boise City are planning to construction water and sewer extensions in this area. We are also working with the New York Irrigation District another other irrigation districts to provide pressure irrigation to the development. As a backup plan we are working on an agreement with United Water to drill a well for irrigation water.

SUMMARY:
Total number of lots 452
Total number of single family lots 412
Total number of multi-family lots 10
Total number of common area lots 20
Zoning : LR Low Density Residential Sub-Zoning District
If there are any questions please feel free to call me.

Sincerely,

Kent Brown, Planner

KENT BROWN PLANNING SERVICES

August 20, 2015

City of Boise
Planning Department
150 N. Capitol Boulevard
Boise ID 83701-0500

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RE: Comprehensive Plan Amendment

Gentlemen:

Respectfully request the City of Boise approval of a Text Amendment to the Comprehensive Plan for Southwest Boise's Section SW-CCN 2.5.

States:

"Apply the following considerations to the area north of the Lake Hazel Road extension:
(a) Limit residential uses to the approximately 65 acres located in the northwest corner of the development.
(b) Gross density in this residential area should not exceed three units per acre."

SW-CCN 2.5 describes an area located near the northeast corner of future W. Lake Hazel Road and S. Cole Road. The area described is also a part of Southwest Boise's, Reserve Planned Community now being called Syringa Valley and is in the preliminary plat for Kirsten Subdivision.

Section SW-CCN 2.5 Goal requests that the sixty-five acres near S. Cole Road be limited to residential density to three units per acre. This limitation comes from concern that this area might have been affected by noise from the airport.

The area being sixty-five acres comes from an earlier design for the Reserve Planned Community in which there was about sixty-five acres near Cole Road. Currently that area has increased to over 100 acres, due to request from the City's Planning Department moved the extension of Lake Hazel Road to the south. Now this area includes portions of Reserve Planned Community that was required to have six units per acre on it.

The Airport has told us of a Sound Study Report they recently received that allows not to have any concern about any of the any in Reserve Planning Community in Airport Influence Area "A", which includes the area near S. Cole Road. We could there request the Comprehensive Plan Text Amendment just remove those restriction to limit the residential housing density to three units per acre.

However, we feel the residents in that the surrounding area had some expectation that the density be limited to three units per acre. So we request that SW-CCN 2.5 read as follows:

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"SW-CCN 2.5
Apply the following considerations to the area north of the Lake Hazel Road extension:
(a) Limit residential uses to the approximately 21 acres located in the northwest corner of the development.
(b) Gross density in this residential area should not exceed three units per acre."

If there are any questions please feel free to call me.

Sincerely,

Kent Brown, Planner

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CPA 15 - 00008

Chapter 11-013-03

SYRINGA VALLEY SPECIFIC PLAN ZONING ORDINANCE

Sections:

11-013-03 SYRINGA VALLEY SPECIFIC PLAN ZONING ORDINANCE
11-013-03-01 APPLICABILITY OF ORDINANCE
11-013-03-02 INTERPRETATION OF DISTRICTS
11-013-03-02.1 Districts Established
11-013-03-02.2 District and Sub-District Boundaries
11-013-03-03 CONFORMITY REQUIRED
11-013-03-03.1 General
11-013-03-03.2 (LR) Sub-District
11-013-03-03.3 (MR) Sub-District
11-013-03-03.4 (NC) Sub-District
11-013-03-03.5 (IND) Sub-District
11-013-03-03.6 Residential District Standards
11-013.03-03.7 Uses Not Listed
11-013-03-03.8 Lot and Structure Dimensions
11-013-03-03.10 Property Development Standards
11-013-03-04 OFF-STREET PARKING AND LOADING REQUIREMENTS
11-013-03-05 DESIGN REVIEW
11-013-03-05.1 General
11-013-03-05.2 Procedure for Design Review
11-013-03-06 ADMINISTRATIVE PROVISIONS
11-013-03-06.1 Plat Approval Criteria
11-013-03-06.2 Annexation into Syringa Valley Specific Plan District
11-013-03-06.3 Amendments
11-013-03-06.4 Exceptions
11-013-03-06.5 Periodic Review
11-013-03-07 DEFINITIONS

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CAR 15-00029

11-013-03-01. APPLICABILITY OF ORDINANCE

This Syringa Valley Specific Plan Zoning Ordinance applies to all property designated on the Syringa Valley Specific Plan Zoning Map (attached as Exhibit A) and the Syringa Valley Specific Plan Land Use Sub-Districts Map (attached as Exhibit B) in lieu of the Zoning Classifications chapter of the Boise City Zoning Ordinance (currently Chapter 11-044), except where noted herein. All remaining chapters of the Boise City Code shall apply, except where noted herein. If any provision of this Ordinance conflicts with any provision of the Boise City Zoning Ordinance, this Ordinance shall control.

11-013-03-02. INTERPRETATION OF DISTRICTS

1. Districts Established

A. The Syringa Valley Specific Plan District is hereby established.

B. The following Sub-Districts are established within the Syringa Valley Specific Plan District:

(1) (LR) Low-density Residential

(2) (MR) Medium-density Residential

(3) (NC) Neighborhood Commercial Residential

(4) (IND) Industrial

2. District and Sub-District Boundaries

A. The location and boundaries of the Syringa Valley Specific Plan District are shown on the Syringa Valley Specific Plan Zoning Map (attached as Exhibit A). The location and boundaries of the Syringa Valley Specific Plan Sub-Districts established are shown on the Syringa Valley Specific Plan Land Use Sub-Districts Map (attached as Exhibit B). Where any uncertainty exists as to the boundary of any such district, the following rules shall apply:

(1) Where any such boundary line is indicated as following a street, alley or public way, it shall be construed as following the centerline thereof.

(2) Where a boundary line is indicated as approximately following a lot line, such lot line shall be construed to be such boundary line.

(3) Where a boundary line divides a lot or crosses unsubdivided property, the location of such boundary shall be as indicated upon the Syringa Valley Zoning Map.

11-013-03-03 CONFORMITY REQUIRED

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1. General

Except as otherwise provided herein, all land, buildings and premises in any district or sub-district shall be used only in accordance with the regulations established by this ordinance for that district. No property shall be allowed to maintain an attractive or public nuisance, as defined by the Boise City Code and/or state code, at any time.

2. (LR) Sub-District

The purpose of the LR Sub-District is to provide for the development of diverse urban housing products at a net density ranging from (2) to six (6) units per acre. Overall gross density cannot exceed six (6) units per acre. This area may include a variety of lot sizes. A variety of housing types may be included within a development, including attached units (townhouses, duplexes), detached units (patio homes), single-family and multi-family units, regardless of the district classification of the site, provided that the overall gross density does not exceed six (6) units per acres. Accessory dwelling units and uses are also allowed, along with community uses such as parks, community centers and recreational facilities.

The following provides a list of allowed uses within the LR Sub-District and the corresponding level of review:

Allowed

- Accessory structures to single family dwellings
- One single family dwelling per lot
- One duplex unit per lot
- Bus Shelter

Allowed with Design Review

- Row House / Townhouse
- Multi-family near or on any Circulation roadways
- Home occupation
- Accessory dwelling unit
- Professional offices near on any Circulation roadways
- In-home child care facility up to 5 children
- Church
- School (public, private or parochial)
- Religious Institution
- Funeral Home
- Off-site parking lot
- Apartments or Multiple family dwellings from 3-14 units
- In-home child care facility for 6-12 children
- Child care facility for 13 or more children
- Swimming Lessons Private Pool
- Golf course/Parks/Recreation
- Government building, non-industrial

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- Commercial swimming pools or social centers

3. (MR) Sub-District

The purpose of the MR Sub-District is to (a) accommodate medium density residential uses at a net density of four (4) to eighteen (18) units per acre; (b) provide an orderly transition from more intensive, higher density uses to less intensive, lower density uses; and (c) allow limited cottages and quasi- residential uses, including senior housing and care facilities. The MR Sub-District includes flexibility in lot sizes and restrictions, and anticipates residential uses ranging from row houses and townhouses to condominiums and multi-story apartments. A range of civic and recreational facilities is allowed, along with office, medical and personal service commercial uses that are ancillary to senior housing and care facilities.

The following provides a list of allowed uses in the MR Sub-District and the corresponding level of review required for each:

Allowed

- One single family dwelling per lot
- One duplex unit per lot
- Bus Shelter
- Subdivision Office Temporary

Allowed with Design Review

- Row House/Townhouse
- Assisted Living Apartment
- Bank, including drive-in
- Office – Business, Professional, Medical
- Multiple family dwellings
- Police Station
- Car Wash
- Church
- Religious Institution
- School (public, private or parochial)
- Restaurant, Café, Coffee Shop, including drive-in
- Skilled Nursing Care Facility
- Personal Service Store (dry cleaning, laundromat, barber shop, etc.)
- Small scale commercial
- Convalescent home
- Health Club Facility
- Funeral Home
- Tavern/Lounge
- Hospital/Clinic
- Swimming Lessons Private Pool

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- Service station
- Restaurant, drive-in

4. (NC) Sub-District

The purpose of the NC Sub-District is to accommodate medium density residential uses, business and professional office uses, and complementary commercial uses such as hotels, restaurants, and theaters, together with necessary off-street parking facilities. Large office buildings are allowed in this area, along with retail, shopping, service, lodging, and civic uses. The NC Sub-District will emphasize high quality design, pedestrian orientation, and flexible development standards.

The following provides a list of allowed uses in the NC Sub-District and the corresponding level of review required for each:

Allowed

- Adult Day Care
- Single Family dwelling
- One duplex dwelling per lot
- Condominiums
- Animal Grooming
- Financial Institution
- Auto-Emission Test Site
- Dental office
- Doctor's office
- Office
- Photography Studio
- Bus Shelter
- School of Art/Music/Business/Secretarial
- Laundry (self-service)
- Outdoor Recreation Facility
- Police Station
- Single family and duplex dwellings

Allowed with Design Review

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- Child care facility of 6-20 children
- Multi-family Dwellings
- Car Wash
- Hotel (no room limit)
- Residence for owner or caretaker
- Personal Service Store (dry cleaning, Laundromat, barber shop, etc.)
- Building Materials Supply
- Outdoor Recreation Facility
- Indoor Recreation Bowling Alley, Skating Rink, Arcade
- Church

- Health Club Facility
- Clubs, Lodges, Social Halls
- Restaurant, Café, Coffee Shop
- Repair Shop
- Pharmacy/Optician
- Multiple family dwellings
- Retail store (Design Review approval required)
- Parking Lot/garages/structure
- Bank with drive-up
- Schools
- Religious Institution
- Restaurant, with drive-in, including drive-in
- Shopping Center, Convenience Commercial, Neighborhood Commercial or Community Commercial
- Laundry
- Printing & Publishing Associated Reproductions
- Laboratory Medical/Dental
- School (public, private or parochial)
- Office (Business, Professional, Medical)
- Seed & Garden supply
- Retail store
- Funeral Home
- Mini-Storage
- Nursery (retail or greenhouse)
- Service station
- Health Care Facilities
- Convalescent & Nursing Home
- Hospital
- Grocery
- Fire Station
- Tavern/lounge

5. (IND) Sub-District

The purpose of the IND Sub-District is to provide for convenient employment centers of manufacturing, research and development, warehousing, and distributing. The IND Sub-District is intended to encourage the development of industrial uses that are clean, quiet and free of hazardous or objectionable elements and that are operated, entirely, or almost entirely, within enclosed structures. The following provides a list of allowed uses and the corresponding level of review required for each.

Allowed

- Hospital- Large Animal or Small Animal
- Auction Establishment

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- Automotive Uses
- Service Station
- Vehicle Repair
- Blacksmith Shop
- Building Materials Supply & Garden supplies
- Bus Shelter
- Carwash
- Contractor Shop or yard
- Laboratory
- Laundry
- Outdoor Recreation Facility
- Health Club Facility
- Public Utility Facility – Major
- Wholesale Business
- Printing, Publishing
- Parking Lot
- Urban Farming
- Warehouse

Allowed with Design Review

- Composing Facility
- Residence for owner or caretaker
- Mini-Storage
- Light Industrial Facility
- Bottling & Distribution Plant
- Wireless Communication Facility, Micro-Cell or Visually Unobtrusive/Attached

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6. Residential District Standards

The following standards apply to the LR Sub-District and the MR Sub-District

A. Minimum Property Size:

1. Each property shall be of sufficient size to meet the minimum setbacks as established in this section.

2. Minimum property size shall be determined exclusive of land that is used for the conveyance of irrigation water and drainage, unless: a) the water is conveyed through pipe or tile; and b) included as part of a utility easement that generally runs along the property lines.

3. When two (2) or more parcels of land, each of which is of inadequate area and dimension to qualify for a permitted use under the

requirements of the district in which the parcels are located, are held in one ownership, they may be used as one property for such use.

B. Minimum Street Frontage:

1. Properties with street frontages on curve or at approximately a ninety degree (90°) angle shall be a minimum of thirty feet (30') measured as a chord measurement.

2. Street frontage for two (2) properties sharing a common drive shall be a minimum of fifteen feet (15') for each property.

3. Street frontage for flag properties that do not share a common drive shall be a minimum of thirty feet (30').

7. Uses Not Listed

Uses that are not listed are prohibited, and may be allowed only upon a determination by the Planning Director that such uses are similar or compatible in nature to the allowed uses. Any affected person may appeal such a determination of the Planning Director to the Planning and Zoning Commission within ten (10) calendar days following the date the decision is mailed. The appeal shall be conducted according to Section 11-03-04.12(9) of the Boise City Code.

8. Lot and Structure Dimensions

The following table sets forth the lot, yard, density and structure height requirements for uses within each Sub-District.

TABLE 11-13-03-03.8

	LR	MR		NC	IND
a. MAXIMUM DWELLING UNITS PER ACRE	6	18		18	0
	Detached	Attached	Detached		
b. MIN. LOT AREA (square ft)					
Interior Lot	0	0	0	0	0
Corner Lot	0	0	0	0	0
c. MIN. AVG. LOT WIDTH (lineal ft)					
Interior Lot	0	0	0	0	0
Corner Lot	0	0	0	0	0

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d. MIN. STREET FRONTAGE (flag lot)	10/20*	0	0	0	0
e. MIN. BUILDING SETBACKS (lineal ft)					
Front Yard & Side Yard Abutting Public St.**	10***	5***	5***	0	0
Abutting public park	5	5	5	5	30
Garage door	18	18	5	0	0
Rear Yard	5	0	15	0	0
Side Yard – Interior	10	10	10	0	0
f. MIN. PARKING LOT/SERVICE DR SETBACKS (lineal ft)					
Front Yard & Side Yard – Adj. to St.	15	7		7	7
Rear Yard & Side Yard – Interior	5	5		5	5
g. MAX. FLOOR AREA RATIO	0	0		0	0
h. MIN. LOT AREA PER UNIT (square ft)	0	0		0	0
i. MAX. BUILDING HEIGHT (ft)	35	45		55	55

* 10' allowed with shared access easement agreement.
** Measured from back of sidewalk.
*** 20' setback required for garages accessed from back of sidewalk.
**** 5' setback allowed on corner lots with garages accessed from the side yard street (see Exhibit C)

10. Property Development Standards

Except as follows, the Property Development Standards for the Sub-Districts shall be the same as those set forth in the Boise City Code at Section 11-04-03 for residential uses and Section 11-04-04 and 11-04-05 for office and commercial uses.

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A. For attached single-family units, the minimum frontage requirement in Section 11-04-04.03 is reduced to 18 feet.

B. For lots with 0' frontage on a public right-of-way, drive aisles will provide access to the public street with perpetual ingress/egress or cross access easements recorded against the property. An owner's association or other agreed upon arrangement among the affected property owners will maintain the drive aisles in accordance with a recorded declaration or other agreements. The Ada County Highway District must approve installation of any required street signs. Buildings will be addressed to the public street from which the drive aisles extend. Addresses will be clearly delineated with appropriate monuments or signs.

11-013-03-04 OFF-STREET PARKING AND LOADING REQUIREMENTS

In the LR, MR and NC Sub-Districts, off-street parking and loading facilities shall be provided in accordance with the Off-Street Parking and Loading requirements in the Boise City Code (currently Chapter 11-10), as amended, except as noted herein. In the NC District, off-street parking and loading facilities shall be provided in accordance with the Pedestrian Commercial Zoning District parking requirements in the Boise City Code (currently in Chapter 11-17-09), except as noted herein. In lieu of the off-street parking ratio requirements in the Boise City Zoning Ordinance (currently in Section 11-10-06, Table 12 and in Section 11-17-09), non-residential uses in the MR and NC Sub-Districts must meet an overall parking density of 3.5 per 1000 square feet.

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11-013-03-05. DESIGN REVIEW

1. General

A. Applicability. Any of the uses listed as requiring Design Review, and any visible exterior improvements to a site, building or structure for any such use (including new facilities, remodeling, rehabilitation projects and expansion projects) within the Syringa Valley District shall require submittal of a Design Review application and fee in accordance with Section 11-03-04.12 of the Boise City Code, except where expressly modified herein.

B. Application Content. Any application to the City shall comply with Section 11-03-04.12 of the Boise City Code.

C. Level of Review. The Planning Director shall determine whether an application shall be processed at the administrative level or by the Design Review Committee ("Committee") level; provided, however, all applications for projects that have less than 5,000 square feet of gross building area and less than 20,000 square feet of site improvements shall be administratively reviewed by the Planning Director.

D. Review and Findings. The Planning Director or Committee, as appropriate, shall review the application to determine whether the proposed application complies with the design review objectives, considerations and guidelines set

forth in Sections 11-07-02 through 11-07-06 of the Boise City Code and the design criteria for the Syringa Valley District as set forth in the Syringa Valley Specific Plan. In the event of a conflict between such sections of the Boise City Code and design standards set forth in the Syringa Valley Specific Plan, the provisions of the Syringa Valley Specific Plan shall govern. Upon making such determination, the Planning Director or Committee shall issue its findings of fact, conclusions of law and conditions of approval. Any action of the Planning Director or the Committee may be appealed pursuant to Section 11-03-03.9 of the Boise City Code.

2. Procedure for Design Review

The following procedures shall apply to any action that requires design review under the Syringa Valley Specific Plan.

(1) **Step 1: Pre-Application Meeting**
Required for all Design Review applications. The pre-application meeting shall occur in accordance with Section 11-03-03.1 of the Boise City Code.

(2) **Step 2: Application Submittal**
The applicant shall submit to the Planning Director an application pursuant to Section 11-03-03.3 of the Boise City Code and this Section.

(3) **Step 3: Complete Application**
Incomplete applications will not be scheduled for review.

(4) **Step 5: Application Processing**
The Director shall:

(a) Determine whether the application shall be processed at the administrative level or by the Design Review Committee;

(b) Refer the application to other agencies; and

(c) Prepare a report with findings and a decision.

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(6) **Step 6: Hearing**

(a) **Recommendation**
The Hearing Examiner or the PZC shall make final decision pursuant to Section 11-07 of the Boise City Code and this Section.

11-013-03-06. ADMINISTRATIVE PROVISIONS

1. Plat Approval Criteria.

Development within the Syringa Valley Specific Plan District shall be subject to the subdivision and other related provisions of the Boise City Code, except that a neighborhood meeting and hearing shall not be required unless the plat proposes more than 240 dwelling units. Additionally, the City Council must find that each preliminary plat proposed and/or amended within the Syringa Valley Specific Plan

District substantially conforms to the adopted Syringa Valley Specific Plan and complies with all applicable provisions of the Syringa Valley Specific Plan Zoning Ordinance. Plats that propose more than 240 dwelling units must still proceed through the normal hearing process with review by the Planning and Zoning Commission and City Council.

2. Annexation into Syringa Valley Specific Plan District.

Any property owner or authorized representative may seek to reclassify their property for inclusion within the Syringa Valley Specific Plan District pursuant to Chapter 11, Title 13 of the Boise City Code.

3. Amendments.

Any property owner within the Syringa Valley Specific Plan District may seek to amend the Syringa Valley Specific Plan Zoning Ordinance or the Syringa Valley Specific Plan pursuant to the Boise City Code provisions for zoning amendments.

4. Exceptions.

A. The Planning Director may grant exceptions to any setback, frontage, parking or height restriction up to twenty percent (20%) of the applicable limit and may grant exceptions to any use restrictions on a case by case basis.

B. The Planning and Zoning Commission may grant exceptions to any setback, frontage, parking or height restriction greater than twenty percent (20%) of the applicable limit.

C. Any approval pursuant to this section shall be supported by each of the following findings:

(1) The exception is consistent with the Syringa Valley Specific Plan; and

(2) The exception is justified based on unique circumstances of the proposed use or exceptional design features or the shape of the land.

(3) The exception would not cause undue adverse impacts on any other property.

(4) For any approval pursuant to subparagraph b, the exception meets the general conditional use criteria in the Boise City Zoning Ordinance.

D. Applications pursuant to this section shall include such information as the Planning Director determines is necessary to make the findings in subparagraph C. Applications shall be processed in accordance with the procedures established in the Syringa Valley Specific Plan for Design Review.

E. The decision on any requested exception may be appealed pursuant to Section 11-03-03.9 of the Boise City Code.

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5. Periodic Review.

The Planning Director may perform a review of the implementation of the Syringa Valley Specific Plan not more frequently than every one (1) year after approval of first final plat. The review may address any matters the Planning Director deems appropriate regarding the progress of the development. Any modification of the Syringa Valley Specific Plan Zoning Ordinance may only occur after review by the Syringa Valley Specific Plan Applicant and the Planning Director and in compliance with the applicable Boise City Code sections for zoning amendments and Idaho Code Section 67-6511(d).

11-013-03-07. DEFINITIONS

The following definitions, as well as definitions in Boise City Code, apply to this Ordinance. If any conflict exists, the following definitions control.

1. Syringa Valley Specific Plan Zoning Ordinance. Section 11-13-03 of the Boise City Code or successor section specifically setting forth zoning regulations for the Syringa Valley Specific Plan District.

2. Syringa Valley Specific Plan. The Specific Plan adopted for the Syringa Valley Specific Plan District by the City of Boise on_____, as maintained in the official records of the City, including subsequent modifications.

3. Syringa Valley Specific Plan Applicant. Pleasant Valley LLC, or successor entities.

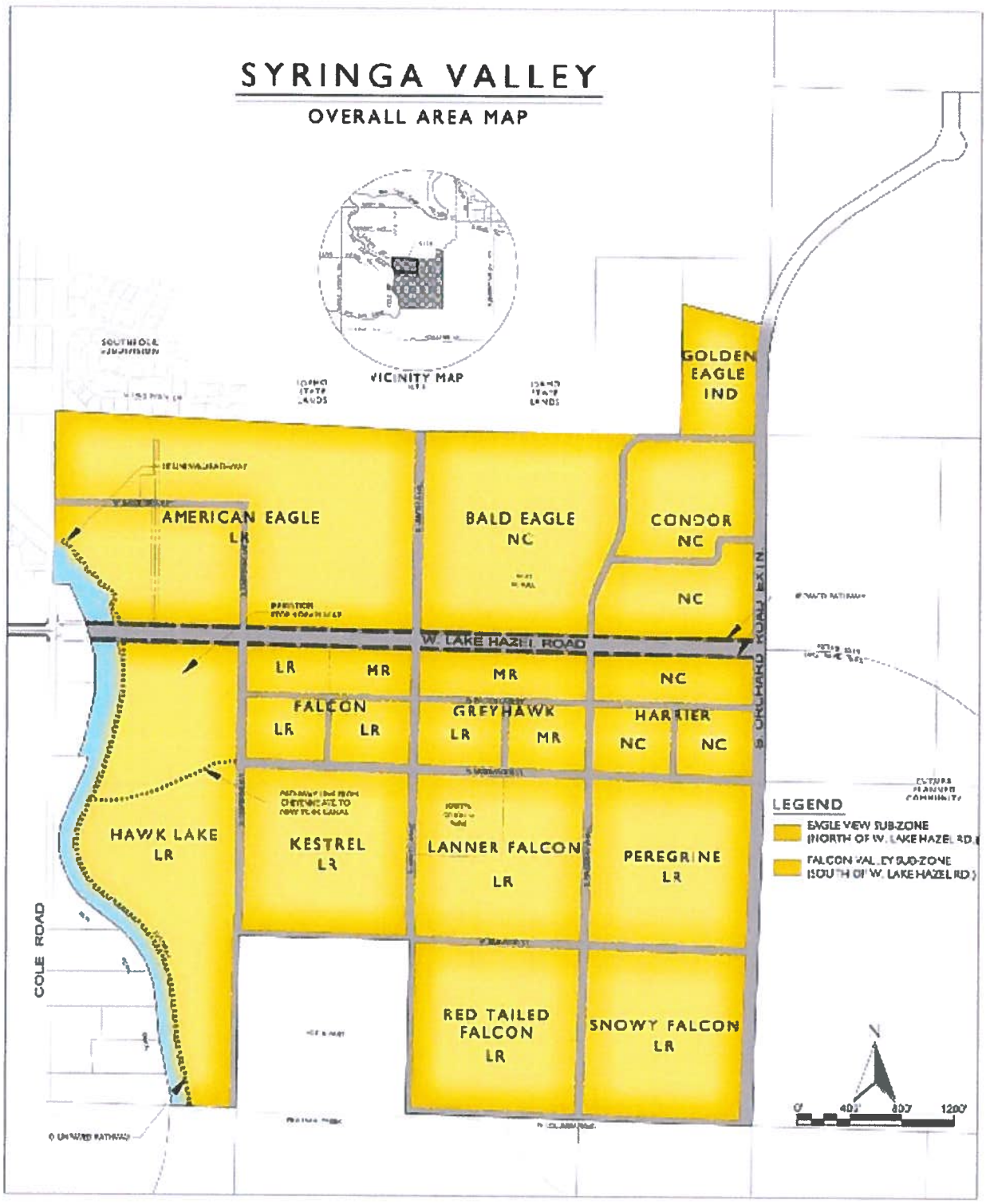
4. Syringa Valley Specific Plan District. The area designated as the Syringa Valley Specific Plan Districts zone or successor designation on the City of Boise's zoning map and as shown on the Syringa Valley Specific Plan Zoning Map (attached as Exhibit A).

5. Boise City Zoning Ordinance. The zoning regulations contained in Title 11 of the Boise City Code, or successor regulations.

6. Boise City Code. The code of the City of Boise. If the Boise City Code is amended, any reference to the Boise City Code in this Ordinance shall be deemed to refer to the applicable amended provision.

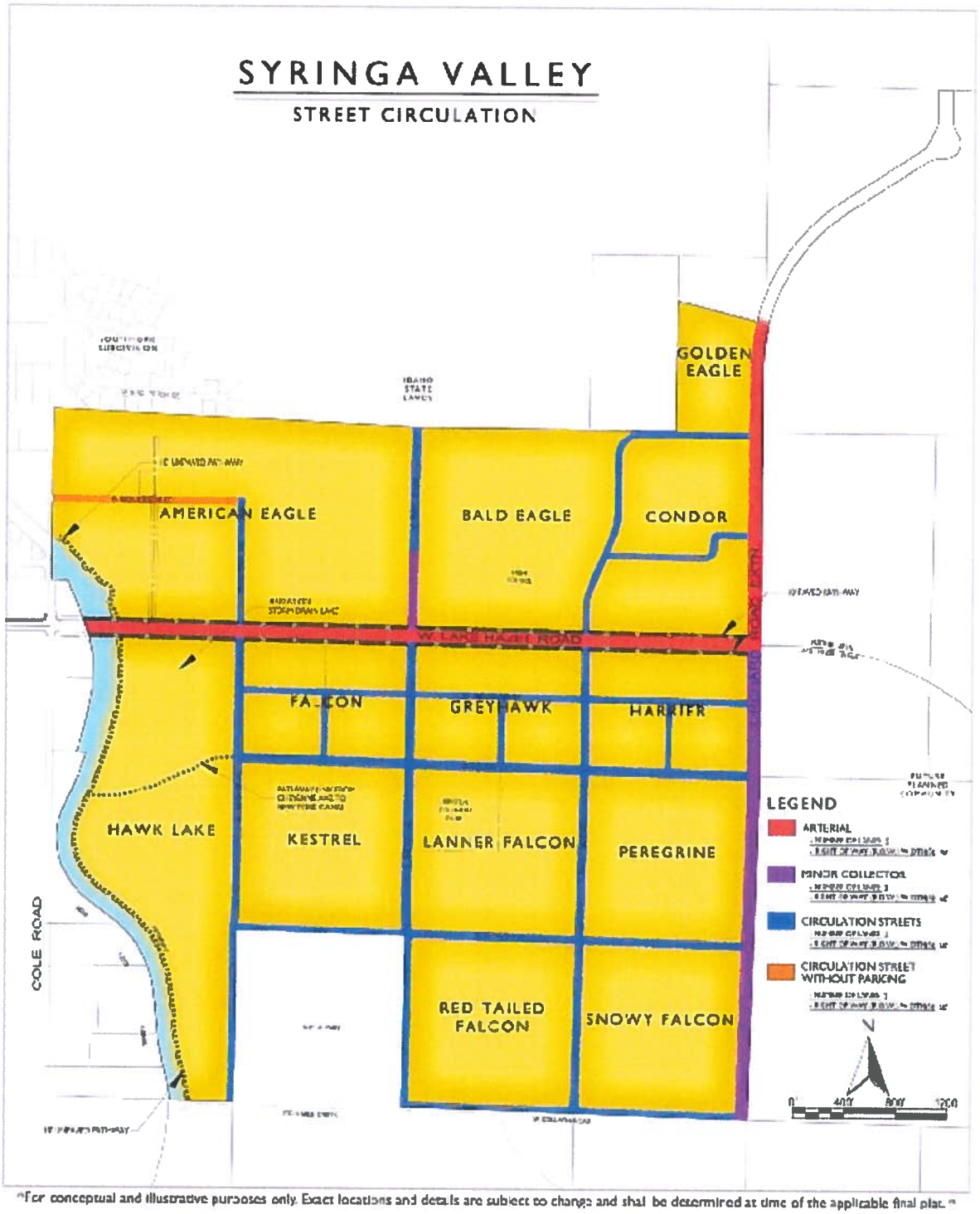
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Exhibit
A



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Exhibit
B



For conceptual and illustrative purposes only. Exact locations and details are subject to change and shall be determined at time of the applicable final plat.

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Annexation & Rezone Application Form

PDS Department Application # 105

Case #: CAR15-00029

New! **Type data directly into our forms.**

Note: Be sure to print this form before closing it or you will lose your data. This form cannot be saved to your computer.

Property Information

Address : Street Number: 6298 Prefix: South Street Name: COLE ROAD

Subdivision: Block: Lot: Section: 06 Township: 2N Range: 2E

***Primary Parcel Number:** S1506212450 Additional Parcels:

Applicant Information

***First Name:** LARRY ***Last Name:** HELLHAKE

Company: PLEASANT VALLEY SOUTH LLC ***Phone:** (208) 867-4246

***Address:** 3837 HOLL DRIVE ***City:** EAGLE ***State:** ID ***Zip:** 83616

E-mail: LJHRES@MSN.COM **Cell:** **Fax :**

Agent/Representative Information

First Name: KENT **Last Name:** BROWN

Company: KENT BROWN PLANNING SERVICES **Phone:** (208) 871-6842

Address: 3161 E SPRINGWOOD DRIVE **City:** MERIDIAN **State:** ID **Zip:** 83642

E-mail: KENTLKB@GMAIL.COM **Cell:** **Fax :**

Role Type: ○ Architect ○ Land Developer ○ Engineer ○ Contractor ◉ Other

Owner Information

Same as Applicant? ◉ Yes ○ No (If yes, leave this section blank)

First Name: **Last Name:**

Company: **Phone:**

Address: **City:** **State:** **Zip:**

E-mail: **Cell:** **Fax :**

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Date Received: SEP 28 2015

Revised 10/2008

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Phone 208/384/3830 • Fax 208/433-5688 • TDD/TTY 800/377-3529

CAR 15-00029

Annexation & Rezone Application (2)

1. **Neighborhood Meeting Held** (Date): AUGUST 12, 2015

2. **Neighborhood Association:** SOUTHWEST ADA COUNTY ALLIANCE INC

3. **Comprehensive Planning Area:** SOUTHWEST

4. **This application is a request to construct, add or change the use of the property as follows:**
WE ARE REQUESTING SPECIFIC PLAN APPROVAL OF THIS CITY PLANNED COMMUNITY AREA IN SOUTHWEST BOISE RESERVE.
(LR) LOW DENSITY RESIDENTIAL ZONING; (MR) MEDIUM DENSITY RESIDENTIAL ZONING ; (NC) NEIGHBORHOOD COMMERCIAL ZONING AND INDUSTRIAL ZONING

5. **Type of Request:** (•) Rezone ( ) Annexation & Rezone

6. **Current Zone:** A-2

7. **Requested Zone:** LR; MR NC AND INDUSTRIAL

8. **Size of property:** 601.3 +- (•) Acres ( ) Square Feet

9. **Existing uses and structures on the property are as follows:**
ONE SINGLE FAMILY HOUSE AND OUT BUILDINGS

10. **Are there any existing land uses in the general area similar to the proposed use?**
If so, describe them and give their locations:
VACANT

11. **On what street(s) does the property have frontage?** COLE ROAD

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CAR 15-00029

12. Adjacent Property Information

	Uses:	Zone:
North:	RESIDENTIAL	R-4
South:	VACANT	RR
East:	VACANT	RP
West:	RESIDENTIAL	R1

13. Why are you requesting annexation into the City of Boise?

AS APART OF THE CAR13-00017'S APPROVAL THE CITY COUNCIL REQUESTED THAT WE COME BACK WITH A MASTER PLAN FOR THE AREA/

14. What use, building or structure is intended for the property?

MIXTURE OF RESIDENTIAL AND NEIGHBORHOOD COMMERCIAL WITH SCHOOL AND PARKS AND TRAILS

15. What changes have occurred in the area that justify the requested rezone?

WE NEED THE SPECIFIC PLAN APPROVED TO IMPLEMENT THE COMPREHENSIVE PLAN FOR THE LAKE HAZEL ROAD EXTENSION AREA (RESERVE)

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16. What Comprehensive Plan policies support your request?

SW-CCN- 2-1-10 FOR THE LAKE HAZEL ROAD EXTENSION (RESERVE)

Applicant/Representative Signature

8-15-15
Date

Print Form

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CAR 15-00029

Comprehensive Plan Amendment Application

PDS Department Application # 103

Case #: CPA 15-00008

New! **Type data directly into our forms.**

Note: Be sure to print this form before closing it or you will lose your data. This form cannot be saved to your computer.

Property Information

Address : Street Number: 6298 Prefix: South Street Name: COLE ROAD

Subdivision: Block: Lot: Section: 06 Township: 2N Range: 2E

***Primary Parcel Number:** S 1 5 0 6 2 1 2 4 5 0 Additional Parcels:

Applicant Information

***First Name:** LARRY ***Last Name:** HELLHAKE

Company: PLEASANT VALLEY SOUTH LLC ***Phone:** (208) 867-4246

***Address:** 3837 HOLL DR ***City:** EAGLE ***State:** ID ***Zip:** 83616

E-mail: LJHRES@MSN.COM **Cell:** **Fax :**

Agent/Representative Information

First Name: KENT **Last Name:** BROWN

Company: KENT BROWN PLANNING SERVICES **Phone:** (208) 871-6842

Address: 3161 E SPRINGWOOD DR **City:** MERIDIAN **State:** ID **Zip:** 83642

E-mail: KENTLKB@GMAIL.COM **Cell:** **Fax :**

Role Type: ○ Architect ○ Land Developer ○ Engineer ○ Contractor ○ Other

Owner Information

Same as Applicant? ● Yes ○ No (If yes, leave this section blank)

First Name: **Last Name:**

Company: **Phone:**

Address: **City:** **State:** **Zip:**

E-mail: **Cell:** **Fax :**

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Date Received:
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CPA 15 - 00008

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Phone 208/384/3830 • Fax 208/433-5688 • TDD/TTY 800/377-3529

Comprehensive Plan Amendment Application (2)

1. **Neighborhood Meeting Held** (Date): AUGUST 12, 2015

2. **Neighborhood Association**: Southwest Ada County Alliance, Inc.

3. **Comprehensive Planning Area**: SOUTHWEST

4. **Request is to Amend the following:** (•) Text ( ) Land Use Map

5. **Current Land Use Map designation**: PLANNED CO

6. **Proposed Land Use Map designation**: PLANNED CO

7. **Size of property**: 601.32 (•) Acres ( ) Square Feet

8. **Existing uses and structures on the property are as follows:**
SITE CURRENTLY IS VACANT IN THE AREA REQUESTING COMPREHENSIVE PLAN MODIFICATION.

9. **Adjacent Property Information**

	Uses:	Zone:
North:	RESIDENTIAL	R-4
South:	VACANT	RR
East:	VACANT	RP
West:	RESIDENTIAL	R1

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CPA 15 - 00008

10. Section of Comprehensive Plan you are proposing to amend:

SOUTHWEST SW-CCN 2.5: LAKE HAZEL ROAD EXTENSION (AREA TO NORTH)

APPLY THE FOLLOWING CONSIDERATIONS TO THE AREA NORTH OF THE LAKE HAZEL ROAD EXTENSION:

a. LIMITED RESIDENTIAL USES TO THE APPROXIMATLEY 65 ACRES LOCATED IN THE NORTH WEST CORNER OF THE DEVELOPMENT.

b. GROSS DENSITY IN THIS RESIDENTIAL AREA SHOULD NOT EXCEED THREE UNITS PER ACRE.

11. Proposed text changes:

SOUTHWEST SW-CCN 2.5: LAKE HAZEL ROAD EXTENSION (AREA TO NORTH)

APPLY THE FOLLOWING CONSIDERATIONS TO THE AREA NORTH OF THE LAKE HAZEL ROAD EXTENSION:

a. LIMITED RESIDENTIAL USES TO THE APPROXIMATLEY 21 ACRES LOCATED IN THE NORTH WEST CORNER OF THE DEVELOPMENT.

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12. Narrative describing justification for change:

THE AREA THAT ORIGINAL EMCOMPASSED IN THE 65 ACRES HAS NOW CHANGED TO 100ACRES DUE TO THE SOUTHERN MOVEMENT OF THE LOCATION OF LAKE HAZEL ROAD.

THE CITY HAS COMPLETED A SOUND STUDY FOR THE AIRPORT AND FIND THAT THERE IS NOT THE CONCERN OVER HOUSING IN THIS AREA, THEY ONCE THOUGHT THERE MIGHT BE.

13. Comprehensive Plan policies that support your request:

THE SOUTHWEST BOISE PLAN FOR THIS PLANNED COMMUNITY IN LAKE HAZEL ROAD EXTENSION RESERVE WAS FOR SIX UNITS PER ACRE.

Applicant/Representative Signature

8-15-15
Date

Print Form

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CPA 15 - 00008

#201 Subdivision

Case #: SUB15-00055

Property Information

Address

Street Number:	Prefix:	Street Name:	Unit #:
6298	S	COLE ROAD	

Subdivision name:	Block:	Lot:	Section:	Township:	Range:	Zoning:
GOVT LOTS 03 & 04			31	3	2	A-2

Parcel Number:	Additional Parcel Numbers:
S1506212450	S1506223400

Primary Contact

Who is responsible for receiving e-mail, uploading files and communicating with Boise City?

(•) Agent/Representative ( ) Applicant ( ) Owner

Applicant Information

First Name:	Last Name:
LARRY	HELLHAKE

Company: PLEASANT VALLEY SOUTH LLC

Address:	City:	State:	Zip:
3837 HOLL DR	EAGLE	ID	83616

E-mail:	Phone Number:	Cell:	Fax:
LJHRES@MSN.COM	(208) 867-4246		

Agent/Representative Information

Role Type: ( ) Architect ( ) Land Developer ( ) Engineer ( ) Contractor (•) Other

First Name:	Last Name:
KENT	BROWN

Company: KENT BROWN PLANNING SERVICES

Address:	City:	State:	Zip:
3161 E SPRINGWOOD DR	MERIDIAN	ID	83642

E-mail:	Phone Number:	Cell:	Fax:
KENTLKB@GMAIL.COM	(208) 871-6842		

Owner Information

Same as Applicant? ( ) No (•) Yes (If yes, leave this section blank)

First Name:	Last Name:

Company:

Address:	City:	State:	Zip:
		ID	

E-mail:	Phone Number:	Cell:	Fax:

1. Type of Application:

(●) Preliminary ( ) Final ( ) Preliminary/Final

2. Proposed Subdivision/Condominium Name:

KIRSTEN SUBDIVISION

Note: Must be approved by the Ada County Surveyor.

3. Cross Reference Files:

Please list all previously approved or currently associated file(s):

CAR13-00017

4. Subdivision/Condominium Features:

Number of buildable lots/units:	453	Buildable lots/units per acre:	4.7
Number of common lots/units:	41	Zoning Classification:	LR
Total acres in subdivision:	100.9		

5. Building Program:

Number of Existing Buildings: 0 Number of Existing Buildings to Remain: 0

Type of Existing Buildings: ( ) Residential ( ) Commercial ( ) Industrial ( ) Mixed Use

If Residential What Type? [ ] Single Family [ ] Townhouse [ ] Duplex [ ] Multi-Family

Type of Proposed Buildings: (●) Residential ( ) Commercial ( ) Industrial ( ) Mixed Use

If Residential What Type? [✓] Single Family [ ] Townhouse [ ] Duplex [✓] Multi-Family

6. Waivers or Modifications:

Are any waivers/modifications being requested from the Subdivision Ordinance? ( ) Yes (●) No

If yes, please include a detailed explanation in your letter.
An additional waiver/modification review fee must be paid at the time of submittal.

7. Private Streets:

Are private streets proposed? ( ) Yes (●) No

If yes, please provide justification in the letter of explanation.
An additional private street review fee must be paid at the time of submittal.

8. Public Streets:

Number of new public streets proposed: 17

9. Floodways & Hillsides:

Is any portion of this property located in a Floodway or a 100-year Floodplain? ○ Yes ◉ No

Does any portion of this parcel have slopes in excess of 15%? ○ Yes ◉ No

Note: If the answer to either of the above is yes, you will be required to submit an additional #112 Floodplain and/or #114 Hillside application and additional fee.

11. Airport Influence Area:

Is the subject site located within the Airport Influence Area? (If yes, please mark which area.)

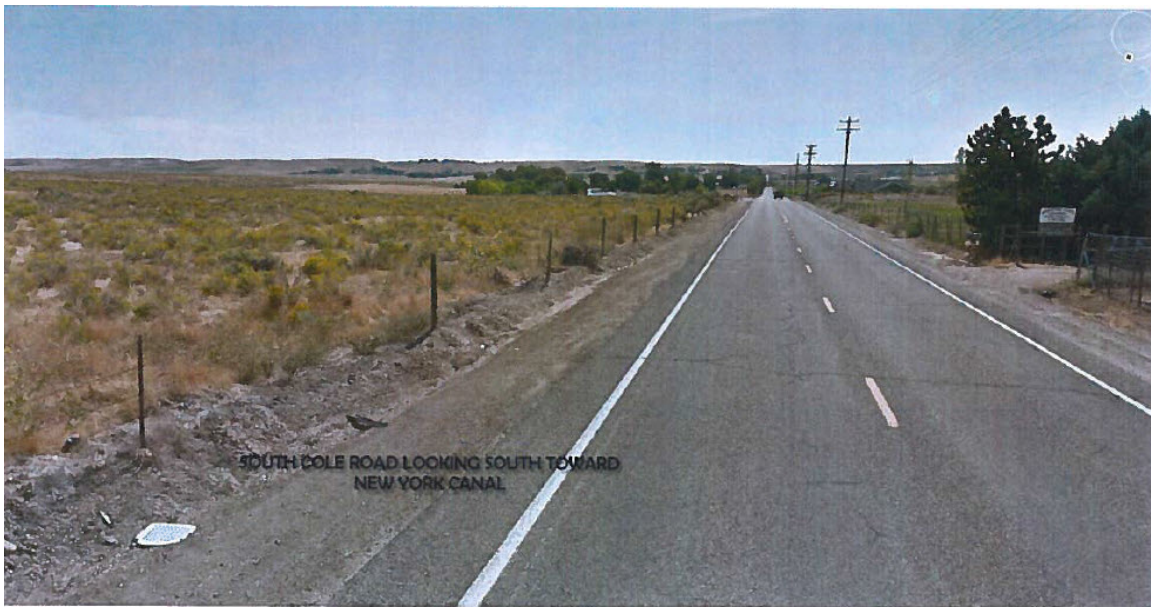
○ No ◉ Area A ○ Area B ○ Area B1 ○ Area C

The undersigned declares that the above provided information is true and accurate.
The undersigned acknowledges that failure to provide true and accurate information may result in rejection of this application, possible revocation of the permit where wrongfully issued and subject the undersigned any applicable civil and/or criminal penalties.

Agent/Representative Signature:

Date:


SOUTH COLE ROAD LOOKING NORTH TO SOUTH FORK SUBDIVISION


SOUTH COLE ROAD LOOKING SOUTH TOWARD NEW YORK CANAL


SOUTH COLE ROAD LOOKING EAST AND NORTH OF NEW YORK CANAL

The amendment is necessary to address changes in conditions within the community that have occurred since the Boise City Comprehensive Plan was adopted or is necessary to correct one or more goal, objective, or policy that exist in the plan. In 2015 the Boise Airport conducted an update to the Noise Exposure Maps and Noise Compatibility Program. The results indicated that no changes to the Airport Influence Overlay for this property would occur. As such, an increase to the allowed density and area allowed for residential development north of Lake Hazel is possible. The amendment is in compliance with and will further the goals, objectives, and policies of the Boise City Comprehensive Plan. Increasing the density in this area will allow for a greater number of homes to be constructed within current City Limits. This development pattern will limit urban sprawl and provide for better opportunities for a mixture of housing types. The amendment will not create inconsistencies between the goals, objectives, and policies within or between any chapters of the Boise City Comprehensive Plan. ***Policy CC9.1(a)*** promotes development patterns that will help build new routes and enhanced service over time. Increasing the density in this area will provide the need for new transit routes in this part of the City. The amendment will not place an undue burden on transportation or other public facilities in the planning area, and does not adversely impact the delivery of services by any political subdivision providing services. Correspondence from commenting agencies confirms the project will not place an undue burden on the transportation system or other public facilities in the vicinity. The Ada County Highway District (ACHD) Commission approved the project on **January 27, 2016**.

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

Planning Division Project Report

File Numbers	CAR15-00028, CPA15-00008, SUB15-00055
Applicant	Pleasant Valley, LLC.
Property Address	6298 S. Cole Road
Public Hearing Date	February 8, 2016
Heard by	Planning and Zoning Commission
Analysts	Todd Tucker
Checked By	Cody Riddle

Public Notification

Neighborhood meeting conducted: July 28, 2015
Newspaper notification published on: November 28, 2015
Radius notices mailed to properties within 300 feet on: November 27, 2015
Site posted by Planning Team on: November 20, 2015

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4. Comprehensive Plan 3
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7. Recommended Conditions of Approval 16

Exhibits

Agency Comments
Neighborhood Correspondence

1. Project Data and Facts

Project Data	
Applicant/Status	Pleasant Valley, LLC. / Developer
Architect/Representative	Kent Brown
Location of Property	6298 S. Cole Road
Size of Property	±600 Acres
Existing Zoning	A-2 (Open Land, Reserve)
Comprehensive Plan Designation	Planned Community
Planning Area	Southwest
Neighborhood Association/Contact	None
Procedure	The Planning and Zoning Commission will make a recommendation to City Council.

Current Land Use & Site Characteristics
The property is currently improved with one single-family home. The majority of the site is relatively flat. However, there is a slight slope that runs from the northwest to the southeast through the site.

Description of Applicant's Request
The applicant is requesting a zone change for the property to place it in a Specific Plan District to support a Planned Community with a mix of uses. There is an associated Comprehensive Plan Amendment that proposes to modify the text addressing gross density and location of residential development north of Lake Hazel Road. In addition, there is an associated Preliminary Plat for a residential subdivision located in the northwest corner of the specific plan consisting of 422 buildable lots and 20 common lots.

History of Previous Actions	
CAR06-00057	Annexation of approximately 600 acres with A-2 zoning.
CAR06-00058	Comprehensive Plan Amendment to change the land use designation on approximately 600 acres from Airport Conservation to Planned Community

2. Land Use

Description and Character of Surrounding Area
The properties located to the east, west, and south of this site are located in Ada County and are zoned RP, RR, RSW, R1, and R6. In addition, the Southfork subdivision is located to the northwest and zoned R4 in the County. The other properties located to the north are zoned R-1A and M-1D in the City. The only developed properties adjacent to the site are located to the east and northwest and they are developed with single-family residential homes.

Adjacent Land Uses and Zoning

North:	Single-Family Residential / R4 (Ada County) – Vacant / R-A & M-1D
South:	Vacant Land / RP & RR (Ada County)
East:	Single-Family Residential / RSW, R1, and R6 (Ada County)
West:	Recycling Center / RP (Ada County) - Vacant Land / RP (Ada County) & M-1D

3. Development Code

Section	Description
11-03-04.3	Specific Procedures (Rezone)
11-03-04.4	Specific Procedures (Subdivision Plat)
11-03-04.16	Specific Procedures (Comprehensive Plan Amendment)
11-05-08	Specific Plan Districts
11-09-03	Subdivision Design Standards
11-09-04	Required Improvements

4. Comprehensive Plan

Chapter	PRINCIPLES, GOALS, & POLICIES		
Chapter 2: Citywide Policies	ES1.4 ES7.9 NAC3.2 NAC7.1	CC1.1(b) CC2.1(b) CC7.2(b) CC9.1(a)	CEA5.2(a) CEA6.1(b) SHCC10.3
Chapter 3: Community Structure & Design	GDP-N.1(a) GDP-N.3(a) GDP-AIA.2(a)		
Chapter 4: Planning Area Policies (Southwest Planning Area)	SW-CCN 2.1 SW-CCN 2.3(a) SW-CCN 2.4(a) SW-CCN 2.4(b) SW-CCN 2.4(c) SW-CCN 2.5(a) SW-CCN 2.5(b) SW-CCN 2.5(c)	SW-CCN 2.6(b) SW-CCN 2.6(c) SW-CCN 2.6(d) SW-CCN 2.6(e) SW-CCN 2.7 SW-CCN 2.8(a) SW-CCN 2.8(b)	SW-CCN 2.9(a) SW-CCN 2.9(b) SW-CCN 2.9(c) SW-CCN 2.9(d) SW-CCN 2.10 SW-CCN 2.10(a) SW-CCN 2.10(b)

5. Transportation and Public Services

Correspondence from commenting agencies confirms the project will not place an undue burden on the transportation system or other public facilities in the vicinity. The Ada County Highway District (ACHD) Commission approved the project on **January 27, 2016**. They noted that the issuance of building permits in the Kirsten's Subdivision will be limited to 170 until the Lake Hazel and Orchard street extensions are completed. This will insure the Cole/Amity and Cole/Victory intersections continue to operate at an acceptable level of service.

This requirement is supported by Comprehensive Plan ***Policy SW-CCN 2.10(b)*** which supports the densities and intensities of use outlined in the Comprehensive Plan contingent upon satisfactory street capacity as determined by future traffic analysis. ACHD noted that an updated traffic impact study should be required after the final platting of Phase 1A (Kirsten's Subdivision) 170 single-family lots, 1,770 vehicle trips per day. The updated traffic impact study will be used to verify assumptions and recommended improvements for the Syringa Valley Specific Area Plan planning area.

Traffic Count is based on Vehicles per hour (VPH)

Roadway	Segment	PM Peak Hour Traffic Count	PM Peak Hour Level of Service	Existing Plus Project
Cole Road (Principal Arterial)	South of Overland	1,318	Better than "E"	Better than "E"
	South of Victory	988	"F"	"F"
	North of Lake Hazel	286	Better than "E"	Better than "E"
	South of Lake Hazel	216	Better than "E"	Better than "E"

* Acceptable level of service for a five-lane principal arterial is "E" (1,770 VPH)
* Acceptable level of service for a three-lane principal arterial is "E" (880 VPH)
* Acceptable level of service for a two-lane principal arterial is "E" (690 VPH)

On **January 26, 2016** the Comprehensive Planning Division submitted comments regarding pedestrian and vehicular transportation. The comments provided some direction on the street design for Cole, Umatilla, and Lake Hazel and addressed pathway design and the proposed temporary site access from Cole Road. Recommended conditions of approval have been included that address the concerns listed.

The comments provided by the Boise Public Works Department were submitted on several different days. Comments regarding street lights, grading, and drainage were submitted on **September 29, 2015**. Standard conditions of approval were required with those comments. Originally, the Kirsten's Subdivision was proposing private streets but that plan has been revised to remove those. As such, the private street comments from Public Works no longer apply. On **September 30, 2015** sewer, and pressure irrigation comments were received. They noted that the developer must coordinate the sewer extension with the Public Works Department to abandon the existing sewer lift station located to the north of this project. No other concerns or special conditions of approval were expressed in the Public Works comments.

On **January 20, 2016** the Fire Department provided comments for the specific plan and the preliminary plat. They noted that they could approve the applications and provided standard conditions of approval. In addition, they noted the subdivision is within the Wildland Urban Interface Zone B and compliance with BCC 7-01-69 is required. Two points of approved access are required for all phases of the subdivision.

The Boise Parks and Recreation Department commented on this project on **January 8, 2016**. They noted they have been working with the developer to find an appropriate location for a 10 acre park site within the project. The Coughlin Park site is intended to provide an amenity to area residents within ½ mile of the site. They noted that timing for the park is largely based on the development of adjacent uses, funding, and prioritization by the Parks and Recreation Department.

The Boise School District provided comments on **November 17, 2015** indicating the schools currently assigned to the proposed project are Hillcrest Elementary School, West Junior High, and Borah High School. The school district also noted that they currently own a 50 acre site within the specific plan area but has not determined the layout or specific building needs at this time. In addition, they requested the developer donate 10 acres for an elementary school site located near the proposed public park. There were no comments regarding the traffic impact or safe routes to school. The school district did not indicate a timeline for when the proposed schools will be needed. They did note that enrollment in area schools in the area will be evaluated as construction proceeds to determine when new facilities will be needed.

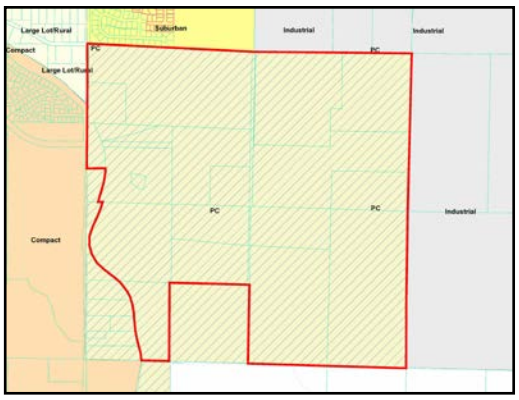
Comments received from other public agencies raised no concerns with the project and included only standard requirements and conditions of approval.

6. Analysis/Findings

ANALYSIS

Rezone (Specific Plan)

The applicant is requesting a rezone of approximately 600 acres from A-2 to a Specific Plan (SP03). The rezone will facilitate development of a master planned community. The property is identified as Planned Community on the Land Use Map. The property is referred to as "The Reserve Area" in Blueprint Boise. ***Policy SW-CCN 2.1*** requires a conceptual master plan that demonstrates adherence to these principles be submitted prior to the first entitlement in The Reserve Area. This application fulfills this requirement.



The applicant has submitted ordinance language that will be included within the Development Code. The Syringa Valley Specific Plan ordinance will be located within Chapter 11-013: Adopted Specific Plans. The Planning Team has reviewed the proposed code and has recommended several changes that are attached as a separate document to this report.

This area is identified as "Significant New Development Anticipated" on the Areas of Change and Stability Map. Comprehensive Plan ***Policy NAC3.2*** supports residential infill and redevelopment in areas identified as suitable for change.

The Syringa Valley Specific Plan is a master planned community with a wide range of uses within its boundaries. Although it will be predominantly a community of varying residential densities it also has a commercial component, a business campus, two sites for public schools, and a City Park. The project is in compliance with Comprehensive Plan ***Policy SW-CCN 2.3(a)*** which calls for this area to be established as a mixed-use development with a range of residential housing types and densities, neighborhood commercial centers, and a business campus.

Policy SW-CCN 2.4(a) calls for the establishment of a business campus north of Lake Hazel road extension that includes a mix of uses such as assembly, auto repair and service, fabrication, medical and dental laboratories and research facilities, wholesale, offices, self-service storage and medical and professional offices. In addition, ***Policy SW-CCN 2.4(b)*** encourages ancillary uses such as restaurants, health clubs, and child care and convenience centers within the business campus provided they are intended to primarily serve employees of the business park and the surrounding residential community.

The applicant is proposing a business campus along the west side of the Orchard Road extension within the Condor planning area. This sub-district allows for a mixture of office, retail, and residential uses. To the south of the business campus is a larger neighborhood commercial center. The conceptual plan shows a 60,000 square foot grocery store with other small scale neighborhood commercial uses such as restaurants, a convenience store, a bank and other pad sites for uses that would serve the business park, high school students, and residents in the area.



Policy SW-CCN 2.4(c) states that regional serving commercial uses should not be allowed. One of the components of a regional commercial shopping center as defined by the Development Code is a full line department store as the major tenant. A recommended condition of approval will restrict the construction of a full line department store in this commercial center.

There is another neighborhood commercial center located south of Lake Hazel midway between Cole and Orchard. This neighborhood commercial center is designed with an urban village feel. The buildings are brought towards the street with the parking located to the rear.

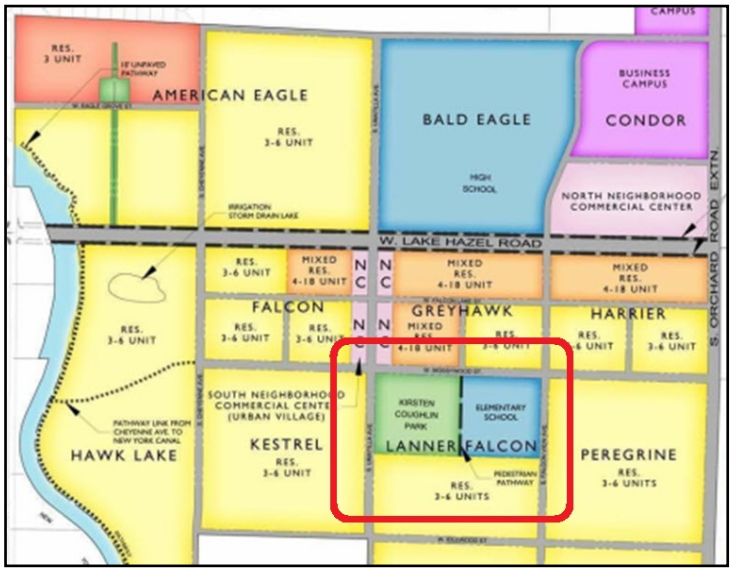
The commercial center is well integrated with the neighborhood as it has higher density residential located to the east and west. This design is supported by ***Policy SW-CCN 2.6(b)*** which states the neighborhood commercial centers and surrounding residential development should be developed as a urban village, utilizing New Urbanism principles to integrate the commercial center with the residential community and create a community gathering pace. Because it is located directly across from the future high school and just north of the new public park, it should function well as a gathering place for nearby residents as well as students.

Policy SW-CCN 2.6 (c) encourages a buildings designed with a pedestrian scale siting them in proximity to the street frontage to convey a visual relationship to the street and provide for easy pedestrian access. The specific plan accomplishes this through the use of detached sidewalks and pathways throughout the development that connect the residential subdivisions to the commercial and office development. This is also supported by ***Policy SW-CCN 2.6(d).*** In addition, buildings have reduced setbacks bringing them close to the street to provide a more urban feel.

There are several Comprehensive Plan Policies found in the Southwest Planning Area section that specifically address an elementary school and a public park to be located south of Lake Hazel. ***Policy SW-CCN 2.9(a)*** calls for the establishment of a co-location of an elementary school and a new City Park to be located south of the Lake Hazel extension, centered in the residential neighborhood on local, not collector streets. ***Policy SW-CCN 2.9(b)*** indicates the park should have street frontage on a minimum of two sides. ***Policy SW-CCN 2.9(c)*** requires the park and school sites to be connected to the pathway along the New York Canal, and ***Policy SW-CCN 2.9(d)*** further requires this pathway be dedicated to the City of Boise, if acceptable to the Parks and Recreation Department.

As illustrated below, the specific plan has addressed all of these policies. The plan shows a 10 acre site for a future elementary school located next to a 10 acre public park in the Lanner Falcon sub-zone. These uses are located south of Lake Hazel in the center of the overall specific plan area. The Park is located on the corner of two streets providing the required street frontage on two sides. There is a pedestrian pathway that runs between the school and the park. In addition, the park is connected to the pathway system along the New York Canal via public street sidewalks and a pedestrian pathway that traverses through the Hawk Lake sub-zone.

These pathways are further supported by ***Policy SW-CCN 2.8(a)*** which calls for the establishment of an open space and pathway system adjacent to the New York Canal and Eight Mile Creek. It further suggests that these pathways be dedicated to the City of Boise, if acceptable to the Parks and Recreation Department.



Policy SW-CCN 2.8(b) encourages dual purpose drainage areas that provide usable open space and/or amenities. As illustrated the Hawk Lake sub-zone has an irrigation and storm water pond located near Lake Hazel Road. This pond will perform storm water storage and provide irrigation water to a portion of the Syringa Valley Specific Plan area. In addition, the pond will function as an amenity to the surrounding development.

Policy ES7.9 calls for minimizing light trespass from developed areas, reducing sky-glow to increase night sky access, improving nighttime visibility through glare reduction, and reducing development impact on nocturnal environments by adoption of night-sky lighting standards. A recommended condition of approval will require streetlight fixtures to be of a design that will focus the light down to prevent light trespass from the development.

Comprehensive Plan Amendment

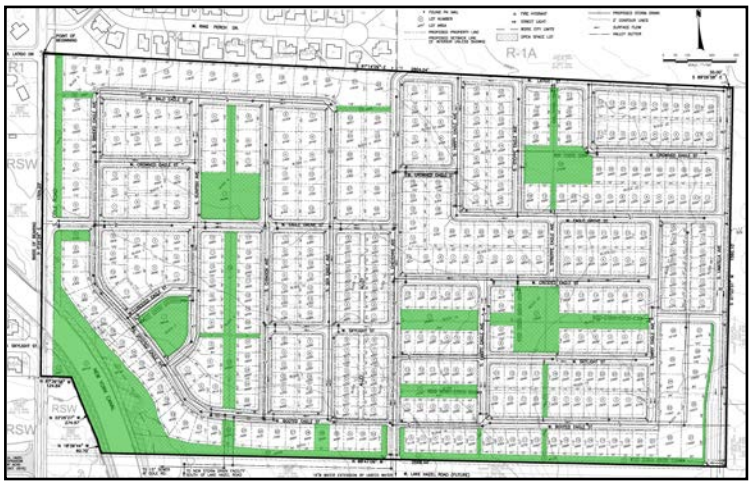
Comprehensive Plan ***Policy SW-CCN 2.5(a)*** limits residential uses north of the Lake Hazel extension to the 65 acres in the northwest corner of the development. In addition, ***Policy SW-CCN 2.5(b)*** limits the gross density in this residential area to a maximum of three dwelling units per acre.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

In addition to the 100 acre residential development proposed at the northwest corner, the Specific Plan also proposes a 50 acre high school located directly to the east of the residential subdivision. The airport has indicated that they do not have concerns with the increase in area developed with residential homes or the density of the residential development north of Lake Hazel Road as proposed.

Policy SW-CCN 2.6(e) limits the overall developed density for the area south of the Lake Hazel Road extension to six dwelling units per gross acre. There are no plans to change this requirement. The property located south of Lake Hazel is approximately 370 gross acres. This would allow approximately 2,220 dwelling units if developed at the maximum density of six dwelling units per acre.

Subdivision

With approval of the Specific Plan, the applicant is proposing a 422 lot residential subdivision. It is comprised of 412 single-family lots and 10 multi-family lots that will be improved with four-plexes. This equates to 452 total dwelling units. The subdivision is located in the northwest corner of the development within the American Eagle sub-zone of the Eagle View Planning Area. The American Eagle sub-zone is identified as a low density residential zone in the specific plan. The proposed specific plan does not have minimum lot sizes but rather controls development with setbacks. No variances are being requested as the homes to be constructed will comply with the setbacks proposed for the LR sub-zone.



The subdivision has several open spaces for recreation and pathways. There is a nice network of interconnected detached sidewalks and pedestrian pathways through the subdivision. The pathway system runs both north to south and east to west. This is supported by Comprehensive Plan ***Principle GDP-N.1(a)*** which calls for a continuous network of sidewalks, bicycle, and pedestrian paths, and roadways to connect different areas of neighborhoods. In addition to the pathways, the detached sidewalks are also supported by the Comprehensive Plan. ***Policy CC7.2(b)*** calls for minimizing pedestrian conflict with vehicles by providing buffers between the sidewalk and automobile traffic.

Principle GDP-N.3(a) encourages a variety of housing types within developments. The subdivision provides a good mix of product types with traditional front loaded single-family homes, alley loaded single-family homes and multi-family buildings.

Policy CC2.1(b) of the Comprehensive Plan calls for the establishment of a connectivity measure to promote a connected system of roadways to alleviate traffic congestion, reduce travel distances, and increase travel options. On January 24, 2012 the Planning Division made a commitment to the City Council to include a connectivity index review of each new subdivision proposed in Boise City. The Connectivity Index for this development is 1.6 as it has 75 links and 47 nodes.

The subdivision is bordered by Cole Road on the west and Lake Hazel Road on the south. Both roads are classified as arterials on the ACHD Functional Classification Map. Section 11-09-03.7.A requires landscape buffer areas where single-family residential lots are adjacent to arterial streets. A 30 foot wide landscape buffer is provided along both Cole and Lake Hazel as required by the development code.

FINDINGS

Section 11-05-08.7.A Rezone to Specific Plan

(1) Is consistent with the goals, objectives and policies of the Comprehensive Plan, with particular emphasis placed upon those policies related to diversity of housing, mixing and integration of uses, pedestrian and transit design, level of service provision and environmental protection;

The specific plan has three sub-districts that allow residential development. The Low Density Residential sub-district allows for densities ranging from 2 to 6 dwelling units per acre, the Medium Density Residential and Neighborhood Commercial sub-districts allow densities from 4 to 18 dwelling units per acre. These three sub-districts also allow a variety of housing types including detached single-family, townhouse, duplex, accessory dwelling units, and multi-family. The specific plan encourages a mix of housing types and products within neighborhoods to help promote a community feel. This is in alignment with Comprehensive Plan ***Policy NAC7.1*** which encourages a mix of housing types and densities in residential neighborhoods, particularly for projects greater than two acres.

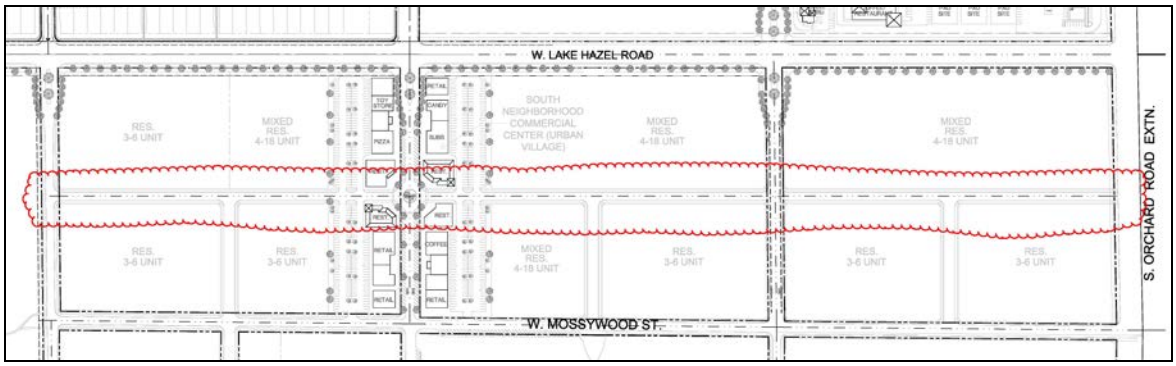
Policy SW-CCN 2.6(b) encourages a mix of residential/commercial, live/work units, townhouses, condominiums, and/or multi-family along the south side of Lake Hazel Road extension at a density of 10-20 units per acre. The Falcon, Greyhawk, and Harrier sub-zones are located adjacent to the south side of Lake Hazel. Each of those sub-zones identifies the area adjacent to Lake Hazel as a Mixed Use zone with densities ranging from 4 to 18 units per acre. To comply with this policy of the Comprehensive Plan a condition of approval is recommended requiring the residential development along the south side of Lake Hazel have a density between 10 and 20 dwelling units per acre.

Policy SW-CCN 2.6(c) calls for residential housing types such as townhouses, multi-family, and small lot patio or row homes around the school/park have densities ranging from 6-15 dwelling units per acre. The school and park located south of Lake Hazel are within the Lanner Falcon sub-zone.

The southern half of the sub-zone is identified as low density residential with three to six dwelling units per acre. In addition, the Greyhawk sub-zone to the north of the school and park are proposed for densities ranging from 3 to 18 dwelling units per acre. To comply with this policy of the Comprehensive Plan a condition of approval is recommended requiring the residential development directly adjacent the city park and elementary school south of Lake Hazel have a density between 6 and 15 dwelling units per acre.

The specific plan encourages a mixture of commercial, service and residential development. This is accomplished by allowing for a wide range of uses within the sub-districts. In addition, the Greyhawk and Falcon sub-districts encourage a village type atmosphere along both sides of West Falcon Lake Street, where the commercial and office uses are of a smaller scale close to the street with residential uses to the rear. Further, an elementary school is proposed next to a city park in the Lanner Falcon sub-district. A high school is proposed north of Lake Hazel Road with a residential subdivision to the west and a business campus and neighborhood commercial center to the east.

Policy SW-CCN 2.10(a) encourages development adjacent to the Lake Hazel Road extension to include a back road system for vehicular access to limit access to Lake Hazel. As illustrated below, a backage road is proposed midway between Lake Hazel and Mossywood. This road will provide vehicular access to the commercial, office, and residential projects that will be constructed along the south side of Lake Hazel.



The specific plan intends for this development to be a safe walkable community. The intent is to promote pedestrian accessibility throughout the specific plan area and its connections with the neighborhood commercial centers, City park, and pathways. This is done by creating a pedestrian scale in the design of the streets, open spaces, and buildings. The plan encourages a pedestrian friendly environment with the use of sidewalks, pathways, courtyards and plazas to connect buildings. Provisions for one or more walkways that directly link the pedestrian entrances of businesses within the retail and office developments to the public pathways are provided. The mixture of uses also promotes walking and biking throughout the community. These design components are supported by ***Policies ES1.4*** and ***CC1.1(b)*** of Blueprint Boise which promote compact, mixed use, walkable development patterns that support transit and reduce vehicle miles traveled and carbon emissions.

Lake Hazel Road will be designed with a 10 foot wide paved multi-use pathway on both sides that is separated from the roadway by a landscaping buffer. This will provide a safe route through the development that connects many uses enhancing the pedestrian experience for residents, students, and visitors to the community. ***Policy SW-CCN 2.5(c)*** calls for a safe access for school children to walk from the area north of Lake Hazel Road to a planned school located on the south side of the Lake Hazel Road extension.

The intersection of Lake Hazel and Umatilla will be designed as a controlled intersection. This crossing will provide a safe crossing of Lake Hazel for students going from the residential neighborhood in the south to the proposed high school on the north side of Lake Hazel and the students living in the Kirsten's Subdivision on the north side of Lake Hazel to the future elementary school located south of Lake Hazel.

Policy SW-CCN 2.7 encourages pedestrian activity through the use of detached sidewalks, reasonable block lengths and micro-paths. In addition, it discourages the use of cul-de-sacs. As previously noted, all of the streets within the Kirsten's Subdivision are improved with detached sidewalks. In addition, Lake Hazel will be improved with a 10 foot wide detached multi-use pathway on both sides. There are numerous references made throughout the specific plan narrative indicating detached sidewalks will be provided. In addition, the street sections provided show all circulation and local streets to be constructed with detached sidewalks. A recommended condition of approval will require all public streets within the specific plan be detached.

The Boise Fire Department noted that portions of the specific plan area are located outside of the 1.5 mile or 4 minute response standards from Station 17 located at 3801 S. Cole Road. New stations will be needed to adequately service the area in the future. No exact location has been identified yet, but future stations may be located in the area of Orchard and Lake Hazel.

(2) Is compatible with surrounding development and properly integrates land uses and infrastructure with adjacent properties;

The project is compatible with the surrounding development in the area. The majority of the surrounding property to the northwest and west is currently developed with single-family residential homes. The associated subdivision matches the lot pattern of the existing subdivision to the north with a 1:1 ratio of lots along the border of the two subdivisions. A large 80 acre parcel is located directly to the north that is currently zoned R-1A. This property would accommodate 168 dwelling units if developed in the future. The property to the northeast is currently zoned M-1D. This property is located within the Airport Influence Overlay Area Zone B which does not allow for residential development. The specific plan identifies the 12 acres at the northeast corner of the development as the Industrial sub-zoning district. This will be part of the business campus with allowed uses being more industrial in nature.

(3) Includes adequate provisions for utilities, services, roadway networks and emergency vehicles access; and public service demands will not exceed the capacity of existing and planned systems; and,

Currently the property is served by both water and sewer facilities that are located in Cole Road. The applicant will have to coordinate both water and sewer extensions with United Water and Boise City Public Works to ensure that the facilities installed are adequate to handle the future development of the project.

The specific plan proposes several public services beyond utilities. The School District has purchased 50 acres within the development for a high school to be located on the north side of Lake Hazel. Comprehensive Plan ***Policy CEA5.2(a)*** encourages working with the school districts to identify future school sites based on the city's Land Use Plan. In addition, the plan shows a 10 acre site for a future elementary school located next to a 10 acre public park in the Lanner Falcon sub-zone. This is consistent with Comprehensive Plan ***Policy CEA6.1(b)*** which calls for the coordination of the siting school facilities with other community and neighborhood facilities and infrastructure needs, including parks, to promote schools as neighborhood centers. ***Policy SHCC10.3*** also places a priority on locating neighborhood parks in conjunction with school sites.

Due to the flat topography of the development the road network will follow a more traditional grid pattern. The extension of Lake Hazel through the project will provide an arterial roadway through the northern 1/3 of the development. The southern extension of Orchard will define the eastern edge of the specific plan area. The majority of the other roads in the development will be either collector or local roadways. Each sub-district will be further evaluated by ACHD as well as the City as development applications are submitted to ensure good vehicular and pedestrian connectivity is achieved.

Due to the limited capacity on Cole Road in its current state development may be restricted until Lake Hazel and Orchard Street are constructed to provide a secondary access to the project.

As previously noted the street network within the specific plan is laid out in a grid pattern providing access to all of the sub-zones. As development occurs within each sub-zone further analysis by the Fire Department will be required to insure adequate emergency vehicle access is provided to each use.

(4) Will enhance the potential for superior urban design and land use in comparison with development under the base district provisions that would apply if the specific plan were not approved.

The property is identified as Planned Community on the Land Use Map. As such, any development would require some level of master planning. Using the tool of the specific plan allows the applicant some flexibility while also providing the City a level of assurance that good urban design will be applied. The specific plan identifies most uses go through a design review process prior to construction. This will insure a cohesive design within the development.

Section 11-03-04.16.B(7) Comprehensive Plan Amendment

(a) Is required for the public convenience or necessity, or for the general welfare of the community;

The requested amendment is to increase the area allowed for residential development and to increase the density allowed. Lake Hazel Road will be extended through this property and will connect to an extension of Orchard Road coming into the site from the north. Both of these streets will be arterial roadways. Generally, higher residential densities are proposed along arterial roadways.

To achieve the densities needed along Lake Hazel to warrant transit service in the future and to provide a buffer to the lower densities further to the south an increase in density is warranted. As such, the amendment is for the public convenience, necessity, and for the general welfare of the community.

(b) Is necessary to address changes in conditions within the community that have occurred since the Boise City Comprehensive Plan was adopted or is necessary to correct one or more goal, objective, or policy that exist in the plan;

The policies restricting residential development were adopted in response to concerns voiced by the Boise Airport when the property was annexed into Boise City in 2006. The subject property is currently located within the Airport Influence Overlay Area Zone A which does not restrict residential density like other Airport Influence Area zones. It was anticipated in 2006 that future changes at the Boise Airport would necessitate an expansion of the Airport Influence Areas and this property may be affected by those changes. In 2015 the Boise Airport conducted an update to the Noise Exposure Maps and Noise Compatibility Program. The results indicated that no changes to the Airport Influence Overlay for this property would occur. As such, an increase to the allowed density and area allowed for residential development north of Lake Hazel is possible.

(c) Is in compliance with and will further the goals, objectives, and policies of the Boise City Comprehensive Plan;

The amendment is in compliance with and will further the goals, objectives, and policies of the Comprehensive Plan. Increasing the density in this area will allow for a greater number of homes to be constructed within the current City Limits. This development pattern will limit urban sprawl and provide for better opportunities for a mixture of housing types.

(d) Will not create inconsistencies between the goals, objectives, and policies within or between any chapter of the Boise City Comprehensive Plan; and,

The amendment will not create inconsistencies between the goals, objectives, and policies within or between any chapters of the Comprehensive Plan.

In fact, it will allow for a greater compatibility with the Comprehensive Plan. ***Policy CC9.1(a)*** promotes development patterns that will help build new routes and enhanced service over time. Increasing the density in this area will provide the need for new transit routes in this part of the City. In addition, ***Policy NAC7.1*** encourages a mix of housing types and densities in residential neighborhoods, particularly for projects greater than two acres in size. An increase in density provides the developer with the flexibility needed to incorporate different housing types within the development.

(e) Will not place an undue burden on transportation or other public facilities in the planning area, and does not adversely impact the delivery of services by any political subdivision providing services.

Correspondence from commenting agencies confirms the project will not place an undue burden on the transportation system or other public facilities in the vicinity. The Ada County Highway District (ACHD) Commission approved the project on **January 27, 2016**. In addition, public utilities are currently provided to the property. No commenting agency has indicated that the requested amendment will adversely impact the delivery of services to the project.

Conclusion and Recommendation

After a review of the requested applications against the requirements and policies found in the Development Code and the Comprehensive Plan, the Planning Team finds the applications to be in compliance with the requirements for a rezone, comprehensive plan amendment, and subdivision. However, the Planning Team does have concerns regarding the details of the Specific Plan. The Planning Team acknowledges the creation of a 600 acre Specific Plan is a large undertaking and feel the applicant team has done a good job of creating a framework for development in this area. Some of the details that still need to be addressed are landscaping design, road alignments, alternatives to traditional storm water treatment, subdivision design elements. As such, the Planning Team is recommending the following:

- Approval of the Comprehensive Plan Amendment (CPA15-00008) to increase the area available for residential development located north of Lake Hazel from 65 acres to 100 acres, and to increase the allowed density from 3 units per acre to 4.5 dwelling units per acre.

- Approval of the preliminary plat for the Kirsten Subdivision (SUB15-00055) comprised of 422 buildable lots with 452 dwelling units, with conditions of approval.

- Conceptual approval of the Syringa Valley Specific Plan (CAR15-00029). The conceptual approval is accompanied with a recommended condition of approval that would require an amendment to the Specific Plan Ordinance (SP03) be adopted prior to approval of any further development within the Specific Plan area.

7. Recommended Conditions of Approval

Specific Plan

1. Prior to approval of any further development within the Syringa Valley Specific Plan beyond the Kirsten Subdivision an amendment to both the plan and ordinance shall be approved. The amendment shall include, but is not limited to, the following:
    a. Orchard Street Alignment
    b. Block Prototypes
    c. Xeriscaping Landscape Palate
    d. Permeable Paving
    e. Mix of Product Type Requirements
    f. Mix of Uses Requirements
    g. Phasing Plan for Schools, Parks, Pathways, and Other Services
    h. Amenity Package

2. A full line department store shall not be constructed within the specific plan.

3. Streetlight fixtures shall be of a design that will focus the light down to prevent light trespass from the development.

4. The residential development along the south side of Lake Hazel shall have a density range between 10 and 20 dwelling units per acre.

5. The residential development directly adjacent the city park, and elementary school located south of Lake Hazel shall have a density range between 6 and 15 dwelling units per acre.

6. All public streets within the specific plan shall be improved with detached sidewalks.

7. The Syringa Valley Specific Plan Ordinance shall be revised to reflect the attached revised ordinance.

8. All new residential development within the specific plan is subject to an avigation easement and required to meet the sound attenuation standards of a minimum noise level reduction (NLR) of 25 dB."

Subdivision

9. The final plat shall provide a minimum 30 foot wide common lot along both Cole and Lake Hazel, to be used as a landscaping buffer, as required by Section 11-09-03.7.A of the Boise Development Code.

10. All public streets located within the subdivision shall be improved with a minimum five foot wide detached sidewalk.

11. Typical concrete pathways located within wider open space areas and primary pedestrian connections to the arterial roads shall be paved a minimum of 10 feet wide.

12. The section of Eagle Grove Street between Banded Eagle/Spotted Eagle and Cole Road shall be public right-of-way and not a temporary access easement.

13. The eastern half of Cole Road as it abuts the subject property shall be improved with the following design:

    a. Vehicle travel lanes shall be 11 feet wide.
    b. The on-street bicycle lane shall be a minimum of five feet wide (measured from the lip of gutter) with a minimum two foot wide painted buffer between it and the nearest vehicle travel lane.
    c. The five foot wide sidewalk shall be separated from the back of curb by a minimum of eight feet. If located outside of the public right-of-way it shall be located within a permanent easement.

14. Umatilla Avenue shall be constructed with 10 foot wide vehicle travel lanes.

15. Umatilla Avenue shall be constructed with a minimum five foot wide bike lane (measured from the lip of gutter or parking lane line).

16. Umatilla Avenue shall be constructed with seven foot wide sidewalks that are detached from the back of curb by a minimum of eight feet.

17. The multi-use pathways located on the north and south sides of Lake Hazel shall have longitudinal pavement markings to separate the bike and pedestrian zones.

18. Lake Hazel shall be improved with on-street bike lanes when the temporary shoulder is removed.

19. Stormwater facilities along Lake Hazel shall be planned for. The applicant shall identify where future stormwater is to be retained within the right-of-way and/or typical street section (i.e. median, landscape buffer).

20. A note on the face of the Final Plat shall state: "The development of this property shall be in compliance with the Boise City Development Code."

21. A note on the face of the Final Plat shall designate that any common lots shall be owned and maintained by the Kirsten Subdivision Homeowner's Association. These lots cannot be developed for residential purposes in the future. The common lots shall be designated by lot and block.

22. A note shall be placed on the face of the Final Plat which states: "This subdivision is located within the Airport Influence Area A, which is affected by average sound levels in the 60-65 DNL, and/or aircraft traffic patterns below 1,000 feet. All new residential development is subject to an avigation easement and required to meet the sound attenuation standards of a minimum noise level reduction (NLR) of 25 dB."

23. After approval of the Final Plat by the Boise City Council and prior to submittal of the Mylar of the Final Plat, covenants, homeowners' association by-laws or other similar deed restrictions which provide for the use, control and maintenance of all common areas, private streets, shared access and shared parking, and which shall be consistent with the Fair Housing Act of 1968, as amended from time to time, shall be reviewed and approved by the Boise City Attorney. After recordation of the final plat and CC&R's, no building permit shall be accepted until a copy of the recorded CC&R's have been submitted to the Boise City Attorney.

24. Prior to the City Engineer's Certification of the Final Plat and prior to earth disturbing activities, an erosion and sediment control (ESC) permit must be obtained. An ESC plan conforming to the requirements B.C.C. Title 8-17, is to be submitted to the Director of Planning and Development Services for review and approval. No grading or earth disturbing activities may start until an approved ESC permit has been issued.

25. An individual who has attended the Boise City Responsible Person (RP) certification class, or has obtained Interim Certification for Responsible Person is not identified for this project. A permit will not issue until such time as the name and certification number of the RP has been provided to Boise City. This information can be faxed to 388-4735 or e-mailed to ejenkins@cityofboise.org.

26. No building permit for the construction of any new structure shall be accepted until the Final Plat has been recorded pursuant to the requirements of the B.C.C. 11-09-04.1. If a Non-Building Agreement is approved by Boise City Fire Department, no building permits shall be submitted until a "Satisfaction of Non-Building Agreement" is recorded.

27. Prior to submitting the Mylar of the Final Plat for the City Engineer's signature, all the conditions of approval must be satisfied. Approvals must be provided on agency letterhead.

28. The developer shall make arrangements to comply with all requirements of the Boise City Fire Department and verify in one of the following ways:

    a. A letter from the Boise City Fire Department stating that all conditions for water, access, and/or other requirements have been satisfied,

    OR

    b. A non-build agreement has been executed and recorded with a note on the face of the Final Plat identifying the instrument number.

29. The name, **Kirsten Subdivision**, is reserved and shall not be changed unless there is a change in ownership, at which time, the new owner(s) shall submit their new name to the Ada County Engineer for review and reservation. Should a change in name occur, applicant shall submit, in writing, from the Ada County Engineer, the new name to the Department of Planning and Development Services and re-approval by the Council of the "revised" Final Plat shall be required.

    Developer and/or owner shall submit all items including fees, as required by the Planning and Development Services Department, prior to scheduling the "revised" Final Plat for hearing.

30. Correct street names as approved by the Ada County Street Name Committee shall be placed on the plat (B.C.C 9-06-05.M).

31. A letter of acceptance for water service from the utility providing same is required (B.C.C. 11-09-04.3).

32. Developer shall provide utility easements as required by the public utility providing service (B.C.C. 11-09-03.6).

33. Developer shall provide a letter from the United States Postal Service stating, "The Developer and/or Owner has received approval for location of mailboxes by the United States Postal Service."

    Contact: Dan Frasier, Postmaster
    770 S. 13th St.
    Boise, ID 83708-0100
    Phone No. (208) 433-4341
    FAX No. (208) 433-4400

34. Prior to submitting the Final Plat for recording, the following endorsements or certifications must be executed: Signatures of owners or dedicators, Certificate of the Surveyor, Certificate of the Ada County Surveyor, Certificate of the Central District Health Department, Certificate of the Boise City Engineer, Certificate of the Boise City Clerk, signatures of the Commissioners of the Ada County Highway District and the Ada County Treasurer (I.C. Title 50-17).

35. Developer shall comply with B.C.C. 11-03-04.4 which specifies the limitation on time for filing and obtaining certification. Certification by the Boise City Engineer shall be made within two years from date of approval of the Final Plat by the Boise City Council.

    a. The developer may submit a request for a time extension, including the appropriate fee, to the Boise City Planning and Development Services Department for processing. Boise City Council may grant time extensions for a period not to exceed one year provided the request is filed, in writing, at least twenty working days prior to the expiration of the first two year period, or expiration date established thereafter.

b. If a time extension is granted, the Boise City Council reserves the right to modify and/or add condition(s) to the original preliminary or Final Plat to conform with adopted policies and/or ordinance changes.

c. The Final Plat shall be recorded with the Ada County Recorder within one year from the date of the Boise City Engineer's signature. If the Final Plat is not recorded within the one-year time frame it shall be deemed null and void.

Agency Requirements

36. The applicant shall comply with the requirements of ACHD as per their staff reports dated **January 19, 2016** (SUB15-00055) and **January 27, 2016** (CAR15-00029 & CPA15-00008).

37. The applicant shall comply with the requirements of the Boise City Public Works Department (BCPW). The following is a list of department comments by division:

    Grading & Drainage – September 29, 2015
    Street Lights – September 29, 2015
    Sewer – September 30, 2015
    Pressure Irrigation – September 30, 2015

38. The applicant shall comply with any conditions of the Boise Fire Department from the memos dated **January 20, 2016**. Any deviation from this plan is subject to Fire Department approval.

39. The applicant shall comply with any conditions of the Boise Parks and Recreation Department from the memo dated **January 11, 2016**.

40. The applicant shall comply with any conditions of the Boise Building Division of Planning and Development Services from the memo dated **September 29, 2015**.

41. The applicant shall comply with any conditions of the Independent School District of Boise City #1 letters dated **November 5, 2015** (SUB15-00055) and **November 17, 2015** (CAR15-00029 & CPA15-00008).

42. The applicant shall comply with the requirements of the Ada County Street Name Committee evaluation dated **July 9, 2015** (CAR15-00029) and **September 10, 2015** (SUB15-00055)

43. The applicant shall comply with the requirements of the Central District Health Department memo dated **October 15, 2015** (SUB15-00055).

44. The applicant shall comply with the requirements of the Boise Project Board of Control from the comments submitted on **October 15, 2015**.

11-013-03 SYRINGA VALLEY

1. APPLICABILITY OF ORDINANCE

This Syringa Valley Specific Plan Zoning Ordinance applies to all property designated on the Syringa Valley Specific Plan Overall Sub-Zoning Map (Figure 11-013.9 below) in lieu of Chapter 11-04, *Zoning Districts*, except where noted herein. All remaining chapters of this Code still apply, except where noted herein. If any provision of this section conflicts with any provision of the Code, the provisions of this section shall control.

2. INTERPRETATION OF DISTRICTS

A. Sub-Districts Established

(1) Low-density Residential (SP03-LR)
(2) Medium-density Residential (SP03-MR)
(3) High-density Residential (SP03-NC)
(4) Industrial (SP03-I)

B. District Boundaries

The location and boundaries of the Barber Valley Specific Plan (SP02) District are shown on the Barber Valley Specific Plan Overall Sub-Zoning Map (Figure 11-013.9 below). The location and boundaries of the Syringa Valley Specific Plan Sub-Districts established herein are shown on the Syringa Valley Specific Plan Overall Sub-Zoning Map (Figure 11-013.9 below). Where any uncertainty exists as to the boundary of any such district, the following rules shall apply:

(1) Where any such boundary line is indicated as following a street, alley or public way, it shall be construed as following the centerline thereof.
(2) Where a boundary line is indicated as approximately following a lot line, such lot line shall be construed to be such boundary line.
(3) Where a boundary line divides a lot or crosses unsubdivided property, the location of such boundary shall be as indicated upon the Syringa Valley Zoning Map.

3. CONFORMITY REQUIRED

A. General

Except as otherwise provided herein, all land, buildings and premises in any district established herein shall be used only in accordance with the regulations established herein for that district. Additionally, no property shall be allowed to maintain an attractive or public nuisance as defined by this Code and/or state code at any time.

B. Purpose of SP03-LR Sub-District

The purpose of the SP02-LR Sub-District is to provide for the development of diverse urban housing products at a net density of ranging from 2 to 6 units per acre. Overall gross density cannot exceed 6 units per acre. This area may include a variety of lot sizes. A variety of housing types may be included within a development, including attached units (townhouses, duplexes), detached units (patio homes), single-family and multi-family units, regardless of the district classification of the site, provided that an overall gross density does not exceed 6 units per acre. Accessory dwelling units and uses are also allowed, along with community uses such as parks, community centers and recreational facilities.

C. Purpose of SP03-MR Sub-District

The purpose of the SP03-MR Sub-District is to (a) accommodate medium density residential uses at a net density of 4 to 18 units per acre; (b) provide an orderly transition from more intensive, higher density uses to less intensive, lower density uses; and (c) allow

limited cottages and quasi-residential uses, including senior housing and care facilities. The SP03-MR Sub-District includes flexibility in lot sizes and restrictions, and anticipates residential uses ranging from row houses and townhouses to condominiums and multi-story apartments. A range of civic and recreational facilities is allowed, along with office, medical and personal service commercial uses that are ancillary to senior housing and care facilities.

D. Purpose of SP03-NC Sub-District

The purpose of the SP03-NC Sub-District is to accommodate medium density residential uses, business and professional office uses, and complementary commercial uses such as hotels, restaurants, and theaters, together with necessary off-street parking facilities. Large office buildings are allowed in this area, along with retail, shopping, service, lodging, and civic uses. The SP03-NC Sub-District will emphasize high quality design, pedestrian orientation, and flexible development standards.

E. Purpose of SP03-I Sub-District

The purpose of the SP03-I Sub-District is to provide for convenient employment centers of manufacturing, research and development, warehousing, and distributing. The SP03-I Sub-District is intended to encourage the development of industrial uses that are clean, quiet and free of hazardous or objectionable elements and that are operated, entirely, or almost entirely, within enclosed structures.

F. Residential District Standards

The following standards apply to the LR Sub-District and the MR Sub-District

(1) Minimum Property Size

(a) Each property shall be of sufficient size to meet the minimum setbacks as established in this section.

(b) Minimum property size shall be determined exclusive of land that is used for the conveyance of irrigation water and drainage, unless (a) the water is conveyed through pipe or tile; and (b) included as part of a utility easement that generally runs along the property lines.

(2) Minimum Street Frontage

(a) Properties with street frontages on a curve or at approximately a 90 degree angle shall be a minimum of 30 feet wide measured as a chord measurement.

(b) Street frontage for 2 properties sharing a common drive shall be a minimum of 15 feet for each property

(c) Street frontage for flag properties that do not share a common drive shall be a minimum of 30 feet wide.

G. Allowed Uses

Table 11-013.8 sets forth the allowed uses in each Sub-District established herein. Uses allowed by right are designated with an "A", uses allowed by right, subject to administrative review are designated with an "A*", and uses allowed with design review approval are designated with a "D". Uses listed but not designated as allowed in Table 11-013.9 are prohibited. Uses not listed in Table 11-013.9 are allowed only upon a determination by the Planning Director that such uses are similar or compatible in nature to the allowed uses in Table 11-013.9. Any affected person may appeal such a determination of the Planning Director to the Planning and Zoning Commission within 10 calendar days following the date the decision is mailed in accordance with Chapter 11-03, *Review and Decision Procedures*.

TABLE 11-013.9: Uses Allowed in Sub-Districts				
	SP03-LR	**SP03-MR**	**SP03-NC**	**SP03-I**
RESIDENTIAL				
Apartment or Multiple Family Dwelling	D	D	D	
Row House (Townhouse)	D	D	D	
Duplex House	A	A	A	
Single Family Residence or Cottage	A	A	A	
Condominiums	D	D	D	
Home Occupation	A*	A*	A*	
Continuing Care Retirement Community		D	D	
Assisted Living Apartment		D	D	
Skilled Nursing Care Facility		D	D	
Memory Care Facility		D	D	
Accessory Dwelling Unit	A*	A*	A*	
Accessory Use	A*	A*	A*	
LODGING				
Hotel (no room limit)			D	
Hotel (up to 12 rooms)			D	
Inn (up to 5 rooms)			D	
Motel			D	
OFFICE/RETAIL				
Office – Business, Professional, Medical		D	D	
Retail Store (convenience, clothing, video rental, sundries, pharmacy etc.)			D	
Personal Service Store (dry cleaning, Laundromat, barber shop, etc.)			D	
Service Station			D	
Automobile Service			D	
Lot, Automobile Sales			D	
Drive-Up Window			D	
Billboard				
Shopping Center, Neighborhood Commercial or Community Commercial			D	
Car Wash			D	
Grocery (up to 60,000 square feet)			D	
Bank			D	
Building Materials Supply			D	
Wholesale Business			D	
Restaurant, Café, Coffee Shop			D	
Tavern			D	
Liquor Store			D	
Temporary Sales Offices	A*	A*	A*	
Model Homes or Units	A	A	A	
Health Club Facility			D	
Spa/Resort			D	
Nursery (retail or greenhouse)			D	
CIVIC (PUBLIC AND PRIVATE)				
Bus Shelter	A	A	A	
Fountain or Public Art	A*	A*	A*	
Library		D	D	

TABLE 11-013.9: Uses Allowed in Sub-Districts				
	SP03-LR	**SP03-MR**	**SP03-NC**	**SP03-I**
Theater			D	
Outdoor Auditorium			D	
Park	A	A	A	
Playground	A	A	A	
Parking Lot		D	D	
Parking Structure		D	D	
Conference Center			D	
Community Center		D	D	
Religious Institution	D	D	D	
Clubs, Lodges, Social Halls		D	D	
Private Open Space	A	A	A	A
Recreation Center	D	D	D	
Outdoor Recreation Facility			D	
Swimming Pool	A	A	A	
Golf Course	D	D	D	D
Golf Driving Range	D	D	D	D
CIVIL SUPPORT				
Fire Station	D	D	D	D
Police Station	D	D	D	D
Cemetery	D	D	D	D
Funeral Home		D	D	
Hospital			D	
Medical Clinic (accessory use only in MR and NC)		D	D	
Rehabilitation Clinic			D	
Hospital. Large Animal or Small Animal			D	D
EDUCATION				
School (public, private or parochial)	D	D	D	
School, Trade or Vocational		D	D	D
Family Child Care Home (1-6 children)	A	A	A	
Group Child Care (7-12 children)	A*	A*	A*	
Intermediate or Large Child Care Center (13+ children)		D	D	
INDUSTRIAL				
Heavy Industrial Facility				D
Light Industrial Facility				D
Agriculture	A*			A
Laboratory				D
Public Utility Facility – Minor				D
Public Utility Facility – Major				D
Wireless Communication Facility or Micro-Cell	A*	A*	A*	A*
Mini-Storage				D
Warehouse				D
Manufacturing Facility				D
Power Production Facility				D
Broadcasting Facility (e.g. TV, radio) or Micro-Cell			D	D

H. Lot and Structure Dimensions

Table 11-013.10 sets forth the lot, yard, density and structure height requirements for uses within each Sub-District established herein.

TABLE 11-013.10: Lot and Structure Dimensions in Sub-Districts

	SP03-LR		SP-03 MR[1]		SP03-NC		SP03-I
a. MAXIMUM DWELLING UNITS PER ACRE	6		18		18		0
	Attached	Detached	Attached	Detached	Attached	Detached	
b. MIN. LOT AREA (sq. ft.)							
Interior Lot	0	0	0	0	0	0	0
Corner Lot	0	0	0	0	0	0	0
c. MIN. AVG. LOT WIDTH							
Interior Lot	0	0	0	0	0	0	0
Corner Lot	0	0	0	0	0	0	0
d. MIN. STREET FRONTAGE (flag lot)	10/20[2]	10/20[2]	0	0	0	0	0
e. MIN. BUILDING SETBACKS							
Front Yard & Side Yard Abutting Public St.[3]	10[4]	10[4]	10[4]	10[4]	10[4]	10[4]	10[4]
Abutting public park	5	5	5	5	5	5	30
Rear Yard	15[5]	15[5]	15[5]	15[5]	0/15[1]	0/15[1]	0/15[1]
Side Yard – Interior	5	5	5	5	0/5[1]	0/5[1]	0/15[1]
f. MIN. PARKING LOT/SERVICE DR SETBACKS							
Front Yard & Side Yard – Adj. to St.	15		10		10		10
Rear Yard & Side Yard – Interior	5		5		5		5
g. MAX. FLOOR AREA RATIO	--		--		--		--
h. MIN. LOT AREA PER UNIT (sq. ft.)	--		--		--		--
i. MAX. BUILDING HEIGHT (sq. ft.)	35		45		55		55

[1] Setback when the property abuts a residential use.
[2] 10' allowed with shared access easement agreement.
[3] Measured from back of sidewalk.
[4] 20' setback required for garages accessed from public streets.
[5] 10' setback allowed on corner lots with garages accessed from the side yard street.

I. Property Development Standards

Except as follows, the Property Development Standards for the Sub-Districts established herein shall be the same as those set forth in the Section 11-04-03 for residential uses and Sections 11-04-04 and 11-04-05 for office and commercial uses:

(1) For attached single-family units, the minimum frontage requirement in Section 11-04-03 is reduced to 18 feet.

(2) For lots with 0 feet frontage on a public right-of-way, drive aisles will provide access to the public street with perpetual ingress/egress or cross access easements recorded against the property. An owner's association or other agreed upon arrangement among the affected property owners will maintain the drive aisles in accordance with a recorded declaration or other agreements. The easements and declaration must be reviewed by the Boise City Attorney's office at the time of preliminary plat approval to ensure the access and maintenance obligations of this paragraph are addressed. The Ada County Highway District must approve installation of any required street signs. Buildings will be addressed to the public street from which the drive aisles extend. Addresses will be clearly delineated with appropriate monuments or signs.

(3) Off-street parking and loading facilities shall be provided in accordance with Section 11-013-02.4 below.

(4) The maximum number of residential units allowed within the Syringa Valley Specific Plan District is 2,672. To exceed this limit, the Syringa Valley Specific Plan Applicant must follow the rezone procedures of the Boise City Code to amend the Syringa Valley Zoning Ordinance. In so doing, the Applicant need not amend the entire Syringa Valley Specific Plan so long as the City finds that the revised limits are generally in accordance with the Syringa Valley Specific Plan.

J. Design Review

(1) Applicability: Any of the uses listed as requiring Design Review, and any visible exterior improvements to a site, building or structure for any such use (including new facilities, remodeling, rehabilitation projects and expansion projects) within the Syringa Valley District shall require submittal of a Design Review Application and fee in accordance with Section 11-03-04.12 of the Boise Development Code, except where expressly modified herein.

(2) Application Content: Any application to the City shall comply with Section 11-03-04.12 of the Boise City Code.

(3) Level of Review: The Planning Director shall determine whether an application shall be processed at the administrative level or by the Design Review Committee ("Committee") level; provided, however, all applications for projects that have less than 5,000 square feet of gross building area and less than 20,000 square feet of site improvements shall be administratively reviewed by the Planning Director.

(4) Review and Findings: The Planning Director or Committee, as appropriate, shall review the application to determine whether the proposed application complies with the design review objectives, considerations and guidelines set forth in Sections 11-07-02 through 11-07-06 of the Boise City Code and the design criteria for the Syringa Valley District as set forth in the Syringa Valley Specific Pln. In the event of a conflict between such sections of the Boise City Code and design standards set forth in the Syringa Valley Specific Plan, the provisions of the Syringa Valley Specific Plan shall govern. Upon making such determination, the Planning Director or Committee shall issue its findings of fact, conclusions of law and conditions of approval. Any action of the Planning Director or the Committee may be appealed pursuant to Section 11-03-03.9 of the Boise City Code.

4. OFF-STREET PARKING AND LOADING REQUIREMENTS

In the SP03-LR, SP03-MR and SP03-NC Sub-Districts, off-street parking and loading facilities shall be provided in accordance with Section 11-07-03 of the Boise Development Code, except as noted herein. In the SP03-NC Sub-Districts, off-street parking and loading facilities shall be provided in accordance with the Pedestrian Commercial Zoning District parking requirements in Section 11-07-06.2.C, except as noted herein. In lieu of the off-street parking ratio requirements in Sections 11-07-03 and 11-07-06.2.C, non-residential uses in the SP03-MR, SP03-NC Sub-Districts must meet an overall parking density of 3.5 per 1000 square feet. Assisted living apartments, independent living residences within the Continuing Care Retirement Community, and similar uses shall be subject to the off-street parking requirements for "Housing for Elderly" uses listed in Section 11-07-03. Memory care facilities, skilled nursing care facilities, and similar uses shall be subject to the off-street parking requirements for "Nursing Home" uses listed in Section 11-07-03.

5. ADMINISTRATIVE PROVISIONS

A. Plat Approval Criteria

Development within the Syringa Valley Specific Plan District shall be subject to the subdivision and other related provisions of the Boise City Code, except that a neighborhood meeting shall not be required unless that plant proposes more than 240 dwelling units. Additionally, the City Council must find that each preliminary plat proposed and/or amended within the Syringa Valley Specific Plan District substantially conforms to the adopted Syringa Valley Specific Plan and complies with all applicable provisions of the Syringa Valley Specific Plan Zoning Ordinance. Plats must still proceed through the normal hearing process with review by the Planning and Zoning Commission and City Council.

B. Annexation into SP03 Syringa Valley Specific Plan District

Any property owner or authorized representative may seek to reclassify their property for inclusion within the Syringa Valley Specific Plan District pursuant to Section 11-05-08 of the Boise Development Code.

C. Amendments

Any property owner within the Syringa Valley Specific Plan District may seek to amend the Syringa Valley Specific Plan Zoning Ordinance or the Syringa Valley Specific Plan pursuant to the Boise City Code provisions for zoning amendments.

D. Exceptions

(1) The Planning Director may grant exceptions to any setback, frontage, parking or height restriction up to 20 percent of the applicable limit and may grant exceptions to any use restrictions on a case by case basis.

(2) The Planning and Zoning Commission may grant exceptions to any setback, frontage, parking or height restriction greater than 20 percent of the applicable limit.

(3) Any approval pursuant to this section shall be supported by each of the following findings:

- (a) The exception is consistent with the Syringa Valley Specific Plan; and
- (b) The exception is justified based on unique circumstances of the proposed use or exceptional design features or the shape of the land.
- (c) The exception would not cause undue adverse impacts on any other property.
- (d) For any approval pursuant to subparagraph b, the exception meets the general conditional use criteria in the Boise Development Code.

(4) Applications pursuant to this section shall include such information as the Planning Director determines is necessary to make the applicable findings in subparagraph c. Applications shall be processed in accordance with the procedures established in the Syringa Valley Specific Plan for Design Review.

(5) The decision on any requested exception may be appealed pursuant to the appeal provisions of the Boise City Code.

E. Periodic Review

The Planning Director may perform a review of the implementation of the Syringa Valley Specific Plan not more frequently than every 1 year after approval of the first final plat. The review may address any matters the Planning Director deems appropriate regarding the progress of the development. Any modification of the Syringa Valley Specific Plan Zoning Ordinance may only occur after review by the Syringa Valley Specific Plan Applicant and the Planning Director and in compliance with the applicable Boise City Code sections for zoning amendments and Idaho Code Section 67-6511(d).

6. DEFINITIONS

The following definitions apply to this Section. If any conflict exists with definitions in other parts of the Code, the following definitions control.

A. Syringa Valley Specific Plan Zoning Ordinance

Section 11-013-03 of the Boise City Code or successor section specifically setting forth zoning regulations for the Syringa Valley Specific Plan District.

B. Syringa Valley Specific Plan

The Specific Plan adopted for the Syringa Valley Specific Plan District by the City of Boise on Month ??, 2016, as maintained in the official records of the City, including subsequent modifications.

C. Syringa Valley Specific Plan Applicant

Pleasant Valley LLC, or successor entities.

D. Syringa Valley Specific Plan District

The area designated as the SP03 zone or successor designation on the City of Boise's zoning map and as shown on the Syringa Valley Specific Plan Overall Sub-Zoning Map (attached as Figure 11-013.9).

E. Boise City Code

The code of the City of Boise. If the Boise City Code is amended, any reference to the Boise City Code in this Ordinance shall be deemed to refer to the applicable amended provision.

F. Continuing Care Retirement Community

A campus-style facility (multiple buildings on a single lot) that provides housing, personal services and health care, including nursing home care to people of retirement age. The community must provide a continuum of care to meet the needs of the individual residents, from independent living to assisted living to skilled nursing care and, possibly, memory care support. Meals, housekeeping, linens, 24-hour security and recreational services usually are provided. Each individual resident enters into a contract with the retirement community that defines the type of housing and services to be provided and the fees that will be charged.

G. Memory Care Facility

Same as Skilled Nursing Facility except the residents also receive care for some form of memory impairment.

H. Skilled Nursing Facility

A residential facility that provides 24-hour supervision by licensed nurses. The care usually is prescribed by a physician. Emphasis is on medical care, supplemented by physical, occupational, speech and other types of therapies. Personal care services, such as help with meals, bathing, dressing and grooming are also provided along with social services, religious services and recreational activities. A nursing facility offers care for individuals suffering from chronic diseases or conditions that do not require the constant attention of physicians. Services are provided that address the individuals' personal care and social-emotional needs.



Figure 11-013.9: Syringa Valley Overall Sub-Zoning Map

Development Services Department

Committed to Service

TO: Ada County Highway District Commissioners

FROM: Mindy Wallace, AICP
Planner III

COMISSION HEARING: January 27, 2016

SUBJECT: Syringa Valley Specific Area Plan/CAR-00029/CPA15-00008

Application Information & Introduction

The applicant, Pleasant Valley South, LLC is requesting approval of a Rezone and Comprehensive Plan Amendment application to allow for the creation of a Specific Area Plan planning area. For this application the Comprehensive Plan Amendment is similar to a Planned Community or Master Site Plan application, and includes specific details related to land use and transportation proposals.

The Comprehensive Plan Amendment application includes a 600 acre Specific Area Plan planning area, known as Syringa Valley. The proposed development plan includes a 100-acre residential area located in the northwest corner of the site, a 60 acre business park located in the northeast corner of the site, and a 425 acre mixed-use development with medium to low density residential, two school sites, and two neighborhood commercial centers located south of the future Lake Hazel Road extension. The site is located between S. Cole Road and Pleasant Valley Road and adjacent to the New York Canal, in southwest Boise.

The applicant intends to submit preliminary plats for the individual phases of the 600 acre development and full build-out is anticipated by 2035. As individual preliminary plats are submitted under this Specific Area Plan, the Ada County Highway District (ACHD) will provide detailed analysis of street layout, street design and construction, and will be a signatory on the final plat. Please see the attachment for full size maps and a summary of the application information.

For the Specific Area Plan, ACHD is a recommending body to Boise City. ACHD will review future preliminary plat applications and provide site specific conditions of approval with each future preliminary plat prior to any roadway construction, or scheduling of a final plat for signature.

Site History

ACHD previously reviewed and approved a conditional use permit (CUP13-00068) application to establish the Syringa Valley planning area on February 12, 2013. The land use assumptions

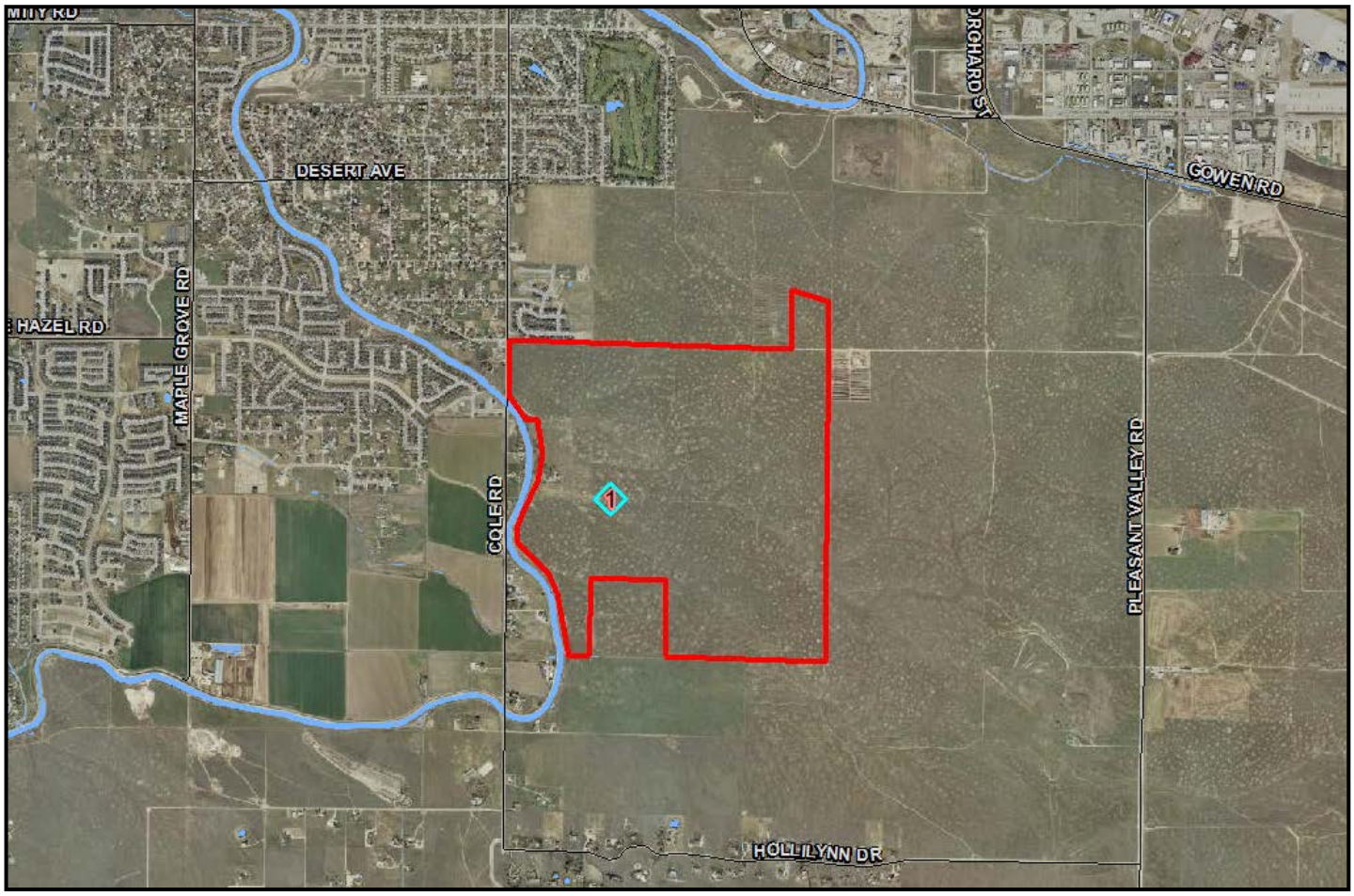
described in Section 4 of this memo are consistent with the prior action with the exception of the schools and the business park portion of the site. As part of the current application there are two school sites planned. A 50 acre future high school site has already been acquired by the Boise School District located on the north side of the future Lake Hazel Road and an elementary school site is planned on the southern portion of the site. Due to the addition of the high school site, the portion of the site planned for business park has been reduced from 110 acres to 60 acres. Other changes include a gridded network of circulator/collector roadways planned to be constructed throughout the site.

Because the land use assumptions proposed in the current application are generally consistent with those of the prior application and because ACHD policy requires updated traffic impact studies for each phase (subsequent preliminary plat applications) an updated traffic impact study was not required for this application. ACHD has obtained recent traffic counts and confirmed the data in the TIS based on the most recent counts (see Attachment 5).

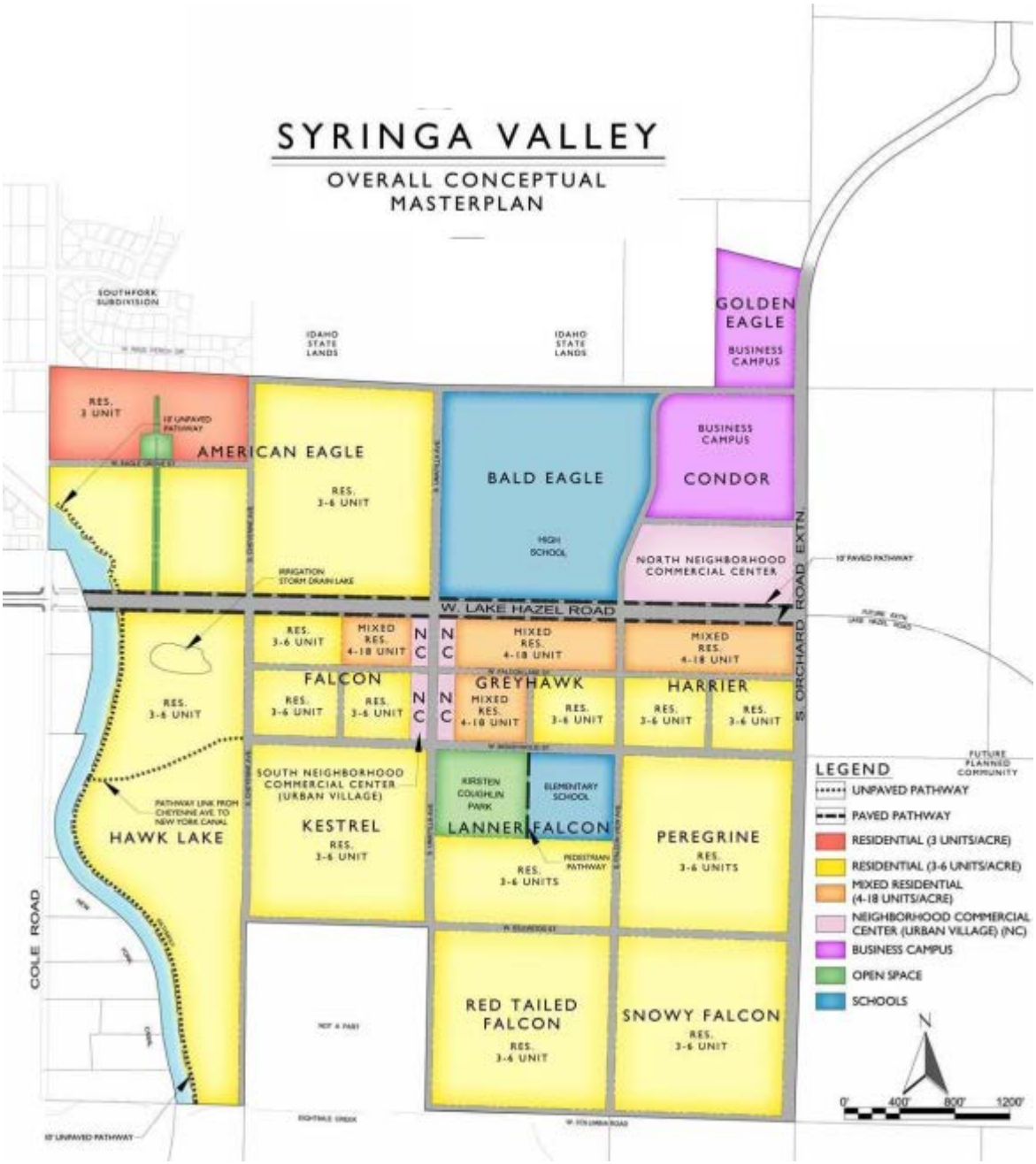
Staff also confirmed that the conclusions from the intersection section of the TIS are also valid and the Cole/Amity and Cole/Victory intersections currently operate at acceptable LOS and are projected to operate at an acceptable LOS with a limited portion of the site built out (170 single family homes) under total traffic conditions (site + background traffic). The TIS refers to 170 single family homes and 25 townhomes, a total of 195 lots as Phase 1A. For the current application Phase 1A has been reduced to 170 single family building lots to ensure the Cole/Amity and Cole/Victory intersections continue to operate at an acceptable level of service.

The phasing analysis included as part of the traffic impact study, and included in this memo, references anticipated dates for when phases of the development are to be constructed. These dates are used as a planning tool and not to determine when roadway improvements are necessary to serve the site. Roadway improvements will be required when necessary to accommodate the traffic generated by the development and based on the recommendations of future traffic impact studies with the preliminary plats.

Vicinity Map



Conceptual Site Plan



ACHD Comments and Recommendations to Boise City

1. **Lake Hazel Extension/Gowen Road Relocation Alignment Study and the Southwest Boise Transportation Study**
   This site is located within the study areas of both the Lake Hazel Extension/Gowen Relocation Alignment Study and the Southwest Boise Transportation Study.

   The Lake Hazel Extension/Gowen Road Relocation study was led by ACHD in partnership with Boise City and the Boise Airport. The study was adopted by the ACHD Commission on December 22, 2008. The adoption of the study allows ACHD to preserve a route for the Lake Hazel Extension and connecting roads as development occurs in the area.
   The study identifies an alignment and cross sections for the extensions of Lake Hazel Road and Orchard Street, and established ½ half mile intersection spacing on Lake Hazel Road.

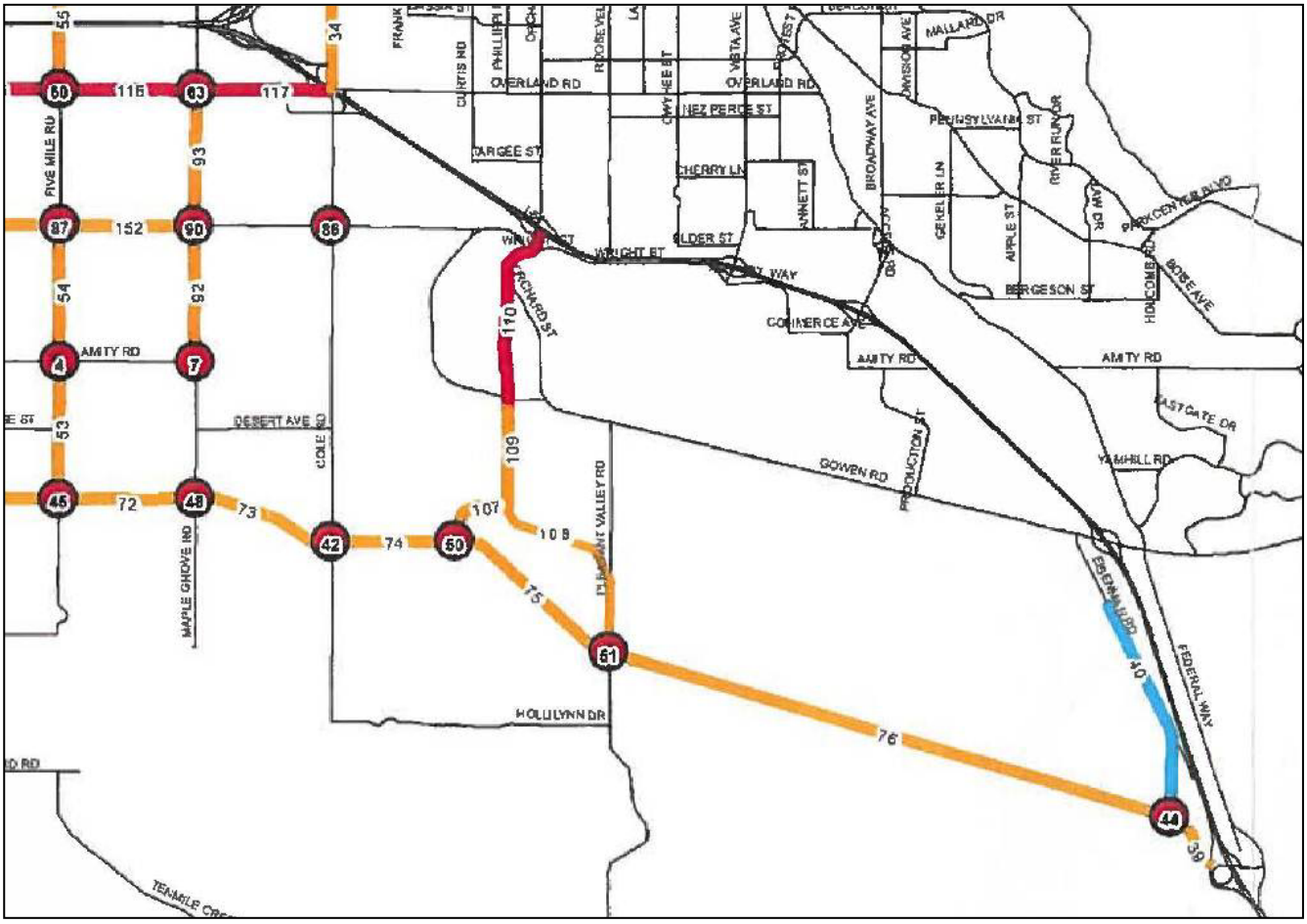
   The Southwest Boise Transportation Study identifies future roadway, intersection and corridor needs to accommodate future traffic demand in the Southwest Boise area. The study was adopted by the ACHD Commission on May 27, 2009. The study identifies an alignment and cross sections for the extensions of Lake Hazel Road and Orchard Street.

   Both studies recommend that Lake Hazel be extended as a future 5-lane roadway and that Orchard Street be realigned as a 7-lane roadway from Gowen Road to Victory Road and extended as a 5-lane road from Gowen Road to Lake Hazel Road.

2. **Capital Improvement Plan (CIP)/Integrated Five Year Work Plan (IFYWP)**
   The following improvements are scheduled in ACHD's IFYWP or listed in the CIP:

   - The Victory Road /Cole Road intersection is scheduled in the IFYWP to be widened to 7 lanes on the west and to 6 lanes on the east legs of the intersection. The north and south legs of the intersection are to remain at 5 lanes. This project includes widening Cole Road to 5 lanes between Victory and McGlochlin and is scheduled to begin in 2020.
   - Lake Hazel Road is listed in the CIP to be widened to 5-lanes from Maple Grove Road to Cole Road between 2022 and 2026 (Project #73 on corresponding map).
   - Lake Hazel Road is listed in the CIP to be extended as 5-lanes from Cole Road to Orchard Street between 2022 and 2026 (Project #74).
   - The intersection of Lake Hazel Road and Cole Road is listed in the CIP to be constructed between 2022 and 2026 (Project #42).
   - The intersection of Lake Hazel Road and Orchard Street is listed in the CIP to be constructed between 2022 and 2026 (Project #50).
   - Orchard Street is listed in the CIP to be extended as 7-lanes from Gowen Road to Victory Road between 2027 and 2031 (Project #110).
   - Orchard Street is listed in the CIP to be extended as 5-lanes from Pleasant Valley to Orchard Street Extension between 2027 and 2031 (Project #109).
   - Orchard Street is listed in the CIP to be extended as 5-lanes from Lake Hazel to Orchard Street Extension between 2027 and 2031 (Project #107).

2012 CIP Project Map



3. Traffic Impact Study

The purpose of the study was to evaluate the traffic impacts resulting from the Syringa Valley development and to make recommendations for mitigation to the impacts if needed.

Traffic Impact Study Area

With the traffic impact study for Syringa Valley the study area was extended beyond the roadways within and adjacent to the development to allow for analysis of all the traffic impacts. The study area included the following roadway segments:

- Lake Hazel Road (Maple Grove to Cole Road)
- Lake Hazel Road (Orchard to Cole)
- Cole Road (Lake Hazel to Victory)
- Cole Road (Victory to Overland)
- Orchard Street (Lake Hazel to Gowen)
- Orchard Street (1-84 to Gowen Road)

The following intersections were also included in the analysis:

- Cole/Victory
- Cole/Amity
- Cole/New Site Road
- Cole/Lake Hazel

- Maple Grove/Lake Hazel
- Orchard/Lake Hazel
- Orchard/Gowen
- Lake Hazel/New Site Access Roads

Anticipated traffic mitigation and roadway improvement phasing plan has been submitted by the applicant and reviewed by ACHD staff (see finding 6).

The applicant's TIS analyzed the impacts of the subject development and identified the street and intersection improvements necessary to mitigate the projected impacts. A complete executive summary of the study is included in Attachment 3. Below is a summary of the scope:

- Trip Generation of the proposed developments
- Site traffic distribution and traffic assignment
- Capacity analysis of the existing and future intersections
- Site access analysis
- Roadway Capacity
- Trip Distribution
- Phasing Analysis
- Recommendations/Mitigation

ACHD Staff Comment: ACHD Traffic Services and Development Services staff have reviewed the submitted traffic impact study and found it to meet ACHD's policy and standards. District staff comments and recommendations are noted below.

4. Trip Generation and Trip Capture

a. Land Use Assumptions
   i. 2,920 dwellings units, includes:
      1. 1,330 single family residential units
      2. 1,110 apartment units
      3. 480 condominium/townhome units

   ii. 60 acre business park

   iii. 156,000 square foot shopping center

   iv. Two school sites

b. Total Trip Generation
   i. At the time of full build-out in 2035 Syringa Valley is anticipated to generate:
      1. 44,120 vehicle trips per day, and
      2. 4,315 vehicles trips per hour during the PM peak hour

c. Proposed Trip Capture Percentages
   i. The submitted traffic impact study estimates that approximately 6% of the site generated traffic will be retained within the development due to the proposed mix of uses.

   ACHD Staff Comment: District Traffic Services staff has reviewed the trip capture analysis and the methodology used by Kittelson & Associates for the Syringa Valley trip capture, and is supportive of the methodology utilized, as the applicant's engineer used the procedure outlined in the ITE Trip Generation Handbook for calculating the trip capture as required by ACHD.

The applicant's engineer estimated 6% of the daily trips would be captured within the site. This is a reasonable assumption and should not lead to additional mitigation requirements beyond what is identified. The actual trip capture rate will need to be verified with each revised traffic impact study.

d. **ACHD Staff Recommendation for Trip Capture Rates**

i. Each preliminary plat must include actual traffic counts of all phases to date, plus the projected traffic for the proposed phase.

ii. No assumed trip capture or reductions will be allowed on phases to date, only actual verified trip capture may be utilized for the existing phases at the time of the future studies. Estimated trip capture will only be allowed for the proposed future phase based on ITE standards. The future evaluation must utilize the trip capture methodology outlined in the ITE Trip Generation Handbook.

iii. The traffic impacts will be evaluated with the updated traffic impact studies described below and the applicable street improvements will be required with each preliminary plat phase that necessitates the street improvement.

5. Future Traffic Impact Studies

District Policy 7106.7.2 Multi Phase Developments states, that for large scale developments, like planned communities or specific area plans, ACHD will require that a phasing analysis be submitted with the initial TIS or with the first preliminary plat submittal. This phasing analysis shall include the size and type of the proposed land uses within each phase and the anticipated mitigation measures necessary with each phase. Prior to the approval for each subsequent phase of the development, the applicant shall submit an updated TIS.

Staff Comments: The policy requiring an updated TIS with each phase of the development is intended to assist staff in determining the impacts to the ACHD system and appropriate mitigation measures based on the most current information available. The updates also provide a check at each phase of the development to ensure the land uses are developing as proposed and at the proposed densities; as well as to ensure previous TIS assumptions were accurate for the phases built to date, and to give an opportunity for corrections and/or adjustments if necessary. Depending on the accuracy of the original TIS projections of future traffic conditions, the previously identified mitigation measures may need to be updated. This could potentially lead to additional mitigation measures or less mitigation measures depending on the data and analysis in the updated TIS.

Staff recommendation: Consistent with District policy, the applicant should be required to provide an updated traffic impact study with each phase of the development. In addition, a TIS should be required with all development applications that include a change to the Specific Area Plan that may alter traffic impact projections at the sole discretion of ACHD. All TIS submittals, including updates to the TIS, must meet ACHD policy requirements at the time of submittal.

TIS Update Requirements: An update to the TIS should include the following items:

- Updated traffic counts for the impacted roadway segments and intersections listed in the previous TIS;
- Information from the built development to date including actual traffic counts and actual measured trip capture;
- Projected trip generation, trip distribution and assignment, and anticipated trip

capture for the current phase under consideration (preliminary plat application), based on development of the applicable land uses;

- Necessary mitigation measures for the current phase;
- Updates to all analysis, conclusions and recommendations found to be out of date or in need of correction based on the updated information;
- Meet all ACHD policy requirements for a TIS at the time of submittal.
- Each school planned within Syringa Valley will be required to submit a traffic impact study at the time of development.

6. Mitigation Phasing Plan

As part of the submitted traffic impact study the applicant's engineer provided a phasing plan identifying roadway improvements necessary to serve the site with each phase of the development. The phasing plan includes roadway segment and intersection improvements internal to the site, and off site.

The following table identifies the number of residential lots and commercial/office uses that are anticipated to be constructed within each phase of the development. A table identifying the required improvements per phase is included as attachment 4.

Phase	Single Family Residential	Apartment Units	Condo/ Townhouse Units	Business Park (acres)	Shopping Center (square feet)
1A	170				
1			30	12.8	
2	100	430	190	60	156,000
3	540	680	220	37	
4	520		40		
Total	1,330	1,110	480	109.8	156,000

ACHD Staff Comments: The submitted phasing analysis references several off site projects listed in ACHD's Capital Improvement Plan. The applicant should not assume that ACHD will construct any of the improvements listed in the CIP in the timeframe necessitated by the development; including, but not limited to the extension of Lake Hazel east of Cole Road through the site and the realignment and extension of Orchard Road south of Gowen Road.

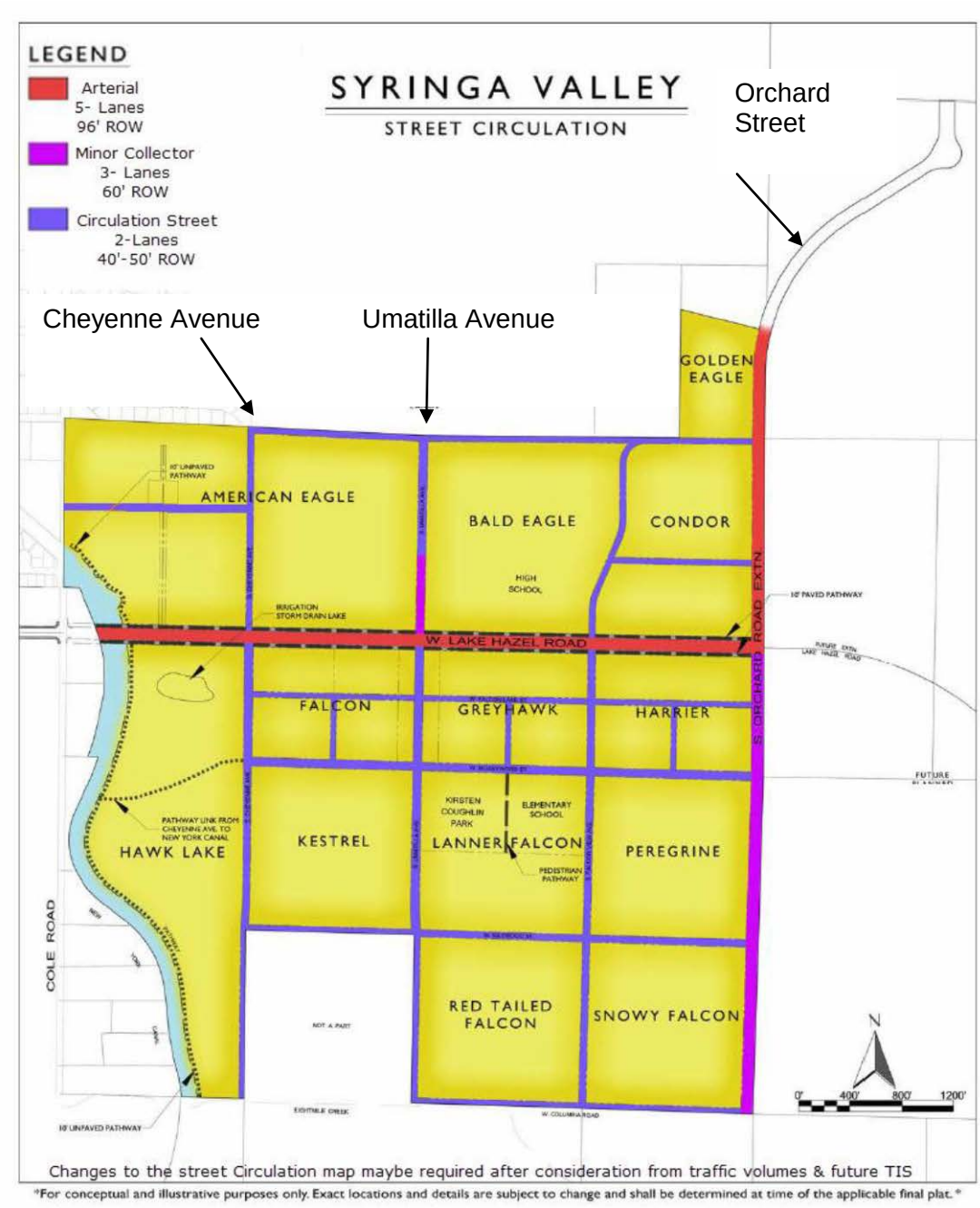
When significant roadway improvements are needed to serve the site, such as the extension of Lake Hazel east of Cole Road through the site and the realignment and extension of Orchard Road south of Gowen Road, the applicant will need to wait for ACHD to construct the improvements, as listed in the CIP or enter into a Cooperative Development Agreement (CDA) with the District to construct the improvements ahead of ACHD and be reimbursed for impact fee eligible expenses through impact fees or impact fee credits over time.

The applicant has demonstrated his commitment to making the necessary off-site improvements when needed by proactively dedicating the right-of-way necessary accommodate the Orchard Street and Lake Hazel extensions to the site through their property.

The necessary improvements needed to serve the site will be re-evaluated as part of future traffic impact study updates and required when needed to serve the site.

Based on the submitted phasing plan the applicant should be able to construct Phase 1A of the project (170 single family units) before the intersection of Victory and Cole Roads exceeds acceptable level of service standards. To move forward beyond Phase 1A, the applicant will be required to construct/extend Orchard Street to the site as a minimum 2-lane roadway. This will require right-of-way dedication through land owned by the Boise City Airport south of Gowen Road.

Circulation Plan



7. **New Arterial Roadways (Lake Hazel and Orchard)**
   a. The applicant has proposed to utilize existing Cole Road and the future extensions of Lake Hazel Road and Orchard Street to access the site.

   b. Design
      i. The applicant has not proposed any specific street sections as part of this application. The applicant has proposed to construct a 10-foot wide pathway on the north and south sides of Lake Hazel Road abutting the site.
      ii. The applicant has indicated that when traffic conditions warrant secondary access to the site, the applicant will construct the Orchard Street extension

as a 2-lane roadway from Gowen Road to the Lake Hazel extension, and then Lake Hazel west as a 2-lane road to Cheyenne Avenue to serve the site.

ACHD Staff Comments/Recommendations: Staff is supportive of the applicant's proposal to construct the interim 2-lane street sections of Orchard Street and Lake Hazel Road to provide access to the site. Staff recommends that Orchard Street south from Gowen Road to Lake Hazel be constructed as a 2-lane rural arterial with two 12-foot wide travel lanes, 8-foot wide paved shoulders on both sides of the roadway to accommodate cyclist/pedestrians, 3-foot wide gravel shoulders, and 8-foot wide barrow ditch on both sides of the roadway.

The MSM identifies this segment of Orchard Street as a New Mobility Arterial, a 5/7-lane roadway with bike lanes, curb, gutter, and 5-foot wide detached concrete sidewalks. Long term, Orchard Street is planned to be widened to 7-lanes from Gowen Road to Victory Road, and 5 lanes from Pleasant Valley to Orchard Street Extension.

Staff recommends that Lake Hazel Road west from Orchard Street to Cheyenne Avenue (Cheyenne Avenue is to be located approximately 1,600-feet east of Cole Road) be constructed as a 2-lane rural arterial with two 12-foot wide travel lanes, 8-foot wide paved shoulders on both sides of the roadway to accommodate cyclist/pedestrians, 3-foot wide gravel shoulders, and 8-foot wide barrow ditch on both sides of the roadway.

The MSM identifies this segment of Lake Hazel Road as a New Residential Mobility Arterial, a 5-lane roadway with bike lanes, curb, gutter, and 5-foot wide detached concrete sidewalks within 100-feet of right-of-way. The applicant should be required to dedicate the 100-feet of right-of-way necessary to accommodate the future widening of Lake Hazel Road to 5-lanes.

The applicant should be required to construct sidewalks abutting Orchard Street and Lake Hazel Road abutting the site through the preliminary plat process. The applicant's proposal to construct a 10-foot wide pathway on the north and south sides of Lake Hazel Road abutting the site exceeds ACHD's policy requiring a minimum 5-foot concrete sidewalk. The applicant should be required to construct the pathway as a 10-foot wide concrete pathway and provide a sidewalk easement for all portions located outside of the existing right-of-way for Lake Hazel Road.

As previously noted both the Orchard Street and Lake Hazel extensions are listed in ACHD's CIP for construction between the years 2022 to 2031. Therefore, the applicant may be reimbursed for impact fee eligible costs associated with the interim improvements of Orchard Street and Lake Hazel Road.

c. Collector Roadway

The applicant has proposed to construct north/south and east/west circulator/ collector roadways though the site. The applicant has proposed to construct the circulator/collector roadways as 33 to 36-foot street sections with 8.5 to 11.5-foot wide planter strips and 5-foot wide detached concrete sidewalks. The applicant has proposed some segments of the circulator/collectors roadways with on-street parking. The applicant has proposed to extend the right-of-way 2-feet behind the back of curb and to place the detached sidewalks in a permanent right-of-way easement.

The applicant's proposal for the circulator/collector roadways street sections is consistent with ACHD policy. Requests for on-street parking will be evaluated on a case by case basis. All circulator/collector roadways will be reviewed with each preliminary plat to ensure compliance with District policy at that time.

8. Cole Road

a. The applicant is proposing to use existing Cole Road to access the site for Phase 1A (195) single family dwelling unit). Cole Road is currently a 2-lane roadway with intermittent curb, gutter, and sidewalk from the site north to Victory Road. From Victory Road to Overland Road, Cole Road is improved with 5-travel lanes, bike lanes and curb, gutter, and sidewalk.

ACHD Staff Comments: All of the roadway segments on Cole Road between Lake Hazel and Overland Road operate at an acceptable level of service under existing conditions, and under 2017 total traffic conditions (Existing +Project), with the exception of the one mile segment between Amity and Victory Road. To address this, the traffic impact study recommends the construction of the extension of Orchard Street and Lake Hazel Road to serve the site.

Under 2025 total traffic conditions, Cole Road from Amity to Lake Hazel Road, and from Victory to Overland Road, are expected to operate at an acceptable level of service. The 2 segments of Cole Road from Amity to Desert Avenue, and from Amity to Victory Road, are expected to exceed acceptable level of service thresholds. To address this, the traffic impact study recommends the extension of Orchard Street and Lake Hazel Road to serve the site.

Under 2035 total traffic conditions all segments of Cole Road between Lake Hazel and Overland Road are expected to exceed acceptable level of service thresholds. To address this, the traffic impact study recommends the extension of Orchard Street and Lake Hazel Road to serve the site.

The applicant must construct the Orchard Street extension with any phase of the development beyond Phase 1A (170 single family lots) as the applicant has proposed. Orchard Street should be extended as a 2-lane roadway from Gowen Road to the Lake Hazel extension and Lake Hazel Road from Orchard Street west to Cheyenne Avenue as described in Finding No. 7 above.

Once Orchard Street is extended from Gowen Road to Lake Hazel Road and Lake Hazel Road is extended to Cole Road, the access point onto Cole Road should be closed and all access to the site should come from Lake Hazel Road. The closure of this access point will be required as part of a future preliminary plat application.

9. Internal Street Sections

The applicant has proposed to construct the internal streets with 24-foot wide minor local streets and 33-foot street sections with planter strips, and 5-foot wide detached concrete sidewalks.

The proposed internal street sections are consistent with ACHD policy. The minor local streets should be designed to intersect a standard street on either side. The right-of-way for all of the internal local streets should extend 2 feet behind the back of curb and detached sidewalks should be placed in a permanent right-of-way easement. Street sections will be reviewed with each preliminary plat to ensure compliance with District policy at that time.

10. Site Access

a. Proposed locations

i. The applicant has proposed to construct one signalized full access public street, onto Lake Hazel Road located at the half mile between Cole and Orchard Road, and 2 temporary full access public street intersections at the quarter mile east and west, which would be restricted to left-in/right-in/right-out or right-in/right-out only in the future.

ACHD Staff Comment: The applicant's proposal to construct one signalized access onto Lake Hazel Road at the half mile is consistent with the Lake Hazel Extension/Gowen Relocation Alignment Study and District Access Management and Public Street Location policies.

The submitted traffic impact study provided an additional analysis to demonstrate the need for more than one access point onto Lake Hazel Road, as required by District policy 7106.8.6 Traffic Analysis. The analysis found that under 2035 total traffic conditions one signalized access at the half-mile would not operate at an acceptable level of service and that additional access to Lake Hazel Road would be necessary to serve the site.

Staff is supportive of the applicant's proposal to construct one signalized full access public street onto Lake Hazel Road located at the half mile between Cole and Orchard Road, and 2 temporary full access public street intersections at the quarter mile east and west, which would be restricted to left-in/right-in/right-out or right-in/right-out only in the future.

When the signal at the half mile is warranted the applicant will be required to design, and install the signal. The intersection will need to be designed to accommodate dual left turn lanes onto Lake Hazel with one left turn into the site. The applicant will be required to coordinate the design of the signal and intersection with District Traffic Services and Development Review Staff.

Other than the one signalized full access public street onto Lake Hazel Road located at the half mile between Cole and Orchard Road, and 2 temporary full access public street intersections at the quarter mile east and west, direct lot access to Lake Hazel Road will be prohibited.

11. Summary and Disclaimer

a. Below is a summary of the primary issues that will be required to be addressed with future preliminary plats:

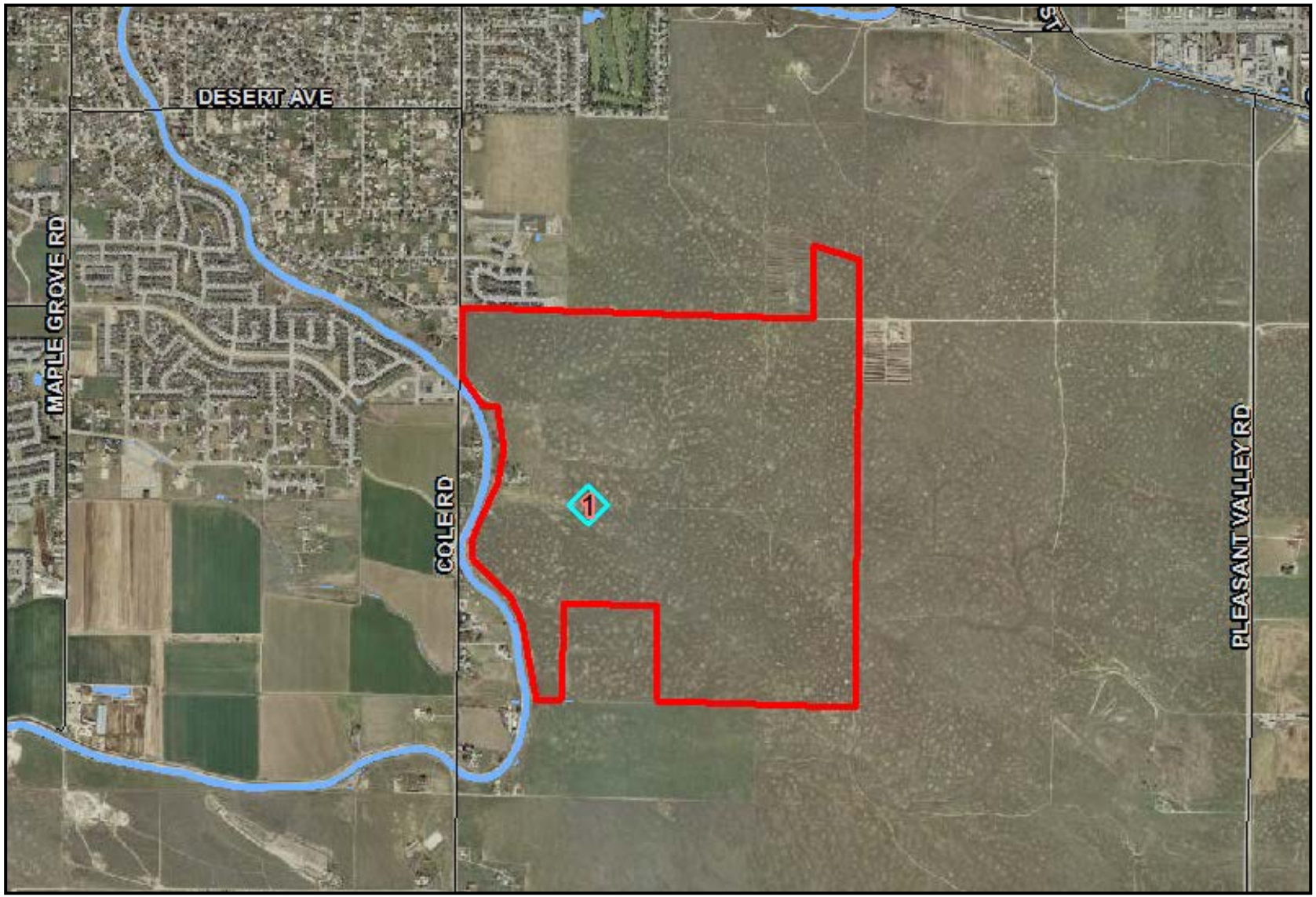
i. Traffic Impact Studies—Staff recommends updated traffic impact studies be required with each phase of the development to verify assumptions.

ii. Disclaimer: No waiver or modification of policy is approved or recommended unless specifically called out by policy section and specifically approved in this report. Additional requirements may be required at each preliminary plat phase.

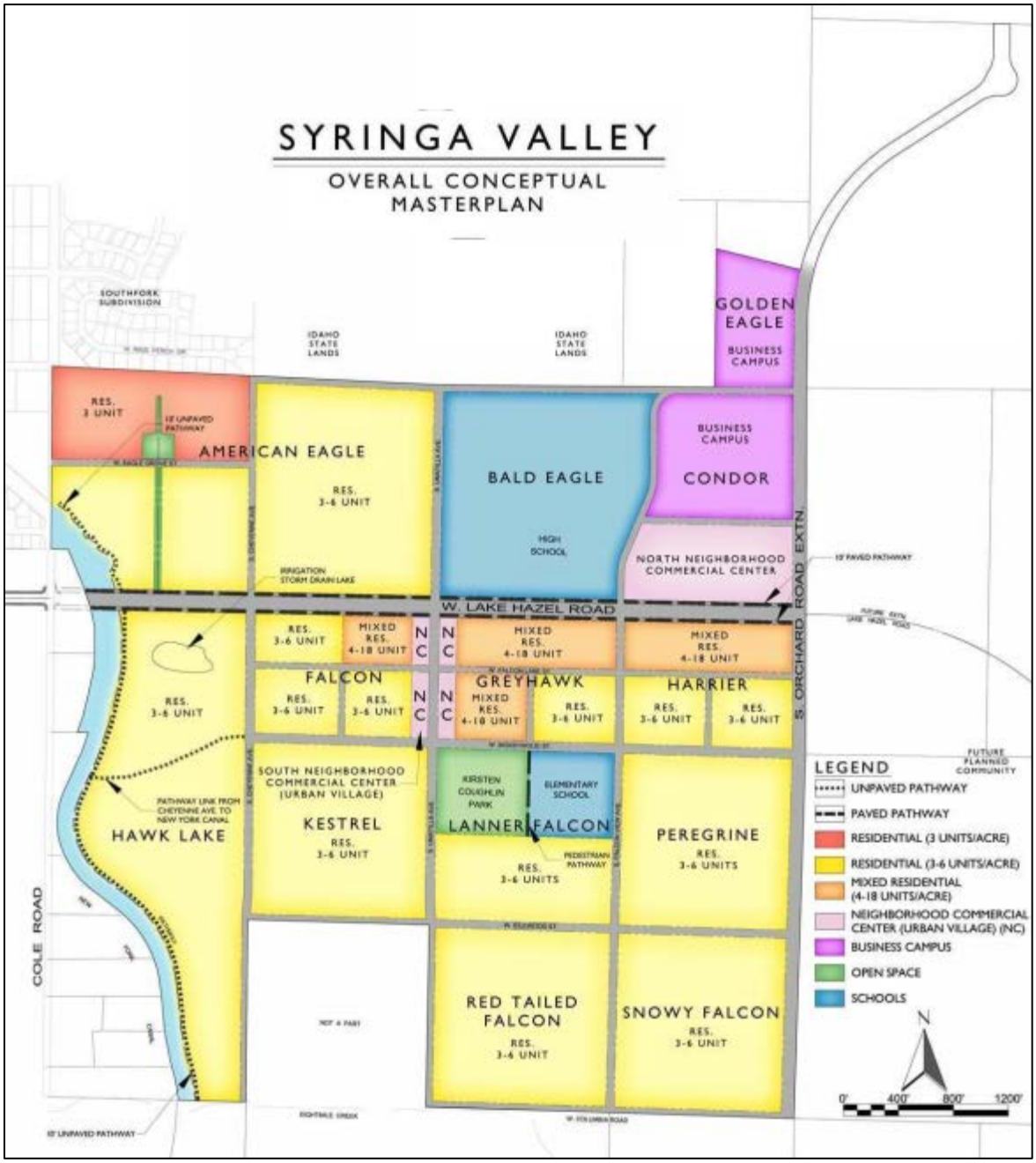
Attachments

1. Vicinity Map(8 ½ x 11)
2. Proposed Land Use/Circulation Map (8 ½ x 11)
3. Complete Traffic Study Summary
4. Phasing Table
5. Updated Traffic Counts

Attachment 1 – Vicinity Map



Attachment 2 – Concept Plan



Attachment 3 – Traffic Impact Study Executive Summary

Executive Summary

Pleasant Valley South, LLC is proposing to develop a +600 acre planned community, known as Syringa Valley, in the southwest planning area of Boise, Idaho. The proposed development is located between S. Cole Road and Pleasant Valley Road and adjacent to the New York Canal. The proposed development plan includes a 65-acre residential area located in the northwest corner of the site, a 110 acre business park located in the northeast corner of the site, and a 425 acre mixed-use development with a medium to low density residential and two neighborhood commercial centers located south of the future Lake Hazel Road extension.

Access to the site in the near term is proposed via a new street connection to S. Cole Road located approximately 550-feet south of S. Latigo Drive. As the site develops, additional access points are proposed via the Lake Hazel Road and S. Orchard Road extensions, consistent with the Lake Hazel Road/Gowen Road Relocation Alignment Study Report. Construction Syringa Valley is expected to occur in four major phases over the next several years. For the purpose of this analysis, full build-out and occupany of Phase 1 is expected to occur in 2017, Phase 2 in 2025, and Phases 3 and 4 in 2035. One sub-phase is analyzed in the study, the preliminary plat for Kirsten's Syringa Valley Subdivision (referred to as Phase 1A), with full build-out and occupancy expected to occur in 2017.

The results of this analysis indicated that Syringa Valley can be constructed while maintaining acceptable traffic operations and safety at the study intersections, assuming provision of the recommended mitigation measures.

Findings

Year 2013 Existing Conditions

- All of the study intersections currently operate acceptably during the weekday a.m. and p.m. peak hours.
- Based on the roadway segment analysis, one additional travel lane is needed in each direction along S. Cole Road between W. Victory Road and W. Amity Road and along S. Orchard Street between I-84 and W. Gowen Road to meet ACHD's roadway segment level-of-service standards.
- A review of crash historical crash data indicates that there were a significant number of crashes at the S. Cole Road/S. Victory Road intersection over the last five years.
    - Changing the existing left-turn phase at the eastbound and westbound approaches to protected only may reduce the potential for crashes at the intersection; however, it will also reduce intersection capacity slightly.
- No patterns or trends were identified at the other study intersections that require mitigation associated with this project.

Year 2017 Background Traffic Conditions

- The year 2017 background traffic conditions analysis assumes the following roadway improvements:
    - Extension of S. Lake Hazel Road to S. Cole Road by ACHD with a 2-lane cross section while preserving the right-of-way for the planned 5-lane cross section. Note: This interim improvement is consistent with ACHD CIP# RD2012-2026.
- All of the study intersections are expected to operate acceptably during the weekday a.m. and p.m. peak hours with the exception of S. Cole Road/W. Victory Road intersection.
    - The S. Cole Road/W. Victory Road intersection requires a second southbound through lane to meet ACHD's operational standards. This requires addition of a right-turn lane, restriping of the existing southbound right-turn drop lane to a through lane, and extending it further south of the intersection so that drivers are not required to merge immediately south of the intersection.
    - As under existing conditions, one additional travel lane is needed in each direction along S. Cole Road between W. Victory Road and W. Amity Road and along S. Orchard Street between I-84 and W. Gowen Road to meet ACHD's roadway segment level-of-service standards.

Phase 1A and Phase 1 Development Plan

- Phase 1A is portion of Phase 1 of the overall master plan and is the first proposed plat for the development, expected to consist of 170 single-family residential homes and 25 condominium/townhomes. Build-out is expected to occur in the year 2017. Access to Phase 1A is expected to be provided via a new public street connection to S. Cole Road located approximately 550-feet south of S. Latigo Drive.
- Phase 1A is expected to generate approximately 1,770 daily trips, including 135 trips (30 inbound, 105 outbound) during the weekday a.m. peak hour and 185 trips (115 inbound, 70 outbound) during the weekday peak hour.
- Phase 1 is expected is consist of 170 single-family residential homes, 30 condominium/townhomes, and a 12.8 acre business park located in the northwest corner of the overall development site. Build-out is expected to occur in the year 2017.
- Full build-out of Phase 1 is expected to generate approximately 3,670 daily trips, including 380 trips (240 inbound, 140 outbound) during the weekday a.m. peak hour and 395 trips (160 inbound, 235 outbound) during the weekday p.m. peak hour.
- Access to Phase 1 is initially proposed via a new street connection to S. Cole Road located approximately 550-feet south of S. Latigo Drive until a second access is required< which is to be either:
    - Scenario 1: A two-lane interim roadway over the New York Canal along the future Lake Hazel Road extension alignment, or
    - Scenario 2: A two-lane interim roadway along the future S. Orchard Street extension alignment south of W. Gowen Road.

Year 2017 Total Traffic Conditions

- Phase 1A: All of the study intersections are expected to operate acceptably during the weekday a.m. and p.m. peak hours with traffic generated by Phase 1A of the proposed development.
- Phase 1: All of the study intersections are expected to continue to operate acceptably during the weekday a.m. and p.m. peak hours with traffic generated by Phase 1 of the proposed development under Scenarios 1 and 2 assuming the following improvements are implemented with development of the site:
    - Scenario 1: Construct a westbound right-turn lane and through-left lane at the S. Cole Road/Lake Hazel Road extension intersection.
    - Scenario 2: A traffic signal is warranted at the existing S. Orchard Street/W. Gowen Road intersection (#9) and should be installed temporarily until ACHD realigns S. Orchard Street between W. Victory Road and W. Gowen Road (CIP #RD 2012-110).
    - Scenario 2: Construct separate northbound left and right-turn lanes at the new S. Orchard Street Extension/W. Gowen Road intersection (#10).
- As under existing conditions and year 2017 background conditions, one additional travel lane is needed in each direction along S. Cole Road between W. Victory Road and W. Amity Road along S. Orchard Street between I-84 and W. Gowen Road to meet ACHD's roadway segment level-of-service standard.

Year 2025 Background Traffic Conditions

- The 2025 background traffic conditions analysis assumes the following roadway improvements:
    - Extension of S. Orchard Street to Lake Hazel Road by ACHD with a 2-lane cross section while preserving the right-of-way for the planned 5-lane cross section. Note: This interim improvement is consistent with ACHD CIP# RD2012-107 and RD2012-109 which are schedule to occur in 2027-2031.
    - CIP# RD2012-72 – Reconstruct/widen Lake Hazel Road from 2-lanes to 5-lanes between Five Mile and S. Maple Grove Road.
    - CIP# RD2012-73 – Reconstruct/widen Lake Hazel Road from 2-lanes to 5-lanes between S. Maple Grove and S. Cole Road.
    - CIP# RD2012-74 – Extend/construct Lake Hazel Road as a 5-lane roadway from S. Cole Road to the S. Orchard Street extension.
    - CIP# IN2012-42 – Extend/construct a new dual-lane roundabout at the Lake Hazel Road/S. Cole Road intersection. Note: based on the analysis results of this study it is recommended that a traffic signal be installed instead.
    - CIP# IN2012-48 – Replace/modify traffic signal at the S. Maple Grove Road/Lake Hazel Road intersection to accommodate the addition of a separate southbound right-turn lane and the reconstruction/widening of Lake Hazel Road per CIP# RD2012-72 and RD 2012-73.
- All of the study intersections are expected to operate at acceptably during the weekday a.m. and p.m. peak hours with the exception of the S. Cole Road/W. Victory Road and S. Orchard Street/W. Gowen Road intersection.

- A separate northbound right-turn lane is needed at the S. Cole/W. Victory Road intersection to meet ACHD operational standards. Note: this improvement is consistent with ACHD CIP #IN 2012-86 which is scheduled to occur in 2027-2031.
- Separate left-turn lanes at the eastbound and westbound approaches and separate right-turn lanes at the eastbound and southbound approaches are needed at the S. Orchard Street/W. Gowen Road intersection (#9) to meet ACHD operational standards.
- As under existing conditions and all year 2017 conditions, one additional travel lane is needed in each direction along S. Cole Road between W. Victory Road and W. Amity Road and along S. Orchard Street between I-84 and W. Gowen Road to meet ACHD's roadway segment level-of-service standard.

Phase 2 Development Plan

- Phase 2 is expected to consist of 100 single-family residential homes, 190 condominum/townhomes, 430 apartments, 156,000 square-feet of shopping center space, and a 60 acre business park located north and south of the Lake Hazel Road extension. Build-out is expected to be in the year 2025.
- Full build-out of Phase 1 and 2 is expected to generate approximately 22,820 daily trips, including 2,015 trips (1,355 inbound, 660 outbound) during the weekday a.m. peak hour and 2,130 trips (880 inbound, 1,330) during the weekday p.m. peak hour.
- Access to Phase 1 and 2 is proposed via the connection to S. Cole Road described previously, one new street connection to the Lake Hazel Road extension, and one new street connection to the S. Orchard Street extension.

Year 2025 Total Traffic Conditions

- All of the study intersections and site-access points are expected to operate acceptably during the weekday a.m. and p.m. peak hours with the exception of the S. Cole Road/W. Victory Road, S. Orchard Street/W. Orchard Street/W. Gowen Road (#9), and S. Orchard Street Extension/W. Gowen Road (#10) intersections.
    - The S. Cole Road/W. Victory Road intersection needs separate right-turn lanes at the eastbound and westbound approaches to meet ACHD operational standards. Note: This improvement is consistent with ACHD CIP #IN2012-86 which is scheduled to occur in 2027-2031.
    - The S. Orchard Street/W. Gowen Road intersection (#9) needs a second separate eastbound left-turn lane with protected left-turn lane phasing to meet ACHD operational standards.
    - The S. Orchard Street Extension/W. Gowen Road (#10) intersection needs a separate westbound left-turn lane and traffic signal with protected-permitted left-turn phasing at the eastbound approach to meet ACHD operational standards.
    - Alternatively, if the S. Orchard Street realignment project were moved up to the 2022-2026 timeframe, the S. Orchard Street Extension/W. Gowen Road (#10) intersection would need two separate westbound right-turn lanes and a second separate southbound left-turn lane with protected left-turn phasing for the

northbound and southbound approaches to meet ACHD operational standards. The S. Orchard Street/W. Gowen Road (#9) intersection was not evaluated in detail under this alternative due to the assumption that the existing S. Orchard Street would become a local street connection only.

- The ACHD roadway segment level-of-service analysis, along with key intersection analyses, demonstrate the Orchard Street extension from Gowen Road to Lake Hazel Road should be widened to 5-lanes to accommodate the projected Phases 1 & 2 volumes.

Year 2035 Background Traffic Conditions

- The 2035 background traffic conditions analysis assumes the following roadway improvements:
  - CIP# RD2012-75 – Extend/construct Lake Hazel Road as a 5-lane roadway from S. Orchard Street Extension to Pleasant Valley Road.
  - CIP# RD2012-107 – Extend/construct S. Orchard Street as a 5-lane roadway from Lake Hazel Road to S. Orchard Street Extension.
  - CIP# RD2012-108 – Extend/construct S. Orchard Street as a 5-lane roadway from Pleasant Valley Road to S. Orchard Street Extension.
  - CIP# RD2012-109 – Extend/construct S. Orchard Street as a 5-lane roadway from S. Orchard Street Extension to W. Gowen Road.
  - CIP# RD2012-110 – Realign S. Orchard Street as a 7-lane roadway from W. Gowen Road to W. Victory Road. *Note: It is assumed that all traffic associated with the existing S. Orchard Street roadway will re-route to the S. Orchard Street realignment.*
  - CIP# IN2012-50 – Add a new traffic signal at the S. Orchard Street Extension/Lake Hazel Road Extension.
  - CIP# IN2012-86 – Replace/modify traffic signal at the S. Cole Road/W. Victory Road intersection to accommodate the addition of a separate right-turn lane at the northbound approach, dual left-turn lanes and a separate right-turn lane at the eastbound approach, and a separate right-turn lane at the westbound approach.
- All of the study intersections are forecast to operate acceptably during the weekday a.m. and p.m. peak hours, with the exception of the S. Cole Road/W. Victory Road and S. Cole Road/W. Amity Road intersections.
  - In addition to the improvements identified in the CIP, the S. Cole/W. Victory Road intersection needs a second southbound right-turn lane, a second westbound left-turn lane, and a third through lane for the eastbound and westbound approaches to meet ACHD operational standards. The additional through lanes on W. Victory Road allow the intersection to meet ACHD operational standards; however, they are not recommended per the findings and recommendation of the *Southwest Boise Transportation Study* and the ACHD CIP.
  - The S. Cole Road/W. Amity Road intersection needs a second through lane at the northbound and southbound approaches, making S. Cole Road five lanes

from south of Amity Road to Victory Road, to meet ACHD operation standards. This is consistent with the findings and recommendation in the *Southwest Boise Transportation Study.*

- One additional travel lane in each direction is needed on S. Cole Road between Overland Road and Desert Avenue to meet ACHD's roadway level-of-service standards, with the exception of S. Cole Road between Victory Road and Amity Road, which shows the need for two additional travel lanes in each direction. Specific discussion on roadway sizing is included in the Recommendations section of this summary.

Phase 3 and 4 Development Plan

- Phase 3 is expected to consist of 540 single-family residential homes, 220 condominium/townhomes, 680 apartments, and a 37 acre business park.
- Phase 4 is expected to consist of 520 single-family residential homes and 40 condominium/townhomes.
- Full build-out of the proposed development through Phase 4 (Phase 1 through 4) is expected in the year 2035 and is projected to generate approximately 44,120 daily trips, including 3,965 trips (2,240 inbound, 1,730 outbound) during the weekday a.m. peak hour and 4,315 trips (1,920 inbound, 2,395 outbound) during the weekday p.m. peak hour.
- Access to full build-out of the development is proposed via the connection to S. Cole Road described previously, one connection (Site Driveway 2A) described previously, one new connection (Site Driveway 2B) to the Lake Hazel Road extension, and one connection to the S. Orchard Street extension also described previously.

Year 2035 Total Traffic Conditions

- All of the study intersection and site access points are forecast to operate acceptably during the weekday a.m. and p.m. peak hours, with the exception of the S. Cole Road/W. Victory Road, S. Maple Grove Road/Lake Hazel Road, S. Cole Road/Lake Hazel Road Extension, Site Driveway 2/Lake Hazel Road Extension, S. Orchard Street Extension/Lake Hazel Road Extension, S. Orchard Street Extension/Site Driveway 3, and S. Orchard Street/W. Gowen Road intersections.
    - The S. Cole Road/W. Victory Road intersection needs a third through land for the northbound and southbound approaches on S. Cole Road. While the additional through lanes will all the intersection to meet ACHD operational standards, they are not recommended due to the potentially extensive impacts caused by a seven-lane cross section on S. Cole Road. Additionally, there are other connections (S. Orchard Street Extension and Lake Hazel Road Extension) allowing traffic to access the site without traveling through the S. Cole Road/W. Victory Road intersection.
    - The S. Maple Grove Road/Lake Hazel Road intersection needs a second eastbound left-turn lane with protected-only left-turn phasing for the eastbound

and westbound approaches and a second southbound right-turn lane to meet ACHD operational standards.

- The S. Cole Road/Lake Hazel Road Extension intersection needs a separate westbound right-turn lane, a separate northbound right-turn lane, and a separate southbound right-turn lane, and a second separate southbound left-turn lane with protected phasing at the northbound and southbound approaches to meet ACHD operational standards.
- The Site Driveway 2/Lake hazel Road Extension needs to be supplemented by a second driveway located along the Lake Hazel Road Extension due to the inability for a single site driveway onto Lake Hazel Road to accommodate the projected development traffic.
- The S. Orchard Street/Site Driveway 3 intersection needs a second separate eastbound left-turn lane with protected-only phasing at the eastbound and westbound approaches to meet ACHD operation standards.
- The S. Orchard Street Extension/Lake Hazel Road Extension intersection needs a second eastbound left-turn lane with protected-only left-turn phasing for the eastbound and westbound approaches and a second southbound right-turn lane to meet ACHD operational standards.
- The S. Orchard Street/W. Gowen Road (#10) intersection needs a second separate westbound right-turn lane and a second southbound left-turn lane with protected-only left-turn lane with protected-only left-turn phasing to meet ACHD operational standards.

- The ACHD roadway segment level-of-service analysis demonstrates the need for additional though lanes in each direction on S. Cole Road from Overland Road to Lake Hazel Road, as well as on Lake Hazel Road from Maple Grove Road to the Orchard Street extension. Moe specific results of this analysis and discussion on roadway sixing are included in the Recommendations section of this summary.
- The roadway segment analysis shows S. Orchard Street from I-84 to W. Gowen Road could be constructed with a five-lane cross section as opposed to the planned, seven-lane cross section.

Recommendations

The recommended mitigation measures are divided into three categories: ACHD Planned, Growth Driven, and Development Driven. The ACHD Planned mitigation measures consist of planned improvements identified in SCHD's current Capital Improvement Plan (CIP). The Growth Driven mitigation measures consist of those needed to accommodate increases in traffic volumes attributable to background growth from the COMPASS regional travel demand model. Development Driven mitigation measures consist of those needed to accommodate increases in traffic volumes attributable to traffic generated from *Syringa Valley*.

Year 2017 Transportation Improvements – Phase 1A & Phase 1/Scenario 1

- The following provides a summary of the recommended improvements.

ACHD Planned

- *Lake Hazel Road Extension (CIP# RD2012-73):* Construct/extend Lake Hazel Road to S. Cole Road with a 2-lane cross section while preserving the right-of-way for the planned 5-lane cross section.
    - *Full build-out of this segment of the Lake Hazel Road extension is currently programmed to occur in 2022-2026, but is assumed to be constructed sooner given ACHD's current design and right-of-way acquisition efforts taking place with this project.*
- *S. Cole Road/Lake Hazel Road Extension Intersection:* Install a stop sign and provide a separate right-turn land and through-left lane for the eastbound approach.
    - Note: *An improvement to this intersection (dual-lane roundabout) is currently programmed for the years 2022-2026 (CIP# IN2012-48).*

Growth Driven

ACHD should consider including the following transportation improvement project in the next update of the CIP:

- *S. Cole Road/W. Victory Road Intersection*: Provide a separate southbound right-turn lane to allow for two southbound through lanes. Extend the merge location for the two southbound lanes farther south of the intersection to provide for adequate merge distance and lane utilization.

Development Driven

- *S. Cole Road/Site Driveway 1 Intersection:* Install a stop sign for the westbound approach.
- *Lake Hazel Road Extension:* Prior to full build-out of Phase 1, construct a secondary access via a 2-lane roadway connection over the New York Canal along the future Lake Hazel Road extension alignment.
- *S. Cole Road/Lake Hazel Road Extension Intersection:* Install a stop sign and provide a separate right-turn lane and a through-left lane for the westbound approach.

Year 2017 Transportation Improvements – Phase 1/Scenario 2

The following provides a summary of the recommended improvements:

ACHD Planned

- *Lake Hazel Road Extension (CIP# RD2012-73):* Construct/extend Lake Hazel Road to S. Cole Road with a 2-lane cross section while preserving the right-of-way for the planned 5-lane cross section.
    - *Full build-out of this segment of the Lake Hazel Road extension is currently programmed to occur in 2022-2026, but is assumed to be constructed sooner*

given ACHD's current design and right-of-way acquisition efforts taking place with this project.

- *S. Cole Road/Lake Hazel Road Extension Intersection:* Install a stop sign and provide a separate right-turn land and through-left lane for the eastbound approach.
  - Note: *An improvement to this intersection (dual-lane roundabout) is currently programmed for the years 2022-2026 (CIP# IN2012-48).*

Growth Driven

ACHD should consider including the following transportation improvement project in the next update of the CIP:

- *S. Cole Road/W. Victory Road Intersection*: Provide a separate southbound right-turn lane to allow for two southbound through lanes. Extend the merge location for the two southbound lanes farther south of the intersection to provide for adequate merge distance and lane utilization.

Development Driven

- *S. Cole Road/Site Driveway 1 Intersection:* Install a stop sign for the westbound approach.
- *S. Orchard Street Extension:* Prior to full build-out of Phase 1, construct a secondary access via a 2-lane roadway connection along the planned S. Orchard Street Extension alignment (CIP# RD2012-107, 109). Preserve the right-of-way for the planned 5-lane cross section.
- *S. Orchard Street/W. Gowen Road (#9) Intersection:* Install a temporary traffic signal to be in place until ACHD realigns S. Orchard Street between W. Victory Road and W. Gowen Road (CIP# RD2012-110).
- *S. Orchard Street Extension/W. Gowen Road (#10) Intersection:* Install a stop sign and provide separate left- and right-turn lanes for the northbound approach.

Year 2025 Transportation Improvements

Figure E4 illustrates the transportation improvements needed to support full build-out and occupancy of Phase 1 and 2 of the proposed development in 2025. The following provides a summary of the recommended improvements in addition to those identified in the year 2017 recommendations:

ACHD Planned

- *S. Orchard Street Extension:* Construct/extend S. Orchard Street to the Lake Hazel Road extension with a 2-lane cross section while preserving the right-of-way for the planned 5-lane cross section.
  - *Full build-out of this segment of the S. Orchard Street extension is currently programmed for the years 2027-2031, but is assumed to be constructed with a 2-lane cross section on an interim basis to provide access to the site.*

- *Lake Hazel Road Extension (CIP# RD2012-74):* Construct/extend Lake Hazel Road to the S. Orchard Street extension with a 5-lane cross section.
- *S. Cole Road/W. Victory Road intersection:* Construct separate right-turn lanes at the eastbound, westbound, and northbound approaches to the intersection.
    - *These improvements are currently programmed for the years 2027-2031, but are assumed to be needed to support full build-out and occupancy of Phase 1 and 2 of the proposed development.*
- *S. Maple Grove Rad/Lake Hazel Road Intersection (CIP# IN2012-48):* Reconstruct/widen Lake Hazel Road to provide two through lanes for the eastbound and westbound approaches consistent with the planned widening of Lake Hazel Road under CIP# RD2012-72 and CIP# RD2012-73. Provide a separate right-turn lane with overlap phasing for the southbound approach.
- *S. Cole Road/Lake Hazel Road Extension Intersection:* Install a traffic signal.
    - *ACHD CIP recommends installation of a dual-lane roundabout at this intersection (CIP# IN2012-42). Based on the analysis results of this study, it is recommended a traffic signal be installed instead.*

Growth Driven

ACHD should consider including the following transportation improvement projects in the next update of the CIP:

- *S. Orchard Street/W. Gowen Road Intersection (#9):* Construct separate left-turn lanes at the eastbound and westbound approaches and separate right-turn lanes at the eastbound and southbound appraoaches.
- *S. Orchard Street Extension/W. Gowen Road Intersection (#10):* Install a stop sign and provide separate left- and right-turn lanes for the northbound approach.

Development Driven

- *S. Orchard Street/W. Gowen Road Intersection (#9):* Construct a second separate eastbound left-turn lane and provide protected-only left-turn phasing at the eastbound and westbound approaches.
- *S. Orchard Street Extension/W. Gowen Road Intersection (#10):* Construct a separate westbound left-turn lane at the westbound approach and install a traffic signal with protected-permitted left-turn phasing at the westbound approach.
- *S. Maple Grove Road/Lake Hazel Road Intersection:* Provide a separate right-turn lane for the westbound approach.
- *Site Driveway 2/Lake Hazel Road Extension Intersection:* Construct the intersection as illustrated in Figure E4 and install a traffic signal with protected-permitted left-turn phasing for each approach.
- *S. Orchard Street/Site Driveway 3:* Construct the intersection and install a traffic signal with protected-permitted left-turn phasing at the northbound approach.

Year 2035 Transportation Improvements

The following provides a summary of the recommended improvements in addition to those identified in the year 2017 and 2025 recommendation:

ACHD Planned

- *S. Orchard Street Realignment (CIP# RD2012-110):* Construct/realign S. Orchard Street between I-84 and W. Gowen Road with a 5-lane cross section.
    - *ACHD's CIP identifies a 7-lane cross section for this segment of S. Orchard Street; however, a 5-lane segment is sufficient based on the roadway segment analysis performed within this study.*
- *S. Orchard Street Extension/W. Gowen Road Intersection:* Although the CIP doesn't identify a specific project for this intersection, it is assumed it will be reconstructed with the realignment of S. Orchard Street.
- *S. Cole Road/W. Victory Road Intersection (CIP# IN2012-86):* Construct a second separate eastbound left-turn lane with protected-only phasing at the eastbound and westbound approaches.
- *S. Orchard Street Extension/Site Driveway 3 Intersection:* Construct the east leg to accommodate the planned east-west roadway between the S. Orchard Street extension and Pleasant Valley Road.
- *S. Orchard Street Extension/Lake Hazel Extension Intersection (CIP# IN2012-50):* Construct the east leg to accommodate the planned extension of Lake Hazel Road to Pleasant Valley Road and install a traffic signal with protected-only left-turn phasing at the eastbound and westbound approaches.

Growth Driven

ACHD should consider including the following transportation improvement projects in the next update of the CIP:

- *S. Cole Road (Victory Road to Desert Avenue):* Two additional travel lanes in each direction are needed on S. Cole Road between Victory Road and Amity Road and one additional travel lane in each direction is needed on S. Cole Road between Amity Road and Desert Avenue to meet ACHD's roadway level-of-service standards. A seven-lane cross section on S. Cole Road is not consistent with the *Southwest Boise Transportation Study* or ACHD CIP recommendations; therefore, it is recommended a five-lane cross section be constructed for S. Cole Road from Victory Road to Desert Avenue.
- *S. Cole Road/W. Victory Road Intersection:* Construct a second separate left-turn lane for the westbound approach and a second separate right-turn lane at the southbound approach. As indicated previously, the intersection also needs a third through lane at the eastbound and westbound approaches to meet ACHD operational standards. However, the third through lanes are not recommended per the findings and recommendation of the *Southwest Boise Transportation Study* and the ACHD CIP.
- *S. Cole Road/W. Amity Road Intersection:* Construct/widen S. Cole Road to provide two through lanes for the northbound and southbound approaches.

Development Driven

- *S. Cole Road (Desert Avenue to Lake Hazel Road):* One additional travel lane in each direction is needed on S. Cole Road between Desert Avenue and Lake Hazel Road according to ACHD's roadway level-of-service analysis. The more detailed intersection analysis at the S. Cole Road/Lake Hazel Road intersection does not demonstrate the need for additional through lanes on S. Cole Road. Therefore, it is recommended S. Cole Road remain as a two-lane roadway with one travel lane in each direction.
- *Lake Hazel Road (S. Maple Grove Road to S. Orchard Street Extension):* One additional travel lane in each direction is needed on Lake Hazel road between S. Maple Grove Road and the S. Orchard Street extension according to ACHD's roadway level-of-service analysis. The more detailed intersection analysis at each of the intersections on Lake Hazel Road did not demonstrate the need for additional through lanes on Lake Hazel Road. Therefore, it is recommended Lake Hazel Road remain as planned as a five-lane roadway with two travel lanes in each direction and a two-way left-turn lane. This is also consistent with the recommendation of the *Southwest Boise Transportation Study.*
- *S. Cole Road/W. Victory Road Intersection:* As indicated previously, the intersection needs a third through lane at the northbound and southbound approaches to meet ACHD operational standards. However, the third through lanes are not recommended due to the extensive impacts caused by a seven-lane cross section on S. Cole Road. Additionally, there are other connections (S. Orchard Street Extension and Lake Hazel Road Extension) allowing traffic to access the site without traveling through the S. Cole Road/W. Victory Road intersection.
- *S. Maple Grove Road/Lake Hazel Road Intersection:* Provide a second separate left-turn lane for the eastbound approach with protected-only left-turn phasing for the eastbound and westbound approaches and a second separate right-turn lane for the southbound approach.
- *S. Cole Road/Lake Hazel Road Extension Intersection:* Provide a second separate left-turn lane for the southbound approach with protected-only phasing for the northbound and southbound approaches. Provide separate right-turn lanes for the northbound, southbound, and westbound approaches.
- *Site Driveway 2B/Lake hazel Road Extension Intersection:* Construct a second site driveway access to Lake Hazel Road (in addition to Site Driveway 2A) and install a traffic signal with protected-permitted left-turn phasing for each approach.
- *S. Orchard Street Extension/Site Driveway 3 Intersection:* Provide a second separate left-turn lane for the eastbound approach with protected-only phasing for the eastbound and westbound approaches.
- *S. Orchard Street Extension/Lake Hazel Extension Intersection:* Provide a second separate eastbound left-turn lane with protected-only phasing for the eastbound and westbound approaches, a second separate right-turn lane for the southbound approach, and construct the south leg to provide additional access to the site.
- *S. Orchard Street Extension/W. Gowen Road Intersection:* Construct a second separate left-turn lane for the southbound approach with protected-only left-turn phasing for the

northbound and southbound approaches, a second separate right-turn lane for the westbound approach, and a separate right turn lane at the northbound approach.

On-Site Circulation/Site-Access Operation Improvements

- Further evaluation of on-site circulation/site access operations should be completed for each phase of the proposed development during the site plan application process.
- All local streets within the development should have two travel lanes, one in each direction of travel.
- Stop signs should be used to control on-site traffic circulation north and south of the Lake Hazel extension.
- Shrubbery and landscaping near the internal intersection and major street connections with Lake Hazel Road and S. Orchard Street should be maintained to ensure adequate sight distance.

Attachment 4 – Phasing Table

S1* - Indicates a phasing scenario in which Lake Hazel Road is extended over the New York Canal as part of Phase 1.
S2* - Indicates a phasing scenario in which S. Orchard Street would be extended from Gowen Road to the site as part of Phase 1.

Phase	Year	Roadway Segments	Intersections	On/Off Site
1A & 1- S1*	2017			
			Cole / Driveway 1 - Install a stop sign for the westbound approach.	On Site
		Construct secondary access via a 2-lane roadway connection over the New York Canal along the future Lake Hazel Road extension alignment.		
			Cole/Lake Hazel - Install a stop sign and provide separate right-turn lane and a through-left lane for the eastbound approach.	On Site
Phase 1A & 1-S2*	2017	Roadway Segment	Intersection	On/Off Site
			Cole / Driveway 1 - Install a stop sign for the westbound approach.	
		Extend Orchard Street to provide a 2 lane connection planned along the Orchard Street alignment to the site.		Off Site
			Orchard / Gowen - Install a temporary traffic signal to be in place until ACHD realigns Orchard between Victory and Gowen (2027-2031).	Off Site
			Orchard Extension / Gowen - Install a stop sign and provide separate left- and	Off Site

			right-turn lanes for the northbound approach.	
Phase 2	2025	Roadway Segment	Intersection	On/Off Site
			Orchard / Gowen - Construct a second separate eastbound left-turn lane and provide protected-only left-turn phasing at the eastbound and westbound approaches.	Off Site
			Orchard Extension / Gowen - Construct a separate westbound left-turn lane at the westbound approach and install a traffic signal with protected-permitted left-turn phasing at the westbound approach.	Off Site
			Site Driveway 2 / Lake Hazel - Construct the intersection and install a traffic signal with protected-permitted left-turn phasing for each approach.	On Site
			Orchard Street / Site Driveway 3 - Construct the intersection and install a traffic signal with protected-permitted left-turn phasing at the northbound approach.	On Site
Phases 3 & 4	2035	Roadway Segments	Intersections	On/Off Site
		Lake Hazel Road – Widen Lake Hazel Road to 5 lanes between Maple Grove and the Orchard extension.		Maple Grove / Cole – Off Site Cole / Orchard – On Site

			Maple Grove / Lake Hazel - Provide a second separate left-turn lane for the eastbound approach with protected-only left-turn phasing for the eastbound and westbound approaches and a second separate right-turn lane for the southbound approach.	Off Site
			Cole / Lake Hazel - Provide a second separate left-turn lane for the southbound approach with protected-only phasing for the northbound and southbound approaches. Provide separate right-turn lanes for the northbound, southbound, and westbound approaches.	
			Site Driveway 2B / Lake Hazel - Construct a second site driveway access to Lake Hazel .	On Site
			Orchard Extension / Site Driveway 3 - Provide a second separate left-turn lane for the eastbound approach with protected-only phasing for the eastbound and westbound approaches	On Site
Phases 3 & 4	2035	Roadway Segments	Intersections	On/Off Site
			Orchard Extension / Lake Hazel - Provide a second separate eastbound left-turn lane with protected-only phasing for the eastbound and westbound approaches, a second separate right-turn lane for the	Off Site

			southbound approach, and construct the south leg to provide additional access to the site.	
			Orchard Extension / Gowen - Construct a second separate left-turn lane for the southbound approach with protected-only left-turn phasing for the northbound and southbound approaches, a second separate right-turn lane for the westbound approach, and a separate right turn lane at the northbound approach	Off Site

Attachment 5 - Updated Traffic Counts

PM Peak Hour Traffic Counts

Roadway	Segment	PM Peak Hour Traffic Count	PM Peak Hour Level of Service	Existing Plus Project
Cole Rd. (Principal Arterial)	South of Overland	1,318	Better than "E"	Better than "E"
	South of Victory	988	"F"	"F"
	North of Lake Hazel	286	Better than "E"	Better than "E"
	South of Lake Hazel	216	Better than "E"	Better than "E"
Lake Hazel	West of Cole	438	Better than "E"	Better than "E"

* Acceptable level of service for a five-lane principal arterial is "E" (1,770 VPH).
* Acceptable level of service for a three-lane principal arterial is "E" (880 VPH).
* Acceptable level of service for a two-lane principal arterial is "E" (690 VPH).

Average Daily Traffic Count (VDT)
Average daily traffic counts are based on ACHD's most current traffic counts.

- The average daily traffic count for Cole Road south of Overland Road was 32, 598 on 9/24/15.
- The average daily traffic count for Cole Road south of Victory Road was 17,011 on 4/23/15.
- The average daily traffic count for Cole Road north of Lake Hazel was 3,565 on 12/7/15.
- The average daily traffic count for Cole Road south of Lake Hazel was 3,924 on 12/7/15.
- The average daily traffic count for Lake Hazel Road west of Cole was 3,988 on 12/9/15.

Intersections

Intersection	Existing V/C Ratio	Existing V/C Ratio Plus Phase 1A (170 single family units)
Cole/Amity	0.60	0.71
Cole/Victory	0.86	0.90

* Acceptable level of service for a signalized intersection is a V/C ratio of 0.90 or less.

Development Services Department

Committed to Service

January 19, 2016

TO: ACHD Board of Commissioners

FROM: Mindy Wallace, AICP
Planner III

SUBJECT: Kirsten Subdivision/BPP15-0023

Executive Summary:
The applicant is requesting preliminary plat approval for Kirsten's Subdivision. The 100-acre subdivision consists of 413 residential lots, 40 townhome/multi-family lots and 41 open space lots, and is located at 6298 S. Cole Road. This is the first preliminary plat submittal within the Specific Planning Area for Syringa Valley.

The applicant and staff are in agreement on all findings for consideration and site specific conditions of approval. This application is on the regular agenda to allow testimony from area property owners.

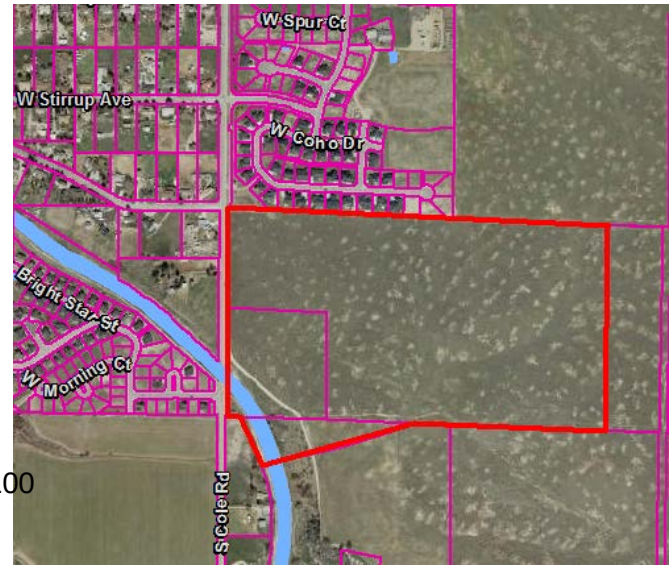
Staff Recommendation:
Staff recommends approval of the staff report, as written

Project/File: **Kirsten Subdivision/BPP15-0023**
The applicant is requesting preliminary plat approval for Kirsten Subdivision. The 100-acre subdivision consists of 413 residential lots, 40 townhouse/multi-family lots and 41 open space lots, and is located at 6298 S. Cole Road.

Lead Agency: City of Boise

Site address: 6298 S. Cole Rd.

Commission Hearing: January 27, 2016
Regular Agenda



Applicant: Larry Hellhake
The Hallhake Co., LLC
3837 N. Holl Dr.
Eagle, ID 83616

Representative: James Money
Civil Survey Consultants, Inc.
1400 E. Watertower St. Ste. 100
Meridian, ID 83642

Staff Contact: Mindy Wallace
Phone: 387-6178
E-mail: mwallace@achdidaho.org

A. Findings of Fact

1. **Description of Application:** The applicant is requesting preliminary plat approval for Kirsten's Syringa Valley Subdivision. The 100-acre subdivision consists of 413 residential lots, 40 townhome/multi-family lots and 41 open space lots, and is located at 6298 S. Cole Road. This is the first preliminary plat submittal within the Specific Planning Area for Syringa Valley. The applicant's proposal is consistent with Boise City's comprehensive plan.

2. **Description of Adjacent Surrounding Area:**

Direction	Land Use	Zoning
North	Southfork Subdivision	R-4
South	Open Land	A-2
East	Open Land	A-2
West	Residential District / Skylight Subdivision	R1 / RSW/ R6

3. **Site History:** ACHD previously reviewed this site as an annexation and rezone (CAR06-00057) application in September 2006. At that time the site was annexed into Boise City and rezoned

from Rural Preservation to A2 Open Land. ACHD did not have specific comments on the application.

On February 12, 2014 ACHD approved a portion of this application as Kristen's Syringa Valley Subdivision, consisting of 195 single family lots and 2 commercial lots on 65 acres. This site is a part of the Syringa Valley Specific Plan planning area, and the conditions of this report are consistent with ACHD's prior action on the site.

4. **Transit:** Transit services are not available to serve this site.

5. **New Center Lane Miles:** This development is estimated to add 2.55 center line miles of new public streets, along with 0.2 miles of alleys.

6. **Impact Fees:** There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time.

7. **Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):**

- The Victory/Cole intersection is scheduled in the IFYWP to be widened to 7 lanes on the west and to 6 lanes on the east legs of the intersection. The north and south legs of the intersection are to remain at 5 lanes. This project includes widening Cole Road to 5 lanes between Victory and McGlochlin and is scheduled to begin in 2020.
- Lake Hazel Road is listed in the CIP to be widened to 5-lanes from Maple Grove Road to Cole Road between 2022 and 2026.
- Lake Hazel Road is listed in the CIP to be extended as 5-lanes from Cole Road to Orchard Street between 2022 and 2026.
- The intersection of Lake Hazel Road and Cole Road is listed in the CIP to be improved between 2022 and 2026.
- The intersection of Lake Hazel Road and Orchard Street is listed in the CIP to be constructed as 5-lanes on the north leg, 0-lanes on the south, 5-lanes east, and 5-lanes on the west leg, and signalized between 2022 and 2026.

B. Traffic Findings for Consideration

1. **Trip Generation:** At total build out of this preliminary plat is estimated to generate 4,198 vehicle trips per day; 438 vehicle trips in the PM peak hour.

   The first phase of this plat is estimated to generate 1,770 vehicle trips per day; 170 vehicle trips per hour in the PM peak hour.

2. **Traffic Impact Study**
   Kittelson and Associates prepared a traffic impact study for the proposed Syringa Valley Specific Area Plan Planning Area in 2013 for the prior conditional use permit and preliminary plat applications. Because the land use assumptions proposed in the current application are generally consistent with those of the prior application and because ACHD policy requires updated traffic impact studies for each phase (subsequent preliminary plat applications) an updated traffic impact study was not required for this application.

   Below is an executive summary of the findings **as presented by Kittelson and Associates**. The following executive summary is **not the opinion of ACHD staff**. ACHD has reviewed the submitted traffic impact study for consistency with ACHD policies and practices, and may have additional requirements beyond what is noted in the summary. ACHD Staff comments on the submitted traffic impact study can be found below under staff comments.

This is the first preliminary plat of the Syringa Valley Conditional Use Permit Planning Area. The executive summary and recommendations below are specific to this preliminary plat, referred to as Phase 1A.

Pleasant Valley South, LLC is proposing to develop a +600 acre planned community, known as Syringa Valley, in the southwest planning area of Boise, Idaho. The proposed development is located between S. Cole Road and Pleasant Valley Road and adjacent to the New York Canal. The proposed development plan includes a 100-acre residential area located in the northwest corner of the site, a 60 acre business park located in the northeast corner of the site, 2 school sites, and a 425 acre mixed-use development with a medium to low density residential and two neighborhood commercial centers located south of the future Lake Hazel Road extension.

Access to the site in the near term is proposed via a temporary street connection to S. Cole Road located approximately 550-feet south of S. Latigo Drive. As the site develops, additional access points are proposed via the Lake Hazel Road and S. Orchard Road extensions, consistent with the Lake Hazel Road/Gowen Road Relocation Alignment Study Report. Construction Syringa Valley is expected to occur in four major phases over the next several years. For the purpose of this analysis, full build-out and occupancy of Phase 1 is expected to occur in 2017, Phase 2 in 2025, and Phases 3 and 4 in 2035. One sub-phase is analyzed in the study, the preliminary plat for Kirsten's Syringa Valley Subdivision (referred to as Phase 1A), with full build-out and occupancy expected to occur in 2017.

Phase 1A is a portion of Phase 1 of the overall master plan and is the first proposed plat for the development, expected to consist of 413 single-family residential homes and 40 condominium/townhomes. Build-out is expected to occur in the year 2017. Access to Phase 1A is expected to be provided via a temporary street connection to S. Cole Road located approximately 550-feet south of S. Latigo Drive.

Phase 1A is expected to generate approximately 1,770 daily trips, including 135 trips (30 inbound, 105 outbound) during the weekday a.m. peak hour and 185 trips (115 inbound, 70 outbound) during the weekday peak hour. Build-out is expected to occur in the year 2017.

The study recommends the installation of a stop sign for the westbound approach of Eagle Grove Street at Cole Road for Phase 1A of the development.

Full build-out of Phase 1 is expected to generate approximately 4,198 daily trips, and 438 trips during the weekday p.m. peak hour.

Access to Phase 1 is initially proposed via a temporary street connection to S. Cole Road located approximately 550-feet south of S. Latigo Drive until a second access is required which is to be either:

- Scenario 1: A two-lane interim roadway over the New York Canal along the future Lake Hazel Road extension alignment, or

- Scenario 2: A two-lane interim roadway along the future S. Orchard Street extension alignment south of W. Gowen Road.

The study recommends that prior to full build-out of Phase 1 that:

- *Orchard Street Extension:* Prior to full build out of Phase 1 extended Orchard Street from Gowen Street to the site, as a 2-lane roadway.

- *Lake Hazel Road Extension:* Prior to full build-out of Phase 1, construct a secondary access via a 2-lane roadway connection over the New York Canal along the future Lake Hazel Road extension alignment.

- *S. Cole Road/Lake Hazel Road Extension Intersection:* Install a stop sign and provide a separate right-turn lane and a through-left lane for the westbound approach.

Staff Comments/Recommendations: ACHD Traffic Services and Development Services staff have reviewed the submitted traffic impact study and found it to meet ACHD's policy and standards. Prior to complete build-out of Phase 1 additional mitigation measures may be required based on access to the site and area traffic conditions.

An updated traffic impact study should be required after the final platting of Phase 1A (170 single family lots, 1,770 vehicle trips per day). The updated traffic impact study will be used to verify assumptions and recommended improvements for the Syringa Valley Specific Area Plan planning area.

3. Condition of Area Roadways

Traffic Count is based on Vehicles per hour (VPH)

Roadway	Segment	PM Peak Hour Traffic Count	PM Peak Hour Level of Service	Existing Plus Project
Cole Rd. (Principal Arterial)	South of Overland	1,318	Better than "E"	Better than "E"
	South of Victory	988	"F"	"F"
	North of Lake Hazel	286	Better than "E"	Better than "E"
	South of Lake Hazel	216	Better than "E"	Better than "E"

* Acceptable level of service for a five-lane principal arterial is "E" (1,770 VPH).
* Acceptable level of service for a three-lane principal arterial is "E" (880 VPH).
* Acceptable level of service for a two-lane principal arterial is "E" (690 VPH).

4. Average Daily Traffic Count (VDT)

Average daily traffic counts are based on ACHD's most current traffic counts.

- The average daily traffic count for Cole Road south of Overland Road was 32, 598 on 9/24/15.
- The average daily traffic count for Cole Road south of Victory Road was 17,011 on 4/23/15.
- The average daily traffic count for Cole Road north of Lake Hazel was 3,565 on 12/7/15.

- The average daily traffic count for Cole Road south of Lake Hazel was 3,924 on 12/7/15.

C. Findings for Consideration

1. Area Roadway Level of Service Standards

As noted above, Cole Road from Amity Road to Victory Road exceeds the acceptable level of service (LOS) for a 2 lane principal arterial roadway. A portion of this segment of Cole Road (Victory Road to McGlochlin) is planned for improvements in ACHD's IFYWP. The Cole/Amity and Cole/Victory intersections are signalized and currently operate at acceptable LOS and are

projected to operate at an acceptable LOS with a portion of site built out (170 single family homes) under total traffic conditions (site + background traffic).

When a roadway or intersection is at or above an acceptable level of service, policy requires that improvements be made to mitigate the additional traffic to be generated by the development. Typically, staff recommends improvements to mitigate the impacts, or that the developer wait until ACHD makes improvements, as scheduled in the CIP or FYWP. In this case improvements would include widening Cole Road to 5 lanes from Amity to Victory Road. However, given the costs associated with widening Cole Road ($3,500,000), and the planned extension of Orchard Street to Lake Hazel Road it would be infeasible (and after the extension of Orchard Street unnecessary) for the applicant to widen a mile segment of Cole Road with the first phase of this development. The applicant will be required to construct the Orchard Street extension after the first 170 single family lots have been final platted the development as required in the Syringa Valley Specific Area Plan .

Additionally, the Cole/Victory intersection is scheduled in the IFYWP to be widened in 2020. This project includes widening Cole Road to 5 lanes between Victory and McGlochlin, which will improve the level of service for this segment of Cole Road.

Due to the current and projected acceptable LOS for the 2 intersections described above, ACHD planned improvement to the Cole/Victory intersection, and current and future conditions, staff recommends a modification of District Policy 7106.4.1 Level of Service Standards for Cole Road from Amity road to Victory Road.

2. Lake Hazel Extension/Gowen Road Relocation Alignment Study and the Southwest Boise Transportation Study

This site is located within the study areas of both the Lake Hazel/Gowen Relocation Alignment Study and the Southwest Boise Transportation Study.

The Lake Hazel Extension/Gowen Road Relocation study was led by ACHD in partnership with Boise City and the Boise Airport. The study was adopted by the ACHD Commission on December 22, 2008. The adoption of the study allows ACHD to preserve a route for the Lake Hazel Extension and connecting roads as development occurs in the area.

The study identifies an alignment and cross sections for the extensions of Lake Hazel Road and Orchard Street, and established ½ half mile intersection spacing on Lake Hazel Road.
The Southwest Boise Transportation Study identifies future roadway, intersection and corridor needs to accommodate future traffic demand in the Southwest Boise area. The study was adopted by the ACHD Commission on May 27, 2009.The study identifies an alignment and cross sections for the extensions of Lake Hazel Road and Orchard Street.

Both studies recommend that Lake Hazel be extended as a future 5-lane roadway and that Orchard Street be realigned as a 7-lane roadway from Gowen Road to Victory Road and extended as a 5-lane road from Gowen Road to Lake Hazel Road.

3. Maximum Traffic on One Access

a. Existing Conditions: There are no roadways within the site.

b. Policy: Maximum Traffic on One Access: District Policy 7207.3.3 states that if a proposed development only has one access to a public street that is a local street, or if it proposes to extend public streets from existing development with only one local street access to the public street system, the maximum forecast ADT to be allowed at any point on the local street access is 1,000 and is subject to fire department requirements for the provision of a secondary access. This volume may be reduced or increased based on information received from the lead land use agency, the applicable fire department, and/or emergency services.

The District will also take into consideration the following items when determining whether or not to reduce or increase the maximum allowable ADT: railroad crossings, canal crossings, topography (foothills vs. flat land), pedestrian connectivity, location of schools, etc.

c. Applicant Proposal: The applicant is proposing one access point, Eagle Grove Street, a local roadway to access the site off of Cole Road.

d. Staff Comments/Recommendations: As noted above, the applicant is proposing one access point, Eagle Grove Street, to access the site until the proposed subdivision builds out, stub streets are extended and alternative (secondary) access becomes available. District policy restricts the number of vehicle trips to 1,000 trips per day on a local road with only one access point. Based on the submitted preliminary plat application, the first phase of this project is anticipated to generate approximately 4,198 vehicle trips per day; far exceeding the average daily traffic allowed per District policy.

When ACHD previously reviewed this application the preliminary plat was split into 2 phases. The first phase (phase 1A) was expected to consist of 170 single-family residential homes and 25 condominium/townhomes and was expected to generate approximately 1,770 daily trips. At full build out the site was proposed to consist of 195 residential lots and 2 office lots and was expected to generate approximately 3,670 daily trips. As part of ACHD's February 12, 2014 staff recommended and the Commission approved a waiver of the Maximum Traffic on One Access policy to allow Phase 1A (consisting of 170 single-family residential homes and 25 condominium/townhomes; generating 1,770 daily trips) of the development to move forward, with the requirement that a public street connection is necessary prior to final plat approval for any phase of the development which would exceed 1,770 daily trips.

Due to ACHD's prior action on the site and to allow the applicant to move forward with the development of a portion of the site, staff recommends a waiver of policy to allow the applicant to construct a portion of the first phase of the project (up to 1,770 vehicle trips per day) prior to obtaining secondary access via a public street to serve the site, with Boise Fire Department approval. The applicant shall provide written approval from the Boise Fire Department.

4. Temporary Access

The applicant has proposed to construct Eagle Grove Street to intersect Cole Road located approximately 560-feet south of Latigo Drive and approximately 640-feet north of Skylight Street. ACHD's Access Management and Roadway Offset policies, allow for public streets to intersect principal arterial roadways, such as Cole Road, at the half mile. Therefore, the applicant's proposal to construct Eagle Grove Street to intersect Cole Road does not meet District policy and should not be approved, as proposed. .

However, staff understands the need for temporary access to Cole Road, as it provides the site's only public street frontage until Lake Hazel Road is extended from Orchard Street west to the site or is extended over Cole Road east to the site. These improvements are necessary prior to full build out of Kristen's Subdivision.

Therefore, staff recommends that the entry portion of Eagle Grove Street east of Cole Road, to its intersection with Banded/Spotted Eagle be approved, as a temporary access point and that it be incorporated into the common lot on the south side of the roadway. The access should be constructed as a minimum 24-foot wide temporary access road within a temporary right-of-way easement. The temporary right-of-way easement should encumber the whole lot. The easement would be released after access to the site is available via Lake Hazel Road. The parcel could then become a buildable lot.

The applicant should be required to enter into a development agreement with ACHD which identifies when and how the temporary access point onto Cole Road will be closed. To

ensure closure of the temporary access point when the conditions of the development agreement have been met, the applicant should be required to provide a road trust deposit in the amount of $3,500.00 for the closure of the access.

5. Cole Road

a. Existing Conditions: Cole Road is improved with 2-travel lanes and no curb, gutter or sidewalk abutting the site. There is 50-feet of right-of-way for Cole Road (25-feet from centerline).

b. Policy:

Arterial Roadway Policy: District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

Master Street Map and Typology Policy: District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master Street Map and Livable Streets Design Guide. The developer or engineer should contact the District before starting any design.

Street Section and Right-of-Way Width Policy: District Policies 7205.2.1 & 7205.5.2 state that the standard 5-lane street section shall be 72-feet (back-of-curb to back-of-curb) within 96-feet of right-of-way. This width typically accommodates two travel lanes in each direction, a continuous center left-turn lane, and bike lanes on a minor arterial and a safety shoulder on a principal arterial.

Right-of-Way Dedication: District Policy 7205.2 states that The District will provide compensation for additional right-of-way dedicated beyond the existing right-of-way along arterials listed as impact fee eligible in the adopted Capital Improvements Plan using available impact fee revenue in the Impact Fee Service Area.

No compensation will be provided for right-of-way on an arterial that is not listed as impact fee eligible in the Capital Improvements Plan.

The District may acquire additional right-of-way beyond the site-related needs to preserve a corridor for future capacity improvements, as provided in Section 7300.

Frontage Improvements Policy: District Policy 7205.2.1 states that the developer shall widen the pavement to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site. Curb, gutter and additional pavement widening may be required (See Section 7205.5.5).

Sidewalk Policy: District Policy 7205.5.7 requires a concrete sidewalks at least 5-feet wide to be constructed on both sides of all arterial streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Cole Road is designated in the MSM

as a Residential Arterial with 5-lanes and on-street bike lanes, a 72-foot street section within 96-feet of right-of-way.

c. Applicant Proposal: The applicant is proposing to dedicate 23-feet additional right-of-way to total 48-feet, from the centerline of Cole Road abutting the site. The applicant is proposing to construct a 5-foot wide detached concrete sidewalk located outside of the right-of-way.

d. Staff Comments/Recommendations: The applicant's proposal to dedicate 23-feet of additional right-of-way on Cole Road to total 48-feet from the centerline of Cole Road abutting the site is consistent with the MSM, and should be approved, as proposed. Consistent with District Policy 7205.2, the applicant will not be compensated for the right-of-way dedication as this section of Cole Road is not listed in the Capital Improvements Plan.

The applicant's proposal to construct a 5-foot wide detached concrete sidewalk abutting the site meet's District policy and should be approved, as proposed. The sidewalk should be located a minimum of 41-feet from the centerline of Cole Road abutting the site.

The applicant should be required to provide a permanent right-of-way easement for the detached sidewalks proposed to be located outside of the right-of-way on Cole Road.

Consistent with ACHD's Frontage Improvement policy, the applicant should be required to widen Cole Road with a minimum of 17-feet of pavement from the centerline of Cole Road, plus a 3-foot wide gravel shoulder abutting the site.

6. Lake Hazel Road

a. Existing Conditions: There is 98-feet of unopened, unimproved right-of-way for Lake Hazel Road abutting the site.

b. Policy:

Arterial Roadway Policy: District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

Master Street Map and Typology Policy: District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master Street Map and Livable Streets Design Guide. The developer or engineer should contact the District before starting any design.

Street Section and Right-of-Way Width Policy: District Policies 7205.2.1 & 7205.5.2 state that the standard 5-lane street section shall be 72-feet (back-of-curb to back-of-curb) within 96-feet of right-of-way. This width typically accommodates two travel lanes in each direction, a continuous center left-turn lane, and bike lanes on a minor arterial and a safety shoulder on a principal arterial.

Right-of-Way Dedication: District Policy 7205.2 states that The District will provide compensation for additional right-of-way dedicated beyond the existing right-of-way along arterials listed as impact fee eligible in the adopted Capital Improvements Plan using available impact fee revenue in the Impact Fee Service Area.

No compensation will be provided for right-of-way on an arterial that is not listed as impact fee eligible in the Capital Improvements Plan.

The District may acquire additional right-of-way beyond the site-related needs to preserve a corridor for future capacity improvements, as provided in Section 7300.

Sidewalk Policy: District Policy 7205.5.7 requires a concrete sidewalks at least 5-feet wide to be constructed on both sides of all arterial streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to

be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

Frontage Improvements Policy: District Policy 7205.2.1 states that the developer shall widen the pavement to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site. Curb, gutter and additional pavement widening may be required (See Section 7205.5.5).

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Lake Hazel Road is designated in the MSM as a Residential Mobility Arterial with 5-lanes and on-street bike lanes, a 72-foot street section within 98-feet of right-of-way.

c. **Applicant Proposal:** The applicant hasn't proposed any improvements to Lake Hazel Road abutting the site.

d. **Staff Comments/Recommendations:** Although the right-of-way for the future construction of a 5-lane Lake Hazel Road has been dedicated, slope easements are necessary to accommodate the extension of the roadway to Cole Road. The applicant should be required to dedicated slope easements to ACHD as depicted on attachment 3.

Consistent with ACHD's action on the Syringa Valley Specific Area Plan the applicant should be required to construct Lake Hazel Road as a 2-lane rural arterial with two 12-foot wide travel lanes, 8-foot wide paved shoulders on both sides of the roadway to accommodate cyclist/pedestrians, 3-foot wide gravel shoulders, and 8-foot wide barrow ditch on both sides of the roadway.

Consistent with ACHD's action on the Syringa Valley Specific Area Plan the applicant should be required to construct a 10-foot wide concrete pathway on Lake Hazel Road abutting the site. The sidewalk should be located a minimum of 42-feet from the centerline of Lake Hazel Road abutting the site. The applicant should be required to provide a sidewalk easement for all portions located outside of the existing right-of-way for Lake Hazel Road.

7. Cheyenne Avenue

a. **Existing Conditions:** Cheyenne Avenue is not constructed within the site.

b. **Policy:**

Collector Street Policy: District policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets.

Street Section and Right-of-Way Policy: District policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70-feet, depending on the location and width of the sidewalk and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk is located within an easement; in which case the District will require a minimum right-of-way width that extends 2-feet behind the back-of-curb on each side.

The standard street section shall be 46-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

Residential Collector Policy: District policy 7206.5.2 states that the standard street section for a collector in a residential area shall be 36-feet (back-of-curb to back-of-curb). The District will consider a 33-foot or 29-foot street section with written fire department approval and taking into consideration the needs of the adjacent land use, the projected volumes, the need for bicycle lanes, and on-street parking.

Sidewalk Policy: District policy 7206.5.6 requires a concrete sidewalks at least 5-feet wide to be constructed on both sides of all collector streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

c. Applicant Proposal: The applicant has proposed to construct Cheyenne Avenue, a circulator street, as a 33-foot street section with vertical curb, gutter, and an 8-foot wide planter strip and 5-foot wide detached concrete sidewalk location outside of the right-of-way, within an easement.

d. Staff Comments/Recommendations: The applicant's proposal to construct Cheyenne Avenue as a 33-foot street section with vertical curb, gutter, and an 8-foot wide planter strip and 5-foot wide detached concrete sidewalk location outside of the right-of-way, within an easement meet's District policy and should be approved, as proposed.

The Syringa Valley Specific Area Plan references Cheyenne Avenue as a circulator street. ACHD considers Cheyenne Avenue between Lake Hazel Road and Eagle Grove Street to be a residential collector roadway. As such, Cheyenne Avenue between Lake Hazel and Eagle Grove Street should be signed for no parking on both sides of the roadway. The applicant should be required to coordinate a signage program with ACHD Development Review staff.

8. Umatilla Avenue

a. Existing Conditions: Umatilla Avenue is not constructed within the site.

b. Policy:

Collector Street Policy: District policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets.

Master Street Map and Typologies Policy: District policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard street sections shall serve as the default.

Street Section and Right-of-Way Policy: District policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70-feet, depending on the location and width of the sidewalk and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk is located within an easement; in

which case the District will require a minimum right-of-way width that extends 2-feet behind the back-of-curb on each side.

The standard street section shall be 46-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

Residential Collector Policy: District policy 7206.5.2 states that the standard street section for a collector in a residential area shall be 36-feet (back-of-curb to back-of-curb). The District will consider a 33-foot or 29-foot street section with written fire department approval and taking into consideration the needs of the adjacent land use, the projected volumes, the need for bicycle lanes, and on-street parking.

Sidewalk Policy: District policy 7206.5.6 requires a concrete sidewalks at least 5-feet wide to be constructed on both sides of all collector streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

c. Applicant Proposal: The applicant is proposing to construct Umatilla Avenue with 5 travel lanes, bike lanes, vertical curb, gutter, and an 8-foot wide planter strip and 5-foot wide detached concrete sidewalk on the west side of the roadway. This 5 lane improvement begins at Lake Hazel and extends approximately 300-feet to the north. The roadway is then proposed to taper to a 33 foot street section. The applicant has proposed to construct curb, gutter, an 8 foot wide planter strip and a 5 foot wide detached concrete sidewalk abutting west side of the road. Curb, gutter, and sidewalk are not proposed on the east side of the roadway north of the first 300-feet.

d. Staff Comments/Recommendations: The applicant's proposal for a 5-lane road is consistent with the finding and recommendations of the submitted traffic impact study. However, Umatilla Avenue will not need to be built out to 5-lanes at the Lake Hazel intersection until the intersection is signalized. In the interim Umatilla Avenue should be constructed with 3 travel lanes at the Lake Hazel intersection (a receiving lane, left turn lane, and right/thru lane) tapering to a 33-foot street section as the roadway extends north. The applicant should coordinate the design of the interim 3-lane section of Umatilla with ACHD's Development Review staff.

The applicant's proposal to construct curb, gutter, an 8-foot wide planter strip, and 5-foot wide detached concrete sidewalk on the west side of Umatilla Avenue, should be approved, as proposed. The curb, gutter, and sidewalk on the east side of the roadway will be constructed in the future when the adjacent parcel, planned for a high school, develops.

The applicant should be required to provide a permanent right-of-way easement for the detached sidewalks proposed to be located outside of the right-of-way.

ACHD considers Umatilla Avenue between Lake Hazel Road and Latigo Street to be a residential collector roadway. As such this of roadway should be signed for "No Parking". The applicant should coordinate a signage program with ACHD Development Review staff.

9. Internal Local Streets

a. Existing Conditions: The site has no internal local streets.

b. Policy:

Local Roadway Policy: District Policy 7207.2.1 states that the developer is responsible for improving all local street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

Street Section and Right-of-Way Policy: District Policy 7207.5 states that right-of-way widths for all local streets shall generally not be less than 50-feet wide and that the standard street section shall be 36-feet (back-of-curb to back-of-curb). The District will consider the utilization of a street width less than 36-feet with written fire department approval.

Standard Urban Local Street—36-foot to 33-foot Street Section and Right-of-way Policy: District Policy 7207.5.2 states that the standard street section shall be 36-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot concrete sidewalks on both sides and shall typically be within 50-feet of right-of-way.

The District will also consider the utilization of a street width less than 36-feet with written fire department approval. Most often this width is a 33-foot street section (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size.

Continuation of Streets Policy: District Policy 7207.2.4 states that an existing street, or a street in an approved preliminary plat, which ends at a boundary of a proposed development shall be extended in that development. The extension shall include provisions for continuation of storm drainage facilities. Benefits of connectivity include but are not limited to the following:

- Reduces vehicle miles traveled.
- Increases pedestrian and bicycle connectivity.
- Increases access for emergency services.
- Reduces need for additional access points to the arterial street system
- Promotes the efficient delivery of services including trash, mail and deliveries.
- Promotes appropriate intra-neighborhood traffic circulation to schools, parks, neighborhood commercial centers, transit stops, etc.
- Promotes orderly development.

Sidewalk Policy: District Policy 7207.5.7 states that five-foot wide concrete sidewalk is required on both sides of all local street, except those in rural developments with net densities of one dwelling unit per 1.0 acre or less, or in hillside conditions where there is no direct lot frontage, in which case a sidewalk shall be constructed along one side of the street. Some local jurisdictions may require wider sidewalks.

The sidewalk may be placed next to the back-of-curb. Where feasible, a parkway strip at least 8-feet wide between the back-of-curb and the street edge of the sidewalk is recommended to provide increased safety and protection of pedestrians and to allow for the planting of trees in accordance with the District's Tree Planting Policy. If no trees are to be planted in the parkway strip, the applicant may submit a request to the District, with justification, to reduce the width of the parkway strip.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-

of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

c. Applicant's Proposal: The applicant is proposing to construct all of the internal local streets as 33-foot street sections with rolled curb, gutter and a portion of the proposed 8-foot wide planter strips, within 47-feet of right-of-way. The applicant has proposed to construct 5-foot wide detached concrete sidewalks within an easement. The applicant has proposed to construct one half street, Latigo Street, located at the north property line between Cheyenne Avenue and Umatilla Avenue. Latigo Street is proposed to be improved with curb, gutter, a planter strip, and 5-foot wide detached concrete sidewalks on the south side of the roadway.

d. Staff Comments/Recommendations: The applicant's proposal for the internal local streets, meets District policy and should be approved, as proposed.

The right-of-way widths may be reduced to extend 2-feet behind the back of the curb. A permanent right-of-way easement should be provided for the detached sidewalks located outside of the dedicated right-of-way.

The applicant should construct Latigo Street as half of a 33-foot street section plus 12 additional feet of pavement (25-feet of pavement) with curb, gutter, an 8-foot wide planter strip, and 5-foot wide detached concrete sidewalks on the south side of the roadway and a 3-foot wide gravel shoulder and barrow ditch on the north side of the roadway.

The applicant should be required to provide permanent right-of-way easements for detached sidewalks located outside of the dedicated right-of-way.

10. Minor Urban Local Street (24-foot Street)

a. Existing Conditions: There are no minor local streets within the site.

b. Policy:

Minor Local Street Policy: District policy 7207.5.2 states that a minor local street is defined as a reduced width local street that provides direct lot access for residential uses, and in limited circumstances, commercial or mixed use as described below.

- **Pavement Width and Curb Type**: A minor local shall be constructed with a reduced width of 24-feet from back-of-curb to back-of-curb with curb and gutter. Where the minor local street is utilized in a gridded street system with alleys, vertical curb shall be required and direct lot access shall be restricted. Where the minor local street is utilized, with residential open space scenarios, rolled curb or ribbon curbing (with an inverted crown), is allowed if access to the rear of the parcels is provided from the minor local street.
- **Sidewalk and Right-of-Way**: Five-foot wide concrete sidewalks are required on both sides, unless as otherwise described below or approved by ACHD and the lead land use agency. The sidewalk for this street section may be located within a permanent right-of-way easement. If the sidewalk is located within an easement, the minimum right-of-way width for this street section is 28-feet, to allow for 2-feet behind the back-of-curb on each side. Sidewalk may not be required, or may be required on one side only as determined by the lead land use agency, if the minor local street is used in residential areas where houses accessing the minor local street are built with the front of the house (including the front door) facing the common or open space lots that include a connected system of sidewalks or paved pathways and the lotting pattern is mirrored on both sides of the street.
- **Parking**: Parking is prohibited on both sides of this street section. "No Parking" signs are required. Alternative parking for guests, visitors, auxiliary residential parking, and deliveries shall be provided and shall be designated and located in coordination with the lead land use agency. Typically this parking will be provided via community parking spaces located within

walking distance of these types of residences. Walking distance shall be defined by the lead land use agency.

- **Requirements** (*This street section may only be used if the following conditions are met*):
  - The maximum projected ADT is less than 400.
  - The street connects to two other standard size streets.
  - There is support from the lead land use agency (either from staff or Commission/ Council).
  - Maximum block length of 600-feet.
  - In commercial or mixed use areas where urban designs utilizing alleys are desirable, but may be impractical due to access restrictions to classified roadways (arterials, collectors, and residential collectors). In this example, the minor local street would parallel the access-restricted roadway and would provide direct access to the commercial or mixed-use lots.
  - No portion of a building shall be over 30-feet in height. If any portion of a building is over 30-feet in height, aerial fire apparatus is required and a 26-foot wide street is required (International Fire Code Appendix D Section C105). However, a 26-foot wide street, with a minimum right-of-way of 30-feet, is allowed if all other requirements for a minor local street are met.

c. Applicant Proposal: The applicant is proposing to construct 3 Minor Local Streets, the streets are proposed to run east/west between Harpy Eagle Avenue and Cheyenne Avenue and Sea Eagle Avenue and Cheyenne Avenue. The applicant has not proposed sidewalks on the Minor Local Streets.

d. Staff Comments/Recommendations: The applicant's proposal for the minor local street meets District policy, as each roadway runs between 2 standard size streets, and should be approved, as proposed. Staff is supportive of the applicant's request not to construct sidewalks on the Minor Local Streets, as there are sidewalks located on standard streets on either side and the lots abutting the minor local street abut open space lots which typically provide pedestrian connectivity.

11. Alleys

a. Existing Conditions: The site has no existing alleys.

b. Policy:

New Alley Policy: District Policy 7210.3.1 requires the minimum right-of-way width for all new residential alleys shall be a minimum of 16-feet or a maximum of 20-feet. If the residential alley is 16-feet in width building setbacks required by the land use agency having jurisdiction shall provide sufficient space for the safe backing of vehicles into the alley (see Section 7210.3.3). The minimum right-of-way width for all new commercial or mixed-use alleys shall be 20-feet. All alleys shall be improved by paving the full width and length of the right-of-way.

Dedication of clear title to the right-of-way and the improvement of the alley, and acceptance of the improvement by the District as meeting its construction standards, are required for all alleys contained in a proposed development.

Alley Length Policy: District Policy 7210.3.2 states that alleys shall be no longer than 700-feet in length. If the lead land use agency having jurisdiction requires a shorter block length, the alley shall be no longer than the agency's required block length.

Alley Parking & Setbacks Policy: District Policy 7210.3.3 states that parking within the alley right-of-way is prohibited. "No Parking" signs are required to be installed by the developer. The signs should be located at the alley/street intersections. Parking which is entered from the alley shall be designed so the minimum clear distance from the back of the parking stall to the opposite side of the alley is 20-feet for all perpendicular parking.

Setbacks for structures taking access from the alley should be closely coordinated with the lead land use agency. The setbacks shall either discourage parking within the alley (where it may partially block or occur within the right-of-way) or allow adequate area for one perpendicular parking pad. In order to discourage parking, building setbacks shall be minimal from the alley right-of-way line, while still achieving the required 20-feet of back-up space from a garage or other parking structure to the opposite side of the alley (i.e. 4-foot setback + 16-foot alley= 20-feet for back-up space).

Alley/Local Street Intersections Policy: District Policy 7210.3.7.2 states that alleys may intersect all types of local streets including minor local streets. Alleys shall generally be designed with a curb cut type approach when intersecting a local street. Alleys shall generally intersect streets in the middle of the block equally offsetting the intersecting streets. Alleys shall either align with alley/street intersections or provide a minimum 100-foot offset (measured centerline to centerline) from other local street intersections. For alley intersections with local streets, the District may consider a reduced offset if the lead land use agency's required lot size allows for shorter buildable lots.

c. Applicant Proposal: The applicant is proposing to construct three north/south alleys within the site. Two of the north/south alleys run between Eagle Grove Road and Skylight Street, the third runs between Skylight Street and Booted Eagle. All of the alleys are proposed with 18-feet of pavement with rolled curb and gutter on the downgraded side, within 20-feet of right-of-way.

d. Staff Comments/Recommendations: Although the applicant's proposal is not the standard alley section typically required by ACHD, it meets the intent of the policy and provides the required width of 20-feet and should be approved, as proposed**.**

12. Roadway Offsets

a. Existing Conditions: There are no roadways constructed within the site.

b. Policy:

Local Street Intersection Spacing on Principal Arterials: District policy 7205.4.3 states that new local streets should not typically intersect arterials. Local streets should typically intersect collectors. If it is necessary, as determined by ACHD, for a local street to intersect an arterial, the minimum allowable offset shall be 1,320-feet as measured from all other existing roadways as identified in Table 1b (7205.4.7).

Collector Offset Policy: District policy 7205.4.2 states that the optimum spacing for new signalized collector roadways intersecting minor arterials is one half-mile.

District policy 7205.4.2 states that the optimum spacing for new signalized collector roadways intersecting principal arterials is one half-mile.

District policy 7206.4.2 states that the preferred spacing for new collectors intersecting existing collectors is ¼ mile to allow for adequate signal spacing and alignment.

Local Offset Policy: District policy 7207.4.2, requires local roadways to align or provide a minimum offset of 125-feet from any other street (measured centerline to centerline).

c. Applicant's Proposal: The applicant has proposed to construct two circulator/collector roadways onto Lake Hazel Road to access the site. Cheyenne Avenue, located ¼ mile east of Cole Road and Umatilla Avenue, located ½ mile east of Cole Road.

d. Staff Comments/Recommendations: The applicant's proposal to construct Umatilla Avenue to intersect Lake Hazel Road at the ½ mile east of Cole Road meets District policy and should be approved, as proposed.

Through the traffic impact study the applicant demonstrated that additional access beyond Umatilla Avenue was necessary to serve the site. Therefore, the applicant's proposal to construct Cheyenne Avenue ¼ mile east of Cole Road should be approved, as proposed. This access point should be restricted to right-in/right-out only when Lake Hazel Road is widened to 5-lanes or traffic conditions warrant.

13. Tree Planters

Tree Planter Policy: Tree Planter Policy: The District's Tree Planter Policy prohibits all trees in planters less than 8-feet in width without the installation of root barriers. Class II trees may be allowed in planters with a minimum width of 8-feet, and Class I and Class III trees may be allowed in planters with a minimum width of 10-feet.

14. Landscaping

Landscaping Policy: A license agreement is required for all landscaping proposed within ACHD right-of-way or easement areas. Trees shall be located no closer than 10-feet from all public storm drain facilities. Landscaping should be designed to eliminate site obstructions in the vision triangle at intersections. District Policy 5104.3.1 requires a 40-foot vision triangle and a 3-foot height restriction on all landscaping located at an uncontrolled intersection and a 50-foot offset from stop signs. Landscape plans are required with the submittal of civil plans and must meet all District requirements prior to signature of the final plat and/or approval of the civil plans.

15. Other Access

Cole Road and Lake Hazel Road are classified as a principal arterial roadway. Other than the access specifically approved with this application, direct lot access is prohibited to these roadways and should be noted on the final plat.

D. Site Specific Conditions of Approval

1. Provide an updated traffic impact study prior to signature on the final plat, which contains 171 single family lots or exceeds 1,770 vehicle trips per day.

2. Provide written approval from the Boise Fire Department to allow the construction of the first phase of the project (up to 1,770 vehicle trips per day) prior to obtaining secondary emergency access via a public street to serve the site.

3. Construct one 24-foot wide temporary driveway onto Cole Road, located 560-feet south of Latigo Drive and 640-feet north of Skylight Street, as proposed. Pave the driveway its full width at least 30-feet into the site beyond the edge of pavement of Cole Road.

4. Enter into a development agreement with ACHD which identifies when and how the temporary access point onto Cole Road will be closed. To ensure closure of the temporary access point when the conditions of the development agreement have been met, provide a road trust deposit in the amount of $3,500.00 for the closure of the driveway.

5. Construct the temporary access onto Cole Road as a 24-foot wide temporary access road within a temporary right-of-way easement. The temporary right-of-way easement should encumber the whole lot.

6. Dedicate 23-feet of additional right-of-way on Cole Road to total48-feet from the centerline as proposed. The applicant will not be compensated for the right-of-way dedication as this section of Cole Road is not listed in the Capital Improvements Plan.

7. Widen Cole Road with a minimum of 17-feet of pavement from the centerline of Cole Road, plus a 3-foot wide gravel shoulder abutting the site.

8. Construct a 5-foot wide detached concrete sidewalk on Cole Road abutting the site, as proposed. The sidewalk should be located a minimum of 43-feet from the centerline of Cole Road abutting the site.

9. Prior to signature on the final plat, which contains 171 single family lots or exceeds 1,770 vehicle trips per day extend Orchard Street from Gowen Road to Lake Hazel Road. The Orchard extension shall be constructed as a 2-lane rural arterial with two 12-foot wide travel lanes, 8-foot wide paved shoulders on both sides of the roadway, 3-foot wide gravel shoulders, and 8-foot wide barrow ditch on both sides of the roadway.

10. Dedicated slope easements to ACHD as depicted on attachment 3 to accommodate the construction of Lake Hazel Road to Cole.

11. Construct Lake Hazel Road as a 2-lane rural arterial with two 12-foot wide travel lanes, 8-foot wide paved shoulders on both sides of the roadway, 3-foot wide gravel shoulders, and 8-foot wide barrow ditch on both sides of the roadway.

12. Construct a 10-foot wide concrete pathway located a minimum of 42-feet from the centerline of Lake Hazel Road abutting the site. Provide a sidewalk easement for all portions of the sidewalk located outside of the existing right-of-way for Lake Hazel Road.

13. Construct one temporary full access street, Cheyenne Avenue, onto Lake Hazel Road, located ¼ mile east of Cole Road, as proposed.

14. Construct Cheyenne Avenue as a 33-foot street section with vertical curb, gutter, and an 8-foot wide planter strip and 5-foot wide detached concrete sidewalk location outside of the right-of-way, within an easement, as proposed.

15. Cheyenne Avenue between Lake Hazel Road and Eagle Grove Street is classified as a residential collector roadway and shall be signed for no parking on both sides of the roadway. Coordinate a signage program with ACHD Development Review staff.

16. Construct one full access public street, Umatilla Avenue, onto Lake Hazel Road, located ½ mile east of Cole Road.

17. Dedicated 98-feet of right-of-way for Umatilla Avenue for 300-feet north of Lake Hazel Road tapering to50-feet to accommodate the future 5-lane signalized intersection.

18. Construct Umatilla Avenue with 3 travel lanes at the Lake Hazel intersection (a receiving lane, left turn lane, and right/thru lane) tapering to a 33-foot street section with vertical curb, gutter, an 8-foot wide planter strip, and a 5-foot wide detached concrete sidewalk on the west side of the roadway with 3-foot gravel shoulders and a barrow ditch on the east side of the roadway abutting the site.

19. Provide a permanent right-of-way easement for the detached sidewalks proposed to be located outside of the right-of-way on Umatilla Avenue.

20. Umatilla Avenue between Lake Hazel Road and Latigo Street is a residential collector roadway and shall be signed for “No Parking”. Coordinate a signage program with ACHD Development Review staff.

21. Construct all of the internal local streets as 33-foot street sections with rolled curb, gutter, an 8-foot wide planter strips, and 5-foot wide detached concrete sidewalks. Extend the right-of-way 2-feet behind the back of curb and provide a permanent right-of-way easement for the detached sidewalks located outside of the dedicated right-of-way.

22. Construct Latigo Street as half of a 33-foot street section plus 12 additional feet of pavement (25-feet of pavement) with curb, gutter, an 8-foot wide planter strip, and 5-foot wide detached

concrete sidewalks on the south side of the roadway and a 3-foot wide gravel shoulder and barrow ditch on the north side of the roadway abutting the site.

23. Construct 3 Minor Local Streets, as 24-foot street sections vertical curb, and gutter, within 28-feet of right-of-way, as proposed. Two of the minor local streets run east/west between Harpy Eagle Avenue and Cheyenne Avenue and one runs between Sea Eagle Avenue and Cheyenne Avenue.

24. Construct two of the north/south alleys between Eagle Grove Road and Skylight Street, and one north/south alley between Skylight Street and Booted Eagle with 18-feet of pavement with rolled curb and gutter on the downgraded side, within 20-feet of right-of-way, as proposed.

25. Other than the access specifically approved with this application, direct lot access is prohibited to Cole Road and Lake Hazel Road and should be noted on the final plat.

26. Payment of impacts fees are due prior to issuance of a building permit.

27. Comply with all Standard Conditions of Approval.

E. Standard Conditions of Approval

1. All irrigation facilities shall be relocated outside of the ACHD right-of-way.

2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.

3. In accordance with District policy, 7203.3, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant's engineer should provide documentation of ADA compliance to District Development Review staff for review.

4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.

5. A license agreement and compliance with the District's Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.

6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.

7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.

8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District's Utility Coordinator at 387-6258 (with file numbers) for details.

9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.

10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.

11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant's authorized representative and an

authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.

12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.

F. Conclusions of Law

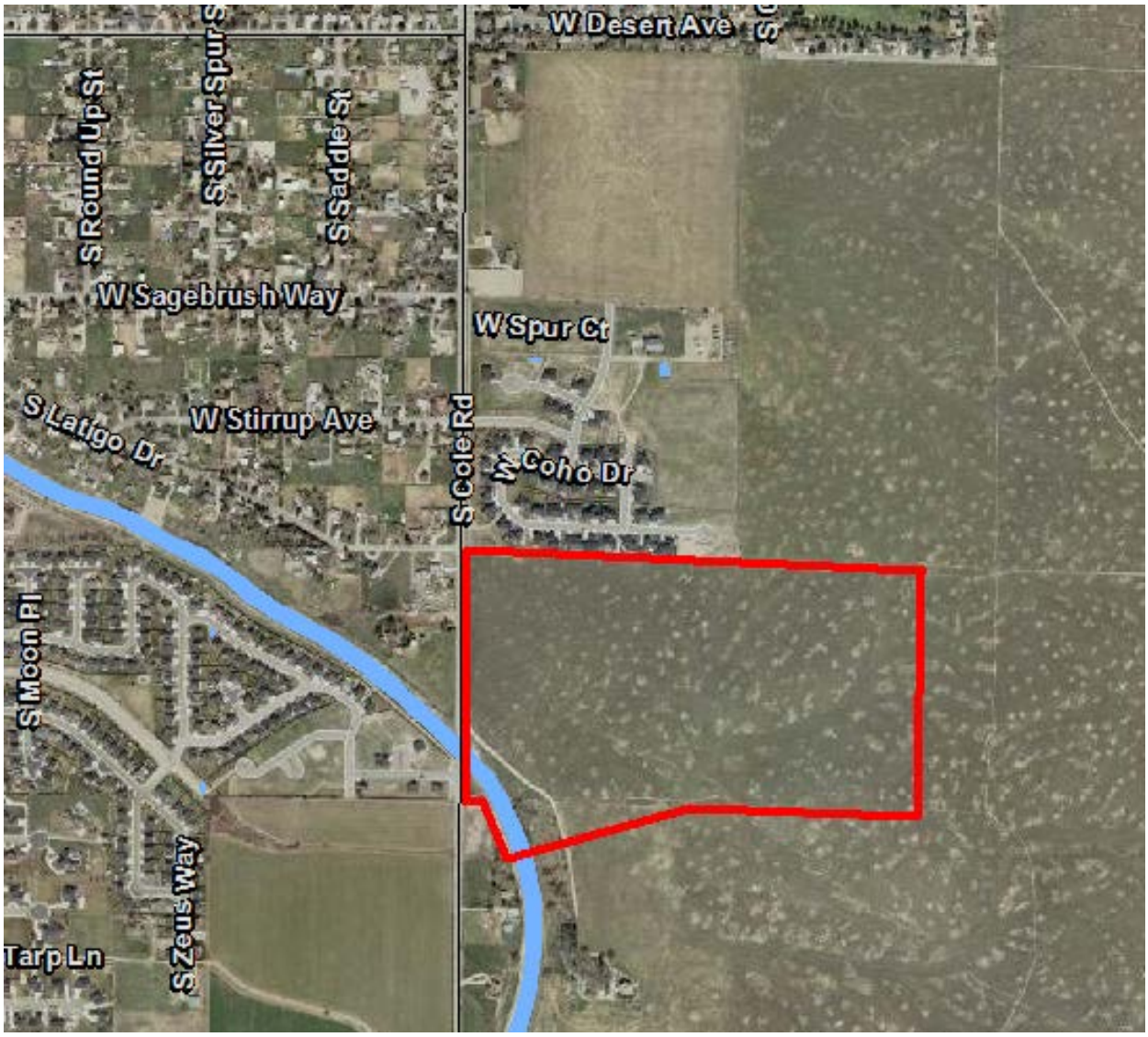
1. The proposed site plan is approved, if all of the Site Specific and Standard Conditions of Approval are satisfied.

2. ACHD requirements are intended to assure that the proposed use/development will not place an undue burden on the existing vehicular transportation system within the vicinity impacted by the proposed development.

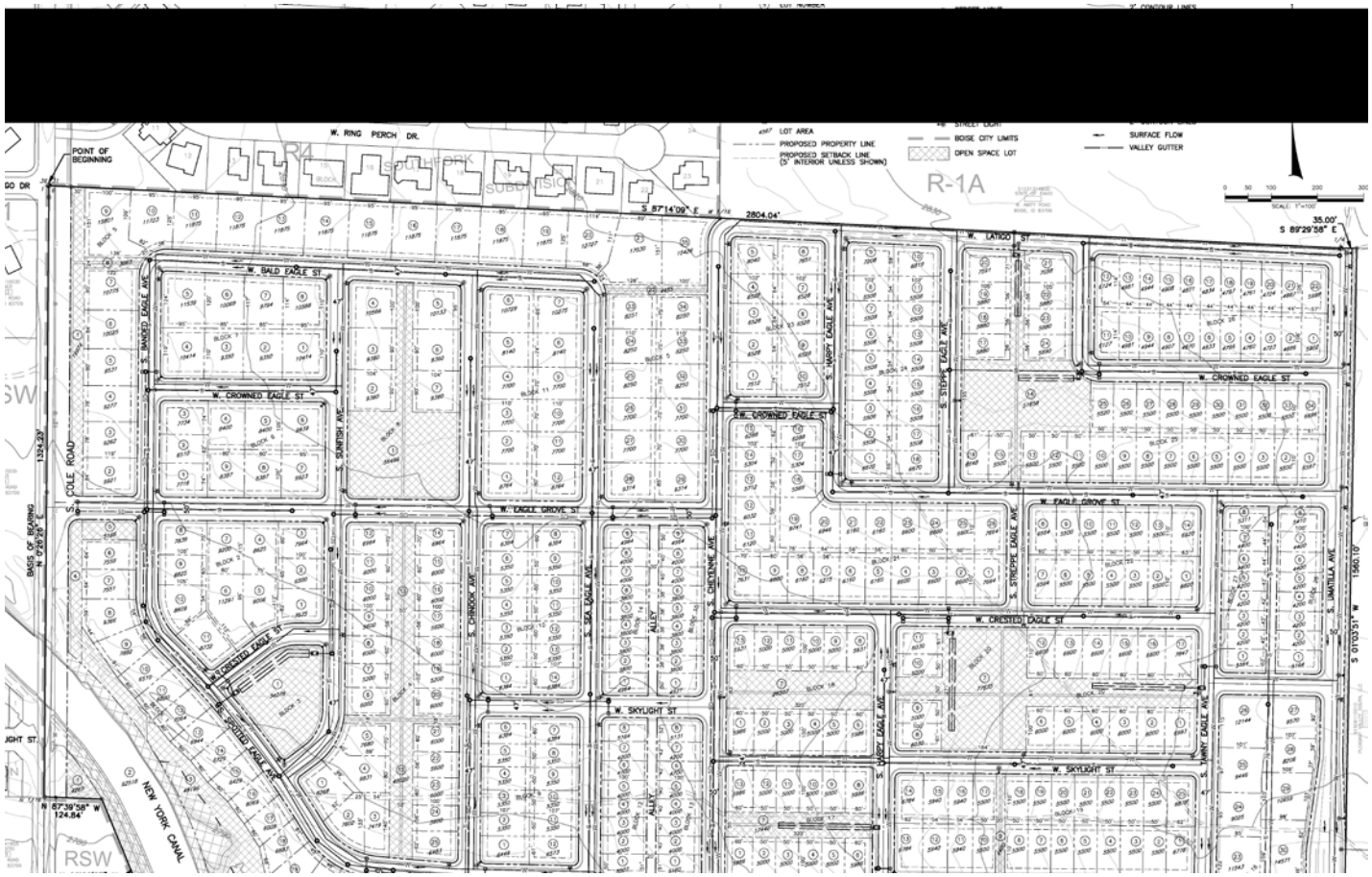
G. Attachments

1. Vicinity Map
2. Site Plan
3. Slope Easements
4. Utility Coordinating Council
5. Development Process Checklist
6. Request for Reconsideration Guidelines

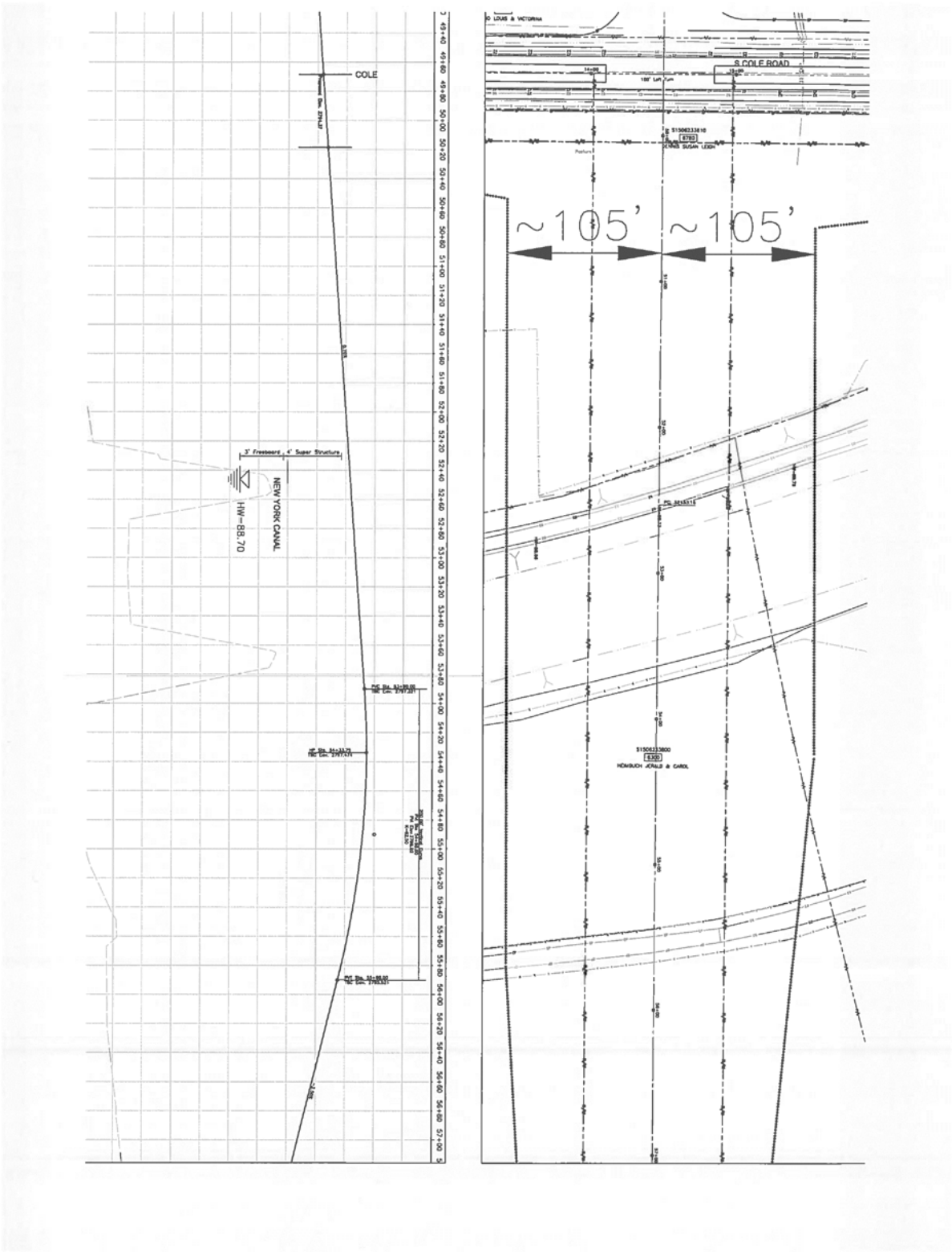
VICINITY MAP

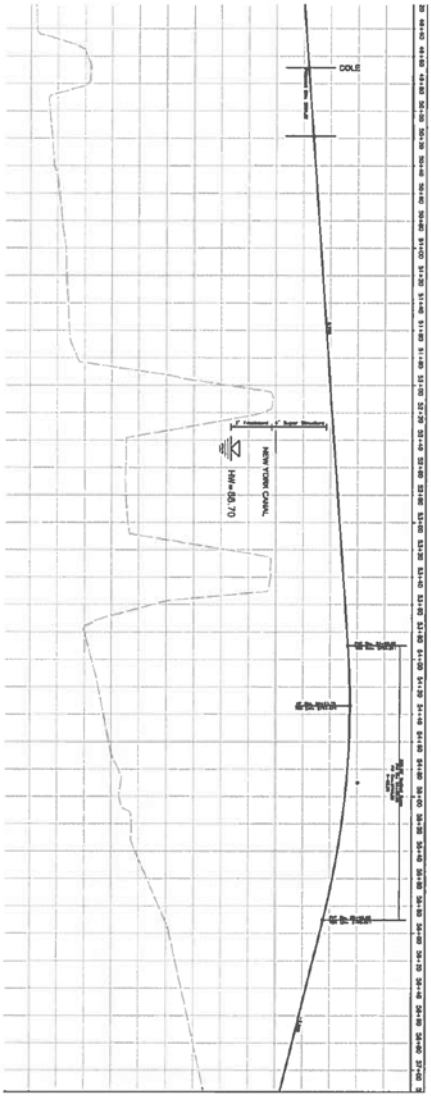


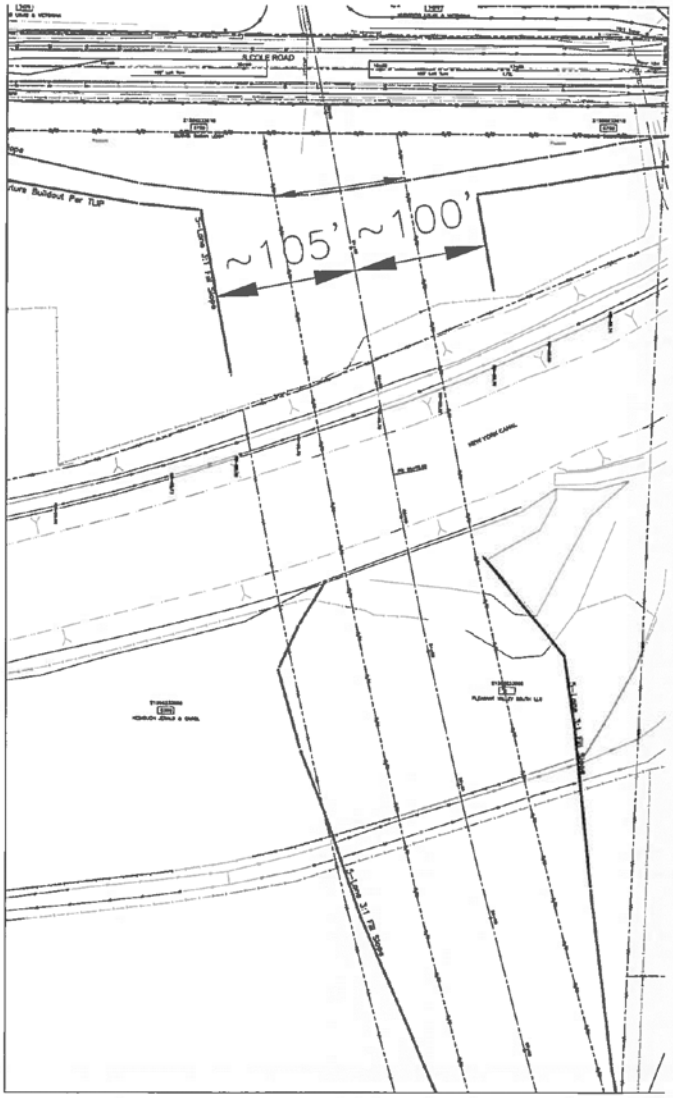
SITE PLAN


POINT OF BEGINNING
W. RING PERCH DR.
R4
R-1A
LOT AREA
PROPOSED PROPERTY LINE
PROPOSED SETBACK LINE (5' INTERIOR UNLESS SHOWN)
BOISE CITY LIMITS
OPEN SPACE LOT
SURFACE FLOW
VALLEY GUTTER
S 87°14'09" E
2804.04'
S 89°29'58" E
35.00'
W. LATIGO ST.
W. BALD EAGLE ST.
W. CROWNED EAGLE ST.
W. EAGLE GROVE ST.
W. CRESTED EAGLE ST.
W. SKYLIGHT ST.
S. COLE ROAD
S. SUNTISH AVE.
S. CHINOOK AVE.
S. SEA EAGLE AVE.
S. CHETLAHE AVE.
S. HARPY EAGLE AVE.
S. STELLER EAGLE AVE.
S. STRICKLE EAGLE AVE.
S. OKATILLA AVE.
S. WHITE EAGLE AVE.
S. GOLDEN EAGLE AVE.
ALLEY
BASIS OF BEARING N 0°26'26" E
1324.23'
1560.10'
S 01°03'51" W
N 87°39'58" W 124.84'
NEW YORK CANAL
RSW

Slope Easements




COLE
NEW YORK CANAL
HW=88.70


ALCOLE ROAD
~105'
~100'
NEW YORK CANAL

Ada County Utility Coordinating Council

Developer/Local Improvement District
Right of Way Improvements Guideline Request

Purpose: To develop the necessary avenue for proper notification to utilities of local highway and road improvements, to help the utilities in budgeting and to clarify the already existing process.

1) **Notification:** Within five (5) working days upon notification of required right of way improvements by Highway entities, developers shall provide written notification to the affected utility owners and the Ada County Utility Coordinating Council (UCC). Notification shall include but not be limited to, project limits, scope of roadway improvements/project, anticipated construction dates, and any portions critical to the right of way improvements and coordination of utilities.

2) **Plan Review:** The developer shall provide the highway entities and all utility owners with preliminary project plans and schedule a plan review conference. Depending on the scale of utility improvements, a plan review conference may not be necessary, as determined by the utility owners. Conference notification shall also be sent to the UCC. During the review meeting the developer shall notify utilities of the status of right of way/easement acquisition necessary for their project. At the plan review conference each company shall have the right to appeal, adjust and/or negotiate with the developer on its own behalf. Each utility shall provide the developer with a letter of review indicating the costs and time required for relocation of its facilities. Said letter of review is to be provided within thirty calendar days after the date of the plan review conference.

3) **Revisions:** The developer is responsible to provide utilities with any revisions to preliminary plans. Utilities may request an updated plan review meeting if revisions are made in the preliminary plans which affect the utility relocation requirements. Utilities shall have thirty days after receiving the revisions to review and comment thereon.

4) **Final Notification:** The developer will provide highway entities, utility owners and the UCC with final notification of its intent to proceed with right of way improvements and include the anticipated date work will commence. This notification shall indicate that the work to be performed shall be pursuant to final approved plans by the highway entity. The developer shall schedule a preconstruction meeting prior to right of way improvements. Utility relocation activity shall be completed within the times established during the preconstruction meeting, unless otherwise agreed upon.

Notification to the Ada County UCC can be sent to: 50 S. Cole Rd. Boise 83707, or Visit iducc.com for e-mail notification information.

Development Process Checklist

Items Completed to Date:

☒Submit a development application to a City or to Ada County

☒The City or the County will transmit the development application to ACHD

☒The ACHD **Planning Review Section** will receive the development application to review

☒The **Planning Review Section** will do one of the following:

☐Send a **"No Review"** letter to the applicant stating that there are no site specific conditions of approval at this time.

☐Write a **Staff Level** report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.

☒Write a **Commission Level** report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.

Items to be completed by Applicant:

☐For **ALL** development applications, including those receiving a **"No Review"** letter:

- The applicant should submit one set of engineered plans directly to ACHD for review by the **Development Review Section** for plan review and assessment of impact fees. (Note: if there are no site improvements required by ACHD, then architectural plans may be submitted for purposes of impact fee assessment.)
- The applicant is required to get a permit from Construction Services (ACHD) for ANY work in the right-of-way, including, but not limited to, driveway approaches, street improvements and utility cuts.

☐Pay Impact Fees prior to issuance of building permit. Impact fees cannot be paid prior to plan review approval.

DID YOU REMEMBER:
Construction (Non-Subdivisions)
☐ **Driveway or Property Approach(s)**

- Submit a "Driveway Approach Request" form to ACHD Construction (for approval by Development Services & Traffic Services). There is a one week turnaround for this approval.

☐ **Working in the ACHD Right-of-Way**

- Four business days prior to starting work have a bonded contractor submit a "Temporary Highway Use Permit Application" to ACHD Construction – Permits along with:
  a) Traffic Control Plan
  b) An Erosion & Sediment Control Narrative & Plat, done by a Certified Plan Designer, if trench is >50' or you are placing >600 sf of concrete or asphalt.

Construction (Subdivisions)
☐ **Sediment & Erosion Submittal**

- At least one week prior to setting up a Pre-Construction Meeting an Erosion & Sediment Control Narrative & Plan, done by a Certified Plan Designer, must be turned into ACHD Construction to be reviewed and approved by the ACHD Stormwater Section.

☐ **Idaho Power Company**

- Vic Steelman at Idaho Power must have his IPCO approved set of subdivision utility plans prior to Pre-Con being scheduled.

☐ **Final Approval from Development Services is required** prior to scheduling a Pre-Con.

Request for Reconsideration of Commission Action

1. **Request for Reconsideration of Commission Action:** A Commissioner, a member of ACHD staff or any other person objecting to any final action taken by the Commission may request reconsideration of that action, provided the request is not for a reconsideration of an action previously requested to be reconsidered, an action whose provisions have been partly and materially carried out, or an action that has created a contractual relationship with third parties.

    a. Only a Commission member who voted with the prevailing side can move for reconsideration, but the motion may be seconded by any Commissioner and is voted on by all Commissioners present.

    If a motion to reconsider is made and seconded it is subject to a motion to postpone to a certain time.

    b. The request must be in writing and delivered to the Secretary of the Highway District no later than 3:00 p.m. on the day prior to the Commission's next scheduled regular meeting following the meeting at which the action to be reconsidered was taken. Upon receipt of the request, the Secretary shall cause the same to be placed on the agenda for that next scheduled regular Commission meeting.

    c. The request for reconsideration must be supported by written documentation setting forth new facts and information not presented at the earlier meeting, or a changed situation that has developed since the taking of the earlier vote, or information establishing an error of fact or law in the earlier action. The request may also be supported by oral testimony at the meeting.

    d. If a motion to reconsider passes, the effect is the original matter is in the exact position it occupied the moment before it was voted on originally. It will normally be returned to ACHD staff for further review. The Commission may set the date of the meeting at which the matter is to be returned. The Commission shall only take action on the original matter at a meeting where the agenda notice so provides.

    e. At the meeting where the original matter is again on the agenda for Commission action, interested persons and ACHD staff may present such written and oral testimony as the President of the Commission determines to be appropriate, and the Commission may take any action the majority of the Commission deems advisable.

    f. If a motion to reconsider passes, the applicant may be charged a reasonable fee, to cover administrative costs, as established by the Commission.

CITY OF BOISE

INTER-DEPARTMENT CORRESPONDENCE

Date: September 29, 2015

To: Planning and Development Services

From: Jason Taylor, Associate Civil Engineer
Public Works

Subject: SUB 15-00055; Kirsten Ssubdivision
Grading & Drainage, Hillside, & Misc. Engineering Comments

1. STANDARD GRADING AND DRAINAGE CONDITIONS

1) Subdivision drainage shall be in accordance to B.C.C. 11-09-04-05. The developer shall submit a letter from the appropriate drainage entity approving the drainage system or accepting the drainage there from. A copy of the construction drawing(s) depicting all site drainage improvements shall be submitted with the letter.

   a) Developer may either construct improvement prior to final platting or post bond in the amount of 110% of the estimated construction costs. Estimated construction costs shall be provided by the developer's engineer.

   b) For drainage facilities located outside of the public right-of-way, the developer shall dedicate a storm drainage easement. Said easement shall be labeled as either an Ada County Highway District storm drainage easement or a homeowners' association storm drainage easement, depending on what entity will assume responsibility for the operation and maintenance of the storm drainage system.

   c) If the homeowners' association is to be responsible for the operation and maintenance of the storm drainage facilities, the covenants, homeowners' association by-laws or other similar deed restrictions shall be reviewed and approved by the Boise City Attorney.

2) If fills greater than one foot in depth are to be placed in subdivision lots inside of building envelopes, as defined by the applicable subdivision building setbacks, the Developer shall obtain a grading permit from the Boise City Building Department (Commercial Rough Grading Permit). Grading permit must be acquired prior to the start of construction or final plat signature by the Boise City Engineer, whichever comes first.

Special Conditions:

2. STANDARD HILLSIDE CONDITIONS

N/A

3. MISC. ENGINEERING CONDITIONS

N/A

4. PRIVATE STREET CONDITIONS

a. The following private street requirements must be met in an acceptable format:
    i) Convey to those lot owners taking access from the private street, the perpetual right of ingress and egress over the described private street, and
    ii) Provide that such perpetual easement shall run with the land, and
    iii) Provide each lot owner taking access from the private street, undivided interest within the private street.
b. A restrictive covenant for maintenance and reconstruction shall be recorded at the time of recording the plat which covenant, (a) creates the formation of a homeowners association for the perpetual requirement for the maintenance/reconstruction of the private street, and private street signs and (b) provides that said covenant shall run with the land, and (c) provides that the homeowners association shall not be dissolved without the express consent of Boise City.
c. Said easement and covenant to be reviewed and approved by the Boise City Attorney (B.C.C. 9-20-7.E.2.q & 9-20-7.E.2.r).
d. Private street widths shall be in conformance with B.C.C. 11-09-03.5. or as allowed via B.C.C. 11-09-05. All private streets, base and pavement, shall be constructed to the same construction specifications required for public streets. Contact the Ada County Highway District (ACHD) for public street construction requirements (B.C.C. 11-09-03.5.B.).
    i) Certification of construction to ACHD specifications is required from an independent testing laboratory or a consulting engineer, including test results for the verification of construction (B.C.C. 11-09-03-05.B.(2)(e)).
        (1) If it is an existing private street, verification of acceptable construction of the existing private street, including acceptability for use of emergency vehicles (including fire trucks and ambulances), is required from an independent testing laboratory or a registered Professional Engineer.
    ii) Sidewalks are required on both sides of the private street (or in compliance with the sidewalk plan approved with the conditional use) unless specifically waived by the Boise City Council.
    iii) Private street signs shall be installed in the same manner as public street signs (see requirements of ACHD).

iv) The developer shall pay the current drainage review and inspection fees on the proposed subdivision (B.C.C. 11-03-03.3.B.).
v) Drainage facilities for the private street shall comply with Boise City's Storm Water Management and Discharge Control Ordinance (B.C.C. 8-15). Plans shall be approved and construction inspected by Boise City Public Works.
   (1) Developer and/or owner may either construct prior to final platting or post bond/agreement in the amount of 110% of the estimated costs, including certification (B.C.C. 11-09-04.2., *Filing of Plans and Bonding Surety*).

Special Conditions:

If you have any further questions please contact Jason Taylor at 384-3946 or jtaylor@cityofboise.org.

I:\PWA\Subjects\Review Comments\Subdivision Comments\Temp (uploaded comments)\Drainage Hillside Eng comments\JCT-Grading Drainage Hillside & Misc Engineering Sub Comment- Kirsten Sub.docx

CITY OF BOISE

INTER-DEPARTMENT CORRESPONDENCE

Date: September 30, 2015

To: Planning and Development Services

From: Mike Sheppard, P.E., Civil Engineer II
Public Works

Subject: **SUB15-00055**; 6298 S. Cole Road; Sewer Irrigation Sub Comments

1. STANDARD IRRIGATION CONDITIONS

REV 5/1/14

a. Comply with B.C.C. 11-09-04.11 concerning pressure irrigation requirements prior to signing of the final plat by the Boise City Engineer.
    1. The owner, person, firm or corporation filing the subdivision plat shall provide a pressurized irrigation system. The system must conform to the minimum design standards and specifications of Boise City, or of the entity that will operate and maintain the system, if that entity has published standards; or
    2. The owner, person, firm or corporation filing the subdivision plat shall provide written documentation that a valid waiver of the requirement to provide a pressure irrigation system and that Idaho Code 31-3805(1)(a) regarding transfer of water rights, has been complied with.
b. Prior to either commencing construction or signing of the final plat by the Boise City Engineer, developer shall:
    1. Submit for approval by the Department of Public Works, construction plans and specifications for the pressurized system, stamped by a registered engineer.
    2. Provide written assurance that provisions have been made for ownership, operation, and maintenance of the system.
    3. Delineate all necessary irrigation easements on the final plat (B.C.C. 11-09-03.6).
c. Developer shall provide for an independent inspection of the installation of irrigation facilities and written certification by the design or project engineer that the system was installed according to the approved plans. In addition, the Department of Public Works must be present for the system pressure test and participate in a final inspection.
d. Developer may construct prior to final platting or bond in the amount of 110% of the estimated construction costs based on the approved plans.

e. **Fees**: Developer and/or owner shall pay the current inspection and plan review fees applicable to the proposed subdivision prior to signing of the final plat by the Boise City Engineer (B.C.C. 11-03-03.3.B.).

2. STANDARD SEWER CONDITIONS

REV 5/1/14

City Subdivision Conditions

a. Wetline sewers are required (B.C.C. 11-09-04.4., *Required Improvements; Sanitary Sewer*).
    1. Developer and/or owner shall contact the Department of Public Works regarding the financing and details of extending the sewers to the subject property. Developer and/or owner shall enter into a sewer reimbursement agreement with the City of Boise.
    2. Plans shall be submitted to and approved by the Boise City Department of Public Works prior to commencing with construction. Developer and/or owner may either construct improvements prior to final platting or execute a performance agreement and provide surety in the amount of 110% of the estimated costs. The developer and/or owner shall coordinate with the Department of Public Works for construction inspection prior to and during construction. Unless otherwise approved by the Public Works Department, all sewer construction shall be completed and accepted within 90 days of plat recordation, or within 30 days of issuance of the first building permit within the subdivision, whichever comes first.

       NOTE: All bonding shall conform to Boise City Code 1-19, *Surety Bonds*.

    3. Developer and/or owner shall pay the current sewer inspection fees for the proposed subdivision prior to signing of the final plat by the Boise City Engineer.
    4. Developer and/or owner shall be responsible for repairs of any failures that occur within one (1) year of the project acceptance by the appropriate sewer entity (Boise City Code 11-09-04.2F, *Subdivision Standards; Required Improvements*).
b. Developer and/or owner shall delineate all necessary Boise City sanitary sewer easements on the final plat prior to signing of the final plat by the Boise City Engineer (Boise City Code 11-09-03.6A, *Subdivision Design Standards; Easements).*
c. Developer and/or owner shall make payment, 8"equivalent cost reimbursement, and comply with Boise City Code 8-11, *Sewer Ordinance,* on that portion of existing sewer line within the proposed subdivision prior to signing of the final plat by the Boise City Engineer. Contact the Department of Public Works for specific costs.
d. Unless previously paid, developer and/or owner shall pay a sewer assessment along S. Cole Road and/or as may be approved by the Boise City Public Works Commission prior to signing of the final plat by the Boise City Engineer. Contact the Department of Public Works for specific costs.

Special Conditions:

Coordinate sewer extension with Boise City Public Works Department to abandon the existing sewer lift station to the north.

CITY OF BOISE

INTER-DEPARTMENT
CORRESPONDENCE

Date:

To: Planning and Development Services

From: Mike Hedge, Street Light Technician Public Works

Subject: SUB15-00055; 6298 S. Cole Rd; Street Light Subdivision Comments

City Subdivision Conditions

a. Developer shall delineate on the face of the final plat a Boise City street light easement, acceptable to the Boise City Department of Public Works, for the purpose of installing and maintaining city-owned street light fixtures, conduit, and wiring lying outside the dedicated public right-of-way (B.C.C. 11-09-03.6.).
b. The developer shall be required to install, at their expense, street lights in accordance with Boise City Public Works specifications and standards at locations designated by the Public Works Department (B.C.C. 11-09-04.9.). Plans shall be reviewed and approved by the Boise City Public Works Department prior to commencement of construction or bonding.
c. **Fees**: Developer shall pay the current street light inspection and plan review fees on the proposed subdivision (B.C.C. 11-03-03.3.B.).
d. Developer shall not connect, or allow any subcontractor to connect any irrigation timers, decorative lighting, entrance lighting, outlets or other electrical devices to any street lighting circuits. Any and all irrigation timers, decorative lighting, entrance lighting, outlets or other electrical devices shall be connected directly to Idaho Power at an Idaho Power approved location.
e. The street lights shall be installed and accepted by the Boise City Public Works Department at the following locations. Unless otherwise noted, street lights shall be installed at a 25-foot minimum mounting height, 50 watt class LED fixture (see Attachment A, Boise Standard Revisions for a list of approved fixtures)
    i) Light Locations:
        - SWC of lot 4, block4
        - NWC of lot 5, block 4
        - SEC of lot 21, block3
        - NWC of lot 2, block5
        - SEC of lot 24, block 3
        - NEC of lot 7, block 12
        - SEC of lot 12, block 12
        - NEC of lot 14, block 6
        - NEC of lot 1, block 2

- NWC of lot 1, block 1
- NEC of lot 27, block 2
- SWC of lot 1, block 6
- NWC of lot 8, block 6
- SEC of lot 20, block 6
- NEC of lot 36, block 2
- NEC of lot 40, block 2
- SEC of lot 16, block 11
- SWC of lot 44, block 15
- NWC of lot 54, block 15
- NWC of lot 19, block 14
- SWC of lot 9, block 14
- NEC of lot 39, block 3
- NWC of lot 6, block 13
- SEC of lot 50, block 3
- SWC of lot 2, block 13
- SWC of lot 5, block 21
- SWC of lot 2, block 21
- SEC of lot 4, block 14
- SWC of lot 8, block 17
- NWC of lot 28, block 15
- SEC of lot 7, block 16
- SEC of lot 6, block 17
- SEC of lot 7, block 18
- SEC of lot 14, block 21
- SEC of lot 55, block 3
- SEC of lot 62, block 3
- NEC of lot 14, block 20
- NWC of lot 6, block 19
- SEC of lot 1, block 17
- SWC of lot 10, block 15
- NEC of lot 77, block 3
- NEC of lot 16, block 19
- SEC of lot 21, block 19
- NEC of lot 6, block 15
- SEC of lot 1, block 15, installed at 30 foot minimum mounting height, 90 watt class LED fixture
- Centered on lot 1, block 15, installed at 30 foot minimum mounting height, 90 watt class LED fixture
- SEC of lot 1, block 15, installed at 30 foot minimum mounting height, 90 watt class LED fixture.
- Centered on lot 45, block 2, installed at 30 foot minimum mounting height, 90 watt class LED fixture.
- SWC of lot 45, block 2, installed at 30 foot minimum mounting height, 90 watt class LED fixture.

- SWC of 13, block 2, installed at 30 foot minimum mounting height, 90 watt class LED fixture.
- SWC of lot 9, block 3, installed at 30 foot minimum mounting height, 90 watt class LED fixture.
- Centered on lot 9, block 3, installed at 30 foot minimum mounting height, 90 watt class LED fixture.

f. If approval for bonding is granted by the Boise City Public Works Department, developer may bond in the amount of 110% of the estimated street light costs. Street lights shall be installed within 90 days of the issuance of the first building permit in the development, if building permits are obtained prior to completion of street light improvements.

g. As per Idaho Power requirements the lights along following street frontages must be installed on a metered service. Meter service cabinet location to be in the right of way or in a developer designated City Street Light Easement and shall meet the requirements of the Idaho Standards for Public Works Construction, Standard Drawings SD-1125 or SD-1126, and SD-1127, and the Boise City Standard Revisions for ISPWC Division 1102 Street Lights. See Attachment A, Boise Standard Revisions for a list of approved metered service cabinets.
    - S. Cole Rd
    - Lake Hazel Rd
    - S Umatilla Ave

h. Developer, engineer, or electrical contractor shall submit a street light plan using the Boise City Street Light Design Check List to public works for approval. Once approved three copies are required.

Special Conditions: None

If you have any further questions contact Mike Hedge at 388-4719 or mhedge@cityofboise.org.

I:\PWA\Subjects\Review Comments\Subdivision Comments\Templates\Street Light sub comment template.doc

Boise Parks & Recreation

Doug Holloway
Director

Parks & Recreation
1104 Royal Boulevard
Boise, Idaho 83706-2840

Phone
208/608-7600

Fax
208/608-7648

TDD/TTY
800/377-3529

Web
www.cityofboise.org/parks

Mayor
David H. Bieter

City Council
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Council Pro Tem
Elaine Clegg

Scot Ludwig
Lauren McLean
Ben Quintana
TJ Thomson

TO: Todd Tucker, Subdivision Analyst

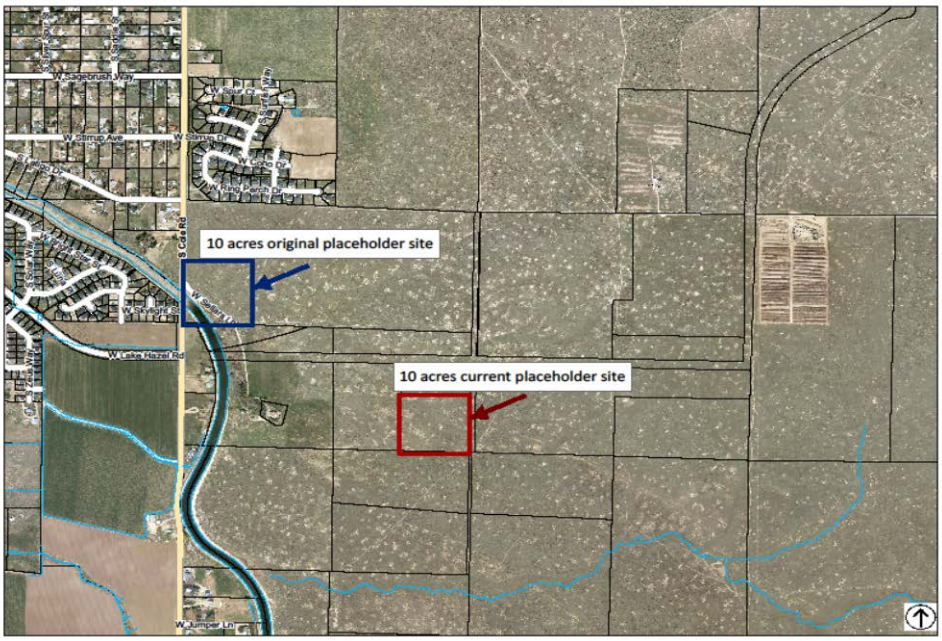
FROM: Jennifer Tomlinson, Parks Planner

DATE: January 8, 2016

SUBJECT: CAR15-00029, CPA15-00008

Boise Parks and Recreation (BPR) has been working with the applicants of the above listed application to find an appropriate location for a 10 acre neighborhood park that will serve residents of the area.

In 2006, BPR entered into a real estate agreement with Pleasant Valley LLC to obtain a "placeholder" site for a future park, with a final location to be determined upon entitlement of the larger site. In 2015 BPR agreed to an additional placeholder exchange to move the identified location in an effort to better layout their proposed development. BPR requested that the location of the park be central to the residential development to best serve the needs of residents in the area.



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The Coughlin park site is intended to provide an amenity to area residents within ½ mile of the site. Neighborhood parks generally have facilities including: playgrounds, open turf areas, and trees, paved walking paths, sitting areas, restroom facilities and passive open space. They may also include sport courts, picnic facilities, plaza space and public art.

Timing for park development is largely based on the development of the adjacent uses, funding, and prioritization by the department. BPR develops parks according to the following timeline:

1. Acquisition-contingent on final site layout by the applicant
2. Master Plan development-notification of all property owners within a ½ mile radius of the site for input on how the park should be developed. The master plan will then be considered for approval by the Parks Commission.
3. Greenup-currently listed in the Capital Improvement Plan (CIP) for 2020-2024, but can change based on the rate of development in the immediate area. Greenup includes turf, irrigation, parking, paving and sidewalk needs and other infrastructure related needs.
4. Amenities-not listed in the CIP but includes play equipment, or other amenities identified in the master plan.

When determining the final location of the site, BPR requests that the neighborhood park is located in such a way that it is central to residents of the area, easily accessible, visible from the public right of way and with good street frontage.

If you have any questions or need additional information, please do not hesitate to contact me at 608-7637.

Dennis Doan
Chief

City Hall West
333 N. Mark Stall Place
Boise, Idaho 83704-0644

Phone
208/570-6500

Fax
208/570-6586

TDD/TTY
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Web
www.cityofboise.org/fire

Mayor
David H. Bieter

City Council
President
Maryanne Jordan

Council Pro Tem
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Elaine Clegg
Lauren McLean
TJ Thomson
Ben Quintana

Fire Department

January 20, 2016

Todd Tucker
PDS – Current Planning

Re: Rezone Application; CAR15-00029
6298 S. Cole Road

Dear Todd,

This is a request to rezone 601.3 acres of land in the area of 6298 S. Cole Road from A-2 to LR, MR, NC and Industrial.

The fire department can support the proposed rezone as the area is within the existing City limits and was anticipated for future development.

Currently this area is serviced by Fire Station 17 located at 3801 S. Cole Road. Portions of the rezone area are currently outside of the 1½ mile or 4 minute response standards from Station 17. Proposed future stations will be needed to adequately service the area in the future. Future stations maybe located in the area of Orchard Street and Lake Hazel Road but an exact site has not been finalized at this time.

Regards,

Romeo P. Gervais, P.E.
Deputy Chief – Fire Marshal
Boise Fire Department

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Dennis Doan
Chief

City Hall West
333 N. Mark Stall Place
Boise, Idaho 83704-0644

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Lauren McLean
TJ Thomson
Ben Quintana

Fire Department

January 20, 2016

Cody Riddle
PDS - Planning

Re: Preliminary Plat – Kirsten Subdivision; SUB15-00055
6298 S. Cole Road

Dear Cody,

This is a request for a preliminary plat for a residential subdivision with 453 buildable lots and 41 common lots on 100.9 acres within Zone "B" of the Boise City Wildland Urban Interface Zones.

The Boise Fire Department has reviewed and can approve the application subject to compliance with all of the following code requirements and conditions of approval.

Comments:

1. This subdivision is within Wildland Urban Interface Zone B and compliance with BCC 7-01-69 is required. All new perimeter structures within Zone B shall require a minimum of 30-feet of defensible space.
2. A wildfire safety plan is required for this subdivision and shall be submitted and approved prior to approval of the final plat.
3. Two points of approved access shall be required for all phases of the proposed subdivision. Final plats shall demonstrate compliance with access requirements.
4. For streets having a width less than 36 feet back of curb to back of curb parking shall be restricted on one side; for streets having a width less than 29 feet back of curb to back of curb parking shall be restricted on both sides. Cul-de-sacs parking shall have parking restricted on both sides. A note on the face of the final plat is required. No Parking signs shall be installed in accordance with the requirements of the IFC.
5. Fire hydrants, capable of producing the required fire flow, shall be located so that no part of the structure is more than 600-feet from the hydrant. Additional fire hydrants will be required. (IFC 507.3, IFC B105.2, IFC C105).
6. Fire Department required fire hydrants, access, and street identification shall be installed prior to construction or storage of combustible materials on site. Provisions may be made for temporary access and identification measures.

General Requirement:

Specific building construction requirements of the International Building Code, International Fire Code and Boise City Code will apply. However, these provisions are best addressed by a licensed Architect at time of building permit application.

Regards,

Romeo Gervais, P.E.
Deputy Chief
Boise Fire Department

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Derick O'Neill
Director

Boise City Hall
150 N. Capitol Boulevard

Mailing Address
P. O. Box 500
Boise, Idaho 83701-0500

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208/384-3830

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208/384-3814

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Planning & Development Services

January 29, 2016

The Comprehensive Planning Division would like the following comments and conditions included in the project report for the Syringa Valley Specific Plan project and the Kirsten Subdivision.

Local Streets

- We support the local street typical section that includes 5' detached sidewalks and 8' landscaping strips for pedestrian comfort, pedestrian safety and tree growth. For locations where proposed sidewalk is not located within the public R/W, setback for garages should be measured from the back of detached sidewalk, not the P/L.

Pathways

- Typical Concrete Pathway should be increased to 10' wide through the wider open space areas and primary pedestrian connections to the Arterial roads.
- 5' wide micro-paths through 17' wide green spaces are okay as proposed.

Temporary Site Access to Cole Road

- The City requests the temporary access at Eagle Grove Road be maintained as a permanent access point to Cole Road. This roadway provides needed connectivity for all modes.

Cole Road

- The City supports the 48' R/W width being proposed for the eastern half of Cole Road. Within that proposed R/W width, the City has the following Cole Road typical section requests:
  - Provide 11' vehicle travel lanes
  - An on-street bicycle lane should be a minimum of 5' wide (measured from the lip of gutter) with a minimum 2' wide painted buffer between it and the nearest vehicle travel lane.
  - The proposed 5' detached sidewalk to be located within a permanent easement should be placed a minimum of 8' from the back of the proposed curb & gutter on Cole Road for pedestrian comfort, pedestrian safety and tree growth.

Umatilla Ave

- The City suggests 10' wide vehicle travel lanes
- As a Collector, a minimum 5' wide bike lane (measured from the lip of gutter or parking lane line) should be provided along this corridor.
- Due to the location of Umatilla with respect to the proposed high school and the proposed elementary school, the City requests 7' wide detached sidewalks. The landscape strip between the sidewalk and the curb & gutter should be maintained at 8' wide for pedestrian comfort, pedestrian safety and for tree growth.

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- Include on-street parallel parking lanes on Umatilla and institute intersection bulb-outs for traffic calming purposes.

Lake Hazel Road

- We support the Lake Hazel proposal of having detached multi-use pathways along both sides of the corridor. We request longitudinal pavement markings be added to separate bike from pedestrian zones.
- A temporary shoulder is okay for the interim, but ultimately on-street bike lanes are needed.
- The developer should plan for the future widening of Lake Hazel and plan stormwater facilities accordingly. Identify where future stormwater is to be retained within the the right-of-way and/or typical section (i.e. median, landscape buffer).

Derick O'Neill
Director

Boise City Hall
150 N. Capitol Boulevard

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President
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Council Pro Tem
David Eberle

Elaine Clegg
Lauren McLean
TJ Thomson
Ben Quintana

Planning & Development Services

September 29, 2015

PDS Plan Review:

The subdivision preliminary plat SUB15-00055 has been reviewed and there are no comments at this time.

Javier Guzman
Plans Examiner II
Planning & Development Services

208/384-3822
208/384-3801
208/384-3814 Fax
jguzman@cityofboise.org

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Independent School District of Boise City #1

Boundaries, Transportation, and Traffic Safety
8169 W Victory Rd - Boise, ID 83709
(208) 854-4167 Fax (208) 854-4011

RESPONSE TO PLANNING & DEVELOPMENT SERVICES

DATE: **November 5, 2015**

TO: **PDSTransmittals@cityofboise.org**

FROM: **Lanette Daw, Supervisor Traffic Safety and Transportation**

RE: **SUB15-00055 – Kirsten Subdivision**

At the present time, the Developer and/or Owner have made arrangements to comply with all requirements of the Boise School District.

The schools currently assigned to the proposed project area are:

Elementary School: **Hillcrest**
Junior High School: **West**
High School: **Borah**

There are possible boundary changes as the area develops.

Comments Regarding Traffic Impact: **None**

Comments Regarding Safe Routes to School Impact: **None**

If you have any further questions, please feel free to contact this office.

Independent School District of Boise City #1

Boundaries, Transportation, and Traffic Safety

8169 W Victory Rd - Boise, ID 83709
(208) 854-4167 Fax (208) 854-4011

RESPONSE TO PLANNING & DEVELOPMENT SERVICES

DATE: **November 17, 2015**

TO: **PDSTransmittals@cityofboise.org**

FROM: **Lanette Daw, Supervisor Traffic Safety and Transportation**

RE: **CAR15-00029 & CPA15-00008 – 6298 S Cole Rd**

At the present time, the Developer and/or Owner have made arrangements to comply with all requirements of the Boise School District.

The schools currently assigned to the proposed project area are:

Elementary School: **Hillcrest**
Junior High School: **West**
High School: **Borah**

There are possible boundary changes as the area develops.

Comments Regarding Traffic Impact: **None**

Comments Regarding Safe Routes to School Impact: **None**

The Boise School District owns a 50 acre site near S. Umatilla Avenue. The Comprehensive Plan describes a layout design and plan for a high school. At this time, the Boise School District has not determined the layout or specific building needs for this site.

The Boise School District requests that the developer donate 10 acres for the elementary school site that is outlined in the Comprehensive Plan. The Plan describes a future elementary school located near Kirsten Coughlin Park.

If you have any further questions, please feel free to contact this office.

WILL PATTERSON
CHAIRMAN OF THE BOARD

MAX SVATY
VICE CHAIRMAN OF THE BOARD

TIMOTHY M. PAGE
PROJECT MANAGER

ROBERT D. CARTER
ASSISTANT PROJECT MANAGER

APRYL GARDNER
SECRETARY-TREASURER

JERRI FLOYD
ASSISTANT SECRETARY-TREASURER

BOISE PROJECT BOARD OF CONTROL

(FORMERLY BOISE U.S. RECLAMATION PROJECT)

2465 OVERLAND ROAD
BOISE, IDAHO 83705-3155

OPERATING AGENCY FOR 167,000 ACRES FOR THE FOLLOWING IRRIGATION DISTRICTS

NAMPA-MERIDIAN DISTRICT
BOISE-KUNA DISTRICT
WILDER DISTRICT
NEW YORK DISTRICT
BIG BEND DISTRICT

TEL: (208) 344-1141
FAX: (208) 344-1437

RECEIVED
OCT 20 2015
DEVELOPMENT SERVICES

15 October 2015

Boise City Planning & Development – Subdivisions
150 North Capitol Boulevard
P O Box 500
Boise, Idaho 83701-0500

RE: Pleasant Valley South-Larry Hellhake **CAR15-00029, CPA15-00008**
East of 6298 S. Cole Rd. & New York Canal
New York Irrigation District NY-477-001-00, NY-477-002-00
Main Canal (approx. Sta. No. 800+00)
Sec.31, T3N, R2E, BM.

Boise City Planning:

The majority of the above-mentioned property is located outside of an irrigation district and does not possess a valid surface irrigation water right; however, it does lie adjacent to the United States' New York Canal.

The United States' New York Canal borders this property on the west. The rights of way for this canal are held in the name of the United States through the Bureau of Reclamation under the authority of the Act of August 30, 1890. (26 Stat. 391; 43 U.S.C. 945)

The Boise Project Board of Control is contracted to operate and maintain the New York Canal. The normal limits of this easement are asserted 25' out and parallel to the lower toe of the canal embankment; however, any storm retention and/or detention ponds, catch basins and/or seepage beds planned on being constructed within this development **must** be a minimum of 100' from the lower toe to protect the integrity of the canal due to the underground reach from the storm facilities leaching and/or connecting to the underground reach of the New York Canal.

Whereas these easements are for the operation and maintenance of our facility, no activity should hinder our ability to do so. The Boise Project does not approve landscaping (other than grass) within its easements, as this will certainly increase our cost of maintenance.

Fencing (as may be required) must be constructed just off the canal easement, to insure public safety and prevent encroachments.

Storm Drainage and/or Street Runoff must be retained on site. NO DISCHARGE into the New York Canal system is permitted.

Wording on the preliminary and final recorded plat needs to be noted that this development must adhere to Idaho Statutes, Title 42-1209.

Future preliminary and final plats must call out the Project easements.

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

Those lots, which do not hold valid water rights, must be so noted on the plat and/or irrigation plan. The applicant / landowner may wish to contact the New York Irrigation District concerning the availability of inclusion of this ground into the District and if any additional water rights are available.

Whereas the extended use of irrigation water (beyond the limits of the current rights) would be considered water spreading, the irrigation plan should indicate which lots do NOT possess a valid right.

Project facilities and/or easements that parallel, and are within and/or intended to be within road right-of-ways due to any development of this property must be relocated outside of road right-of-ways. The easements of Boise Project facilities will remain the same unless agreed upon and/or approved with written permission from Boise Project Board of Control.

The construction of any roadway crossings must be conducted only during the non-irrigation season when the canal is dewatered. In any case no work shall take place within the easement before the proper crossing agreements have been secured through the Bureau of Reclamation and the Boise Project Board of Control.

Utilities planning to cross any project facility must do so in accordance with the master policies now held between the Bureau of Reclamation and most of the utilities. In any case no work shall take place within the easement before proper crossing agreements have been secured through both the Bureau of Reclamation and the Boise Project Board of Control.

Crossing agreements must be secured and signed by all parties prior to March 1st of each year. A time schedule for the construction to be done during the non-irrigation season must be approved by Boise Project prior to any activity within Project easements. No construction will be allowed within the easement boundaries of the Boise Project Board of Control facilities after March 15th of each year. However, on a case by case basis,

overhead utilities may be allowed after March 15th if reviewed and approved by the Boise Project.

This development is subject to Idaho Code 31-3805, in accordance, this office is requesting any copies of the irrigation and drainage plans.

Whereas this development is in its preliminary stages, Boise Project Board of Control reserves the right to review plans and require changes when our easements and/or facilities are affected by unknown factors.

If you have any further questions or comments regarding this matter, please do not hesitate to contact me at (208) 344-1141.

Sincerely,

Bob Carter
Assistant Project Manager- BPBC

bdc/bc

cc	Clint McCormick	Watermaster, Div; 2 BPBC
	Velta Harwood	Secretary/Treasurer, NYID
	File	

CENTRAL DISTRICT HEALTH DEPARTMENT

Environmental Health Division

Return to:
- ☐ ACZ
- ☒ Boise
- ☐ Eagle
- ☐ Garden City
- ☐ Kuna
- ☐ Meridian
- ☐ Star

Rezone # SUB15-00055

Conditional Use # _____

Preliminary / Final / Short Plat _____

Kirsten Sub

☐ 1. We have No Objections to this Proposal.

☐ 2. We recommend Denial of this Proposal.

☐ 3. Specific knowledge as to the exact type of use must be provided before we can comment on this Proposal.

RECEIVED
OCT 19 2015
DEVELOPMENT SERVICES

☐ 4. We will require more data concerning soil conditions on this Proposal before we can comment.

☐ 5. Before we can comment concerning individual sewage disposal, we will require more data concerning the depth of:
- ☐ high seasonal ground water
- ☐ bedrock from original grade
- ☐ waste flow characteristics
- ☐ other _____

☐ 6. This office may require a study to assess the impact of nutrients and pathogens to receiving ground waters and surface waters.

☐ 7. This project shall be reviewed by the Idaho Department of Water Resources concerning well construction and water availability.

☒ 8. After written approval from appropriate entities are submitted, we can approve this proposal for:
- ☒ central sewage
- ☐ community sewage system
- ☐ community water well
- ☐ interim sewage
- ☒ central water
- ☐ individual sewage
- ☐ individual water

☒ 9. The following plan(s) must be submitted to and approved by the Idaho Department of Environmental Quality:
- ☒ central sewage
- ☐ community sewage system
- ☐ community water
- ☐ sewage dry lines
- ☒ central water

☐ 10. This Department would recommend deferral until high seasonal ground water can be determined if other considerations indicate approval.

☐ 11. If restroom facilities are to be installed, then a sewage system MUST be installed to meet Idaho State Sewage Regulations.

☐ 12. We will require plans be submitted for a plan review for any:
- ☐ food establishment
- ☐ swimming pools or spas
- ☐ child care center
- ☐ beverage establishment
- ☐ grocery store

☒ 13. Infiltration beds for storm water disposal are considered shallow injection wells. An application and fee must be submitted to CDHD.

☐ 14. _____ Reviewed By: _____

_____ Date: 10/14/15

Review Sheet

I5726-001EH1111

ADA COUNTY STREET NAME COMMITTEE
STREET NAME EVALUATION

Preliminary Plat	X
Final Plat	

Meeting Date: September 10, 2015

Subdivision Name: **KIRSTEN SUB**

Township/Range/Section: 2N 2E 06

City/County Agency: **BOISE**

Project/Plat Applicant: Kent Brown
Email: kentkb@gmail.com
Phone No:

The street name comments listed below are made by the member of the ADA COUNTY STREET NAME COMMITTEE (Under the direction of the Ada County Assessor) regarding this development/project in accordance with the Ada County Street Name Ordinance. Overall final street names are subject to change at Final Plat phase levels due to design changes, time constraints and or previous recorded plat street alignments.

The following existing street names shall appear on plat:

S COLE RD	S CHEYENNE AVE
W LAKE HAZEL RD	S UMATILLA AVE

	Proposed street names:	Core Street Approved	Recommended for denial Denial-Reason code pg 2	Comment
1	W BALD EAGLE ST	X		
2	S BANDED EAGLE AVE		B	Aligns with S DAKOTA AVE
3	W BOOTED EAGLE ST	X		
4	S CHEYENNE AVE	X		
5	S CHINOOK AVE	X		
6	W CRESTED EAGLE ST	X		
7	W CROWNED EAGLE ST	X		
8	W EAGLE GROVE ST	X		
9	S HARPY EAGLE AVE	X		
10	S SEAL EAGLE AVE	X		
11	W SKYLIGHT ST	X		
12	S SPOTTED EAGLE AVE	X		
13	S STEPPE EAGLE AVE	X		
14	S SUNFISH AVE	X		
15	S TAWNY EAGLE AVE	X		
16	S UMATILLA AVE	X		

Please make the following changes or corrections:

NOTE: If there are corrections and changes recommended, please make these changes on the subdivision plat and resubmit to the committee. A final review with no changes required and the matching plat must be presented to the Ada County Surveyor at time of recording.

Agency Name	Authorized Agent	Date
Ada County Highway District	Kirsten Organ	9/10/15
Ada County Sheriff		9/10/15
City Addressing		
City Planning and Zoning	Todd Taylor	9/10/15
City Fire Department		9/10/15
Ada County Assessor		

ADA COUNTY STREET NAME COMMITTEE
STREET NAME EVALUATION

Meeting Date: September 10, 2015

Subdivision Name: **KIRSTEN SUB**

Codes/criteria regarding denial

A Sounds like an existing street
B Alignment with existing street
C Duplicate street name within Ada County
D Street name exceeds 13 letters
E Other

For Office Use Only:

Non approval/denial comments.	Committee Member Name

From: Liam Brown
To: Todd Tucker
Subject: Prospective new development near Cole/Lake Hazel area
Date: Thursday, January 28, 2016 11:05:15 PM

To Whom it May Concern,

Some of my neighbors and I have previously spoken to others on the matter of this massive new development proposed in the currently empty area near the airport. Several people have said that they are not opposed to development there, suggesting such alternatives as rezoning for commercial development. They have pointed out the looming pollution, traffic, and populace congestion issues that a huge neighborhood will exacerbate if it is built in the area in question. I would propose an alternative. Instead of rezoning for commercial development or sticking with the original plan, I suggest scrapping all construction plans and instead planting 100,000 trees in the area. If water is a concern (when is it not a concern in our steppe climate?) then trees adapted to an arid climate could be used, and the area would become a beautiful forest with little or no maintenance required.

My suggestion may at first sound facetious or at least humorous. It is neither. I am absolutely opposed to the overreach and excess displayed in the current construction plan. That area is undeveloped for a reason, and it should remain so. The city planners and realtors in Boise and the surrounding communities seem eager to parcel off huge lots to mass-production home builders as if there were some strange factory somewhere where they're making new land. Some people in positions of importance appear to want to turn Boise into one of the major metropolitan areas of the country. So I will tell you something that I will repeat to every official in this city in which I am a tax-paying homeowner. Forbes, among other sources, currently rates Boise as one of the best places to live in the entire nation. This area is highly rated. Emulating cities like Los Angeles, Chicago, Detroit, and New York City will quickly strip Boise of that status and make us "just another city" with the usual wicked problems: crime, crowding, poverty, and high cost of living, to name a few. I have visited and lived in such cities, and my wife and I chose to return to our old haunts because things are still better here. If you continue to fill in every blank spot on the map with houses and stores, you will end up with a miniature Chicago. And we will all pay the price for that transformation.

If the Boise city planners wish to make significant improvements to the city as a whole, I suggest creating additional parks and greenways. The 100,000 trees I suggested would make an excellent start. Boise already has a beautiful greenbelt along the river, and its narrow network of trails could be extended to car-free bicycle and running paths throughout the city. That, along with improved bicycle lanes and sidewalks in areas where sidewalks are not currently continuous, would improve the livability of an already excellent city rather than harming its best qualities. I know many people who would welcome such improvements, as many people in this area appreciate both unused land and usable public outdoor space. I do not believe that cramming 2,000 new houses in a current noise buffer zone will improve anything at all. My family and I returned to this area with the hope of enjoying a city

that combines the best of a metropolitan area with the advantages of being out in the country. I would like to see those qualities preserved as the city planners and other officials listen to residents and stop aspiring to mimic the largest and ugliest cities in this nation.

Sincerely,
Liam Brown.

From: Chris Christman
To: Todd Tucker
Subject: Syringa Valley Project/Kirsten Subdivison, Pleasant Valley South LLC Hearing
Date: Friday, January 29, 2016 8:37:12 AM

Good Morning Mr. Tucker,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Thank you for your time and considerations

Sincerely,

Chris Christman

My husband and I have 4 children ranging in age from 12 to 1 years old. We recently moved to Hollilynn Dr as we loved the country feel out here, but are coming to be more concerned with the dangerous, speeding traffic volume on our road. I think it will get much worse as the Syringa Development begins.

We understand that you serve as a city planner over the Syringa Proposal. Along with many of my neighbors on Hollilynn Dr in Boise, I have a few suggestions that we would like to be considered:

1) Widen Cole Road (there are currently no bike paths or much of a shoulder) between Hollilynn and Amity before phase 1 of the Syringa Development.
2) Complete the Lake Hazel to Orchard Extension BEFORE phase 1 of the Syringa Development.
3) Request the Developer require the construction contractors to access the work cite from Cole road and not Hollilynn.
4) Request the Developer perform any research to assure home owners on Hollilynn that their existing water irrigation wells will not be damaged.

We moved to Boise from Utah about 6 years ago. We love it here but the roads haven't kept up with the growth. It seems they always want to build a bunch of homes and worry about the roads retroactively instead of pro-actively. Lets be sure to build the infrastructure on the existing roads BEFORE the implementation of hundreds of homes. Please! We don't want another Eagle road jam situation.

Thanks for your time and effort in helping keep our community grow safely!

-Dr Toby and Kristi Davis

From:	Mindy Wallace
To:	Todd Tucker
Subject:	FW: 2000 New Homes
Date:	Wednesday, January 27, 2016 4:06:05 PM

From: Karen Jennings [mailto:karenjennings1217@gmail.com]
Sent: Wednesday, January 27, 2016 3:37 PM
To: Mindy Wallace
Subject: 2000 New Homes

I don't mind having the new homes added as long as there is a clear understanding that Gowen Field is used for training and for testing Jets.

The homeowners association for these homes needs to clearly state that all persons buying these homes understands that there is the possibility of loud noise levels and that they won't try to seek legislation to remove Gowen Field and it's training and testing abilities.

Right now a group of new homeowners that knew about Gowen Field when they bought their homes, is trying to find a way to get Gowen Field closed to flying jets because of the noise.

These homeowners are a minority, but trying to stir the pot. They have said they will try and use this new housing development to try to enforce their plan.

The majority of us that live near Gowen Field don't have a problem with the noise level. It is only a handful of people that moved here and want the base removed. From some of the things a couple of them have stated in their conversations, they might have bought homes here with the express intention of working to get Gowen Field removed.

This is an issue that needs to be addressed before you add 2000 more people, some of whom may buy with the express purpose of disposing of Gowen Field.

They may only be a few, but if they cause enough problems, it could cause Gowen Field to be placed in a precarious situation.

Don't let a few bad apples ruin the whole barrel full. Gowen Field is important to Boise, the Treasure Valley, Idaho and America.

Please make sure Gowen Field is protected.

Sincerely yours,

Karen Jennings
karenjennings17@yahoo.com

I have heard that there will be 2,000 homes built in the area of S. Cole Rd and Lake Hazel. Nice for the developer but not so nice for the residents all of the way down Cole Rd when it comes time to go to work and come back. I have to be at work at 8:00 am to a job that is 15-20 minutes away, but have to leave at 7:15 am to be able to get down S. Cole Rd. We are bumper to bumper and the last time I asked, there were no plans to enlarge S. Cole to 2 lanes on each side from Victory on up the bench.

With this development, we will have at least 2,000, possibly 4,000 to 6,000 cars adding to the mix. I shudder to think how early I'll need to start out in the morning. We already have traffic coming from Maple Grove onto S. Cole which we have to deal with now.

If there is a vote as to whether or not they get to develop, my vote is a BIG NO.

Carol Johnson
4669 Maverick Way
Boise, ID 83709
208-859-6499

From: Len and Patt Kopp
To: Todd Tucker; mwallace@achdidaho.org
Subject: 2,000 Homes Planned Near Cole and Lake Hazel Roads
Date: Friday, January 29, 2016 10:06:46 AM

I was told that a letter was sent out to homeowners in our area informing everyone about a meeting in regard to this proposed subdivision (where actually only 3 or 4 people attended who said they all were in favor of the development.) We did not receive any notice of this meeting nor did any of our immediate neighbors. While I'm not opposed to developing this area and realize that it will happen at some point. I think 2,000 homes is too much for that area.

My main concerns are:

- The increased traffic and noise that will be added on Cole Road , which is already way over capacity and a nightmare to drive.
- Possible restrictions on the military operations at Gowen Field, some residents are already upset about the noise level and more population here will increase the pressure to move this activity to Mountain Home.
- Annexation by the City of Boise would significantly increase our taxes. A lot of us in the established subdivisions are on fixed incomes with no resources for this added burden.
- Something that also needs to be considered is water. The State trying to reduce our irrigation in the Treasure Valley and the only explanation is that they need the water for new subdivisions. We need to conserve our resources so we don't find ourselves in a situation like California.

We feel that the last thing the southwest area needs is more homes without supporting the infrastructure. We'd need grocery stores, restaurants and other stores so that we don't have to drive so far or we can walk or improve public transportation. There are so many homes being built in the valley now but the job growth just doesn't warrant even more construction.

Thank you.
Leonard & Patricia Kopp
Indian Lakes

My family currently resides at 6784 Hollilynn Dr. I will be unable to attend the 01-27-16 ACHD meeting. I would like to submit the following for consideration:

The ACHD traffic study is incomplete. For phase 1A there is only one access road to the development from Cole Rd. Traffic associated with the development can only use 3 choices: Cole Rd. north, Lake Hazel, or Cole Rd. south. ACHD did not study traffic impact issues for all 3 routes.

ACHD failed to consider traffic impact on Cole Rd. south of Lake Hazel. A majority of this traffic exits to or enters from W. Hollilynn Dr. and profoundly affects our neighborhood.

This is copied from the ACHD document:

3. Traffic Impact Study

The purpose of the study was to evaluate the traffic impacts resulting from the Syringa Valley development and to make recommendations for mitigation to the impacts if needed.

Traffic Impact Study Area

With the traffic impact study for Syringa Valley the study area was extended beyond the roadways within and adjacent to the development to allow for analysis of all the traffic impacts. The study area included the following roadway segments:

- Lake Hazel Road (Maple Grove to Cole Road)
- Lake Hazel Road (Orchard to Cole)
- Cole Road (Lake Hazel to Victory)
- Cole Road (Victory to Overland)
- Orchard Street (Lake Hazel to Gowen)
- Orchard Street (1-84 to Gowen Road)

The following intersections were also included in the analysis:

- Cole/Victory
- Cole/Amity
- Cole/New Site Road
- Cole/Lake Hazel

- Maple Grove/Lake Hazel
- Orchard/Lake Hazel
- Orchard/Gowen
- Lake Hazel/New Site Access Roads

It is unreasonable and negligent for ACHD to not study the impact of the development on Cole Rd, south [Hollilynn] traffic.

Looking at attachment 5 of your document posted for the upcoming ACHD meeting; based on your 12-17-15 survey there is currently more traffic on Cole Rd. south of Lake Hazel Rd. than on Cole Rd. north of Lake Hazel Rd. This is copied from attachment 5:

Average Daily Traffic Count (VDT)
Average daily traffic counts are based on ACHD's most current traffic counts.

- The average daily traffic count for Cole Road south of Overland Road was 32, 598 on 9/24/15.
- The average daily traffic count for Cole Road south of Victory Road was 17,011 on 4/23/15.
- The average daily traffic count for Cole Road north of Lake Hazel was 3,565 on 12/7/15.
- The average daily traffic count for Cole Road south of Lake Hazel was 3,924 on 12/7/15.
- The average daily traffic count for Lake Hazel Road west of Cole was 3,988 on 12/9/15.

This suggests traffic on Lake Hazel connecting to Cole more frequently heads south than north on Cole, eventually proceeding to Hollilynn. This is to avoid the congested mess that already exists on Cole north to Victory. With the development of phase 1A, the associated increased traffic will utilize this same option,

further increasing traffic using Cole Rd. south of Lake Hazel and W. Hollilynn Dr.

ACHD needs to produce traffic projections for Cole Rd. south prior to approving phase 1A.

I have been a resident on W. Hollilynn Dr. for over 30 years. Hollilynn was originally a safe, peaceful estate area [Holly Estates] with a dead end road. Under the guise of needing a road to provide firetruck access after the NY canal bridge was weight restricted, ACHD extended Hollilynn through to Pleasant Valley Rd. This was done without written notice to Holly Estate residents after we were verbally assured a firetruck access road would be constructed to Cole Rd. from the west. We were told only a temporary road was to be constructed and removed after the bridge was upgraded.

Hollilynn was not constructed to be a S. Cole Rd. high speed bypass road and should not be expected to perform that purpose.

I have surveyed all of the roads entering S. Cole Rd. from the west or east between Hollilynn and W. Victory. All of the roads are wider than W. Hollilynn Dr. I have noted the following:

6 ROADS: NO POSTED SPEED LIMIT.

9 ROADS: 20 MPH.

10 ROADS: 25 MPH.

W. DESERT RD.: 30 MPH. THIS ROAD HAS A SIDEWALK, BIKE LANES AND PARKING LANES AND IS 37’ WIDE. HOLLILYNN IS 21’ WIDE.

LAKE HAZEL: 35 MPH. DESIGNED AS A BYPASS ROAD, HAS WIDE APRONS AND A SIDEWALK. PRIVATE RESIDENCES ARE NOT LOCATED ON AND DRIVEWAYS TO NOT ENTER THE LAKE HAZEL EXTENSION RD.

4 ROADS: INTERSECT WITH COLE RD. AND ARE SIMILAR RESIDENTIALLY TO HOLLILYNN. THEY HAVE ACREAGES AND DRIVEWAYS THAT CONNECT TO THE STREET. ALL ARE 24' TO 24 ½' WIDE, HOLLILYNN IS 21' WIDE:

W. DELWOOD: NO POSTED SPEED LIMIT.
W. MCGLOCHLIN: 25 MPH.
W. DIAMOND: 20 MPH.
W. SORENSON: 20 MPH.

As a result of previous ACHD actions, Hollilynn residents are now living on an inappropriately utilized, increasingly busy, unsafe bypass road used by frustrated commuters to avoid congestion on Cole Rd.

I believe you owe an explanation to Hollilynn residents as to why W. Hollilynn has a posted speed limit of 35 mph. The road is in a residential Estate area. There are no sidewalks and several tight curves. There are an increasing number of children residing in the residential area. In their frustration of diverting all the way to Hollilynn to avoid the congestion on Cole heading north,

a high percentage of commuters exceed the speed limit. IT IS ONLY A MATTER OF TIME BEFORE SOME IS KILLED BECAUSE OF THIS SITUATION. APPROVAL OF THE CURRENT TRAFFIC PLAN FOR SYRINGA VALLEY WILL ONLY MAKE THIS SITUATION WORST. I believe the speed limit on W. Hollilynn should be immediately reduced to 20 or 25 mph and vigorously enforced.

Thank you for considering these issues. I suspect the ACHD commissioners involved with this plan approval have or desire to have homes on quiet, safe residential streets. Please think of your response if you owned a home and were forced to endure what is happening on W. Hollilynn Dr.

There is a logical potential solution to the above issues. The developer should be compelled to accelerate the Lake Hazel to Orchard Rd. connection schedule. ACHD should require the initial connector road be constructed prior to beginning phase 1A. If you really want to improve traffic issues, the road should be more robust than the currently proposed 2 lane road. After phase 1A is completed, traffic surveys should be repeated, including Cole Rd. south of Lake Hazel, and the schedule further adjusted.

Thank you
WT Murray, MD

I feel that Cole Rd. is beyond reasonable capacity at peak traffic times. This road needs widening at the Victory Rd. intersection. Mornings are a nightmare!

Regards,

Elissa Maguire
W. Tillamook Dr.

From: Kristin Nelson
To: Todd Tucker
Cc: mwallace@achdidaho.org
Subject: Cole and Lake Hazel Subdivision
Date: Friday, January 29, 2016 9:28:36 AM

Hello,

I'm contacting you regarding the proposed development at the Cole and Lake Hazel intersection. Please enter my statement into the public record.

I'm not entirely opposed to the subdivision. I understand the need to create additional housing in Boise. However, I'm very concerned about the information I received that the Orchard and Lake Hazel extension was not planned for the first 170 houses. This will cause a traffic nightmare during the rush hours. The traffic is already bad and it's very difficult to even enter the lanes of travel from a side street. Additional traffic will also exacerbate the problem and cause more accidents, frustration, and congestion. Cole road also needs to be widened to accommodate more traffic. Please drive out here during rush hour to see the issues that residents have concerns about.

Additionally, I'm concerned that "newer" homes and developers will influence the city to change the airport traffic and flight paths in such a way that it flies over homes that were previously not in the path. This would reduce home values and quality of life for those already living out here. Quality of life is also affected by the addition of 2000 more households, but understandably, change is inevitable. Lessening the burden on those who already reside in the affected area however, is the right thing to do.

Thank you,

Kristin H. Nelson
5006 S Umatilla Ave, Boise

ACHD committee members January 21, 2016

We are Carla and Alan Pladsen and currently reside on Hollilynn Drive in South Boise. We are urging you to consider the traffic issues that will arise due to the new Syringa development slated to begin in Feb. of this year. We feel strongly that the road alterations and extensions need to occur prior to construction start. Below we have listed the questions/concerns we have regarding the increased traffic this project will cause.

1. Why is the Orchard bypass and the widening of Cole not being done prior to construction start?
    - Rush hour traffic is already significant on Hollilynn Drive (a residential street) and SEVERE on Cole.
    - Traffic flow on Hollilynn will exceed the 2000 count set by ACHD in no time.
    - Guaranteed that construction traffic will use Hollilynn to get to the site, rather than use the congested Cole/Victory streets.
2. Hollilynn speed limit at 35 MPH is high for a residential street. (According to ACHD rules)
   Due to the undeveloped portion being 50 MPH, most vehicles enter the residential area exceeding the 35 MPH limit. (the result of that is a large number of wildlife dead in the road, including pets)
3. Why were the speedbumps denied in 2012? Please clarify.

Thank you for your time,

Alan and Carla Pladsen

I'm concerned about the increase in traffic on Cole rd. The plan calls for Lake Hazel to be punched through to Orchard, but not until later phase.

In summary there are going to be 453 lots in this 101 acre parcel (and it's just the first phase). For comparison, a nearby subdivision has 81 homes right now (108 when fully built). Once that subdivision is done there will be 2.7 houses per acre, once the proposed new development is done it will be 4.5 houses per acre.

Assuming that each house has only one car going to work in the AM (which is low) that's 453 more cars that have to go down Cole, and that's only 1/6 of the total development.

Recently, Lake Hazel was connected to Cole road. The traffic has increased rapidly. Based on traffic concerns, I propose that Lake Hazel is punched through to Orchard before the first phase of development.

Sincerely,
Jennifer Risch
5776 S Cole Rd
Boise ID 83709

From: khema siemers
To: Todd Tucker
Subject: Syringa Valley development
Date: Friday, January 29, 2016 7:05:12 AM

We would like to have our statement on the record about the Syringa Valley Development off of Cole South.
WE are not against the development. We do feel however, that is it imperative for the traffic concern, that the Lake Hazel road and the Orchard street road are first completed to alleviate the already poor traffic flow that exists. Penalizing the people that live here with heavy construction traffic for who knows how many years is not a fair option. We need to know that the road proposed will be approved by the City, sold to the developer, and completed.

Thank you for your consideration.

Sincerely.

Stephen and Bunny Siemers
4851 so Chinook ave
Boise, Idaho 83709

From: Joseph Willmus
To: Todd Tucker
Subject: Re: test e-mail
Date: Thursday, January 28, 2016 9:25:14 PM

Todd, thanks for the call today, here's my input:

1/28/2016

Regarding the new development on South Cole to the south of the Boise Airport:

Please enter into the public record:

I'm not opposed to the new development south of the airport. However, I'm concerned that shortly after the residential development is completed, public funds will be spent to mitigate airport noise impacting the new development. In other words, perhaps the airport noise issues needs to be cleared up first. (No, the noise issue is not settled. The question has been raised about the potential for inaccuracies in the noise study due to erroneous predicted noise levels for the F-35.)

The area of new development is directly under, or nearly so, the most heavily traveled airspace for both arrivals and departures to/from Boise airport. Airport noise is why this area has remained blank for so long. It was used as a noise buffer by your predecessors. I do not expect the noise level to the north or south of Lake Hazel and east of Cole road will be tolerable to most residential home owners if an afterburning type aircraft becomes an hourly routine at Boise. Also please consider the most modern USAF aircraft have a night and day mission capability. Do you really think residents won't be bothered by frequent F-35 flights arriving and departing Boise at night? If it is determined the area will be, now or in the future, subject to noise beyond what is tolerable by a typical resident, then rezone for commercial. Building residential in an area which will probably be too noisy for most to tolerate will result in numerous complaints, lawsuits, lower property values, and eventually a neighborhood on the lower end of the socioeconomic scale. Such neighborhoods require additional community services and spending.

One way or another the land will be developed and I support the rights of the land owners to do so, but public money spent at a later date to fix a mistake we are talking about now is irresponsible governance. It appears to me you are knowingly approving a problem so as to have more federal money to spend on the problem later on. Denver had to move its airport because of really poor planning. A lot of people made a lot of money from that poor planning. Is that what you are doing here in Boise too?

Additional area road traffic from the new development: ACHD seems to not care about the obscene amount of traffic they are forcing down the 2-lane roads like Cole, Lake Hazel, MapGrv, 5Mile etc. There is a need for stoplights too at several difficult intersections like Sea Breeze/LH. I believe ACHD has traffic counts, complaints, traffic accidents (including fatalities and life changing injuries), and observations which support multi-lane roads, stoplight installations, and crosswalks, but ACHD does nothing due to an emphasis on maximizing uninterrupted traffic flow on the 2-lane roads. The connection to Orchard and the widening of Cole should be occurring before any new residential is added to this area. Local governments have been increasing taxes, including tax clawbacks. The money to improve this situation is available now and should be spent before development. Do you realize you have a fire station on Cole which is essentially closed by traffic twice a day? None of you live out this way... please pay the area a visit a few times during the rush hours (bicycle not recommended).

Sincerely,

Joseph Willmus
Ada resident (but I pay Boise sewer fees)

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9 March 2016

TO: Boise City Council

ATTN: Todd Tucker, City Planner

RE: Planned Syringa Valley Subdivision

FROM: Prof. Emeritus Tom J. Cade
6484 Hollilynn Drive
Boise, -Idaho 83709

Dear City Council Members:

I wish to comment on a proposal to be submitted before you on 29 March to add the "Syringa Valley Specific Plan" to Chapter 11-013 of the Boise City Code, also to be consistent with the Southwest Boise Reserve Plan, which encompasses 16 "design goals," none of which has much to do with the major public concerns about this or any other proposed subdivision in southwest Boise and adjacent parts of Ada County. Population growth has been rampant in the Treasure Valley for more than 20 years, with little political will to control it or to mitigate its environmental impacts, among which traffic congestion, air pollution, and water use are major concerns. The bottom line, in case you get bored with the entire statement, is that no land developments should be permitted without first being preceded by a thorough, science-based environmental assessment of the probable problems that the proposed development will cause accompanied by stipulated actions to mitigate them.

After first visiting lovely, quiet, friendly Boise, a river running through it, in 1951when the City's population was under 20,000 and living here now for 28 years, my unhappy conclusion is that, without such analysis, Boise and the Treasure Valley will soon become a second-rate approximation of the Los Angeles Basin. After having attended two preliminary meetings by the ACHD Commission and the City Planning and Zoning Commission leading up to the City Council meeting, and reading the posted development plan on the internet, I am convinced that the entire planning and approval procedure needs to be revised and modernized to pay less attention to how streets and sub-districts are laid out and named and more attention to long term environmental impacts of the proposed development. The City Council could begin such changes by sending the Syringa Valley Plan back to the developer with instructions and stipulations for a full revision of the plan with environmental issues and mitigations included for a resubmission of the overall plan. The City Council should reach out to other relevant governmental agencies and private sector organizations to identify problems and to seek their solution, e.g. the Ada County Highway District for traffic problems, the Idaho Department of Environmental Quality and the Ada County Air Quality Board for mitigating air pollution, and the State Department of Water Resources, U.S. Geological Survey, and the French-owned SUEZ Water Company for insuring long term sustainability of surface and under-round water resources.

Other concerned residents of south Boise and southwest Ada County will be expressing their concerns about existing traffic congestion on South Cole Road that could worsen as a result of the Syringa plan as currently presented, and the increased air pollution from the exhaust of the many vehicles associated with 3,000 closely spaced households. My main concern, however, is about the use of water and the long term sustainability of water resources in the Treasure Valley.

As we all know, water is the limiting resource for human distribution and density in the arid West. We must live either by rivers or on ground over accessible and replenishable aquifers. Aquifers that are discharged by human use at a rate greater than their natural recharge by incoming water decrease in volume, and over time they become exhausted, a process that is not unknown in southern Idaho. Shallow aquifers in particular have become dry since the 1980s.

The Syringa Valley application contains no mention of water, although it has been reported elsewhere that it will be provided by the French-owned SUEZ Company from its deep wells located southeast of Syringa in the vicinity of Pleasant Valley Road not far from the South Boise Prison Complex of seven institutions. The inmates and employees comprise a large, concentrated number of water consumers within the extended neighborhood of Syringa and no doubt get their water from the same aquifers that would supply the Syringa community. In addition, there are some 100-200 private residential and farming wells between Amity Road to the north and the Kuna-Mora Road to the south [west of Pleasant Valley and east of Maple Grove].

Questions that need to be answered about water before Syringa or any other proposed subdivision is permitted are: 1) How much water is SUEZ currently pumping on an annual basis from its wells serving south Boise and adjacent southwest Ada County? 2) Are the aquifers it draws from generally stable [no loss of volume over time, recharge equals discharge]? 3) How much water would 3,000 households at Syringa consume annually and what impact would that have on the aquifers from which that water is taken? 4) What impacts might the pumping of more water from the deep SUEZ wells have on the shallower private wells on Hollilynn Drive and other exurban locations? 5) To what extent do the shallow aquifers in the areas where SUEZ has wells connect to the deep aquifers? 6) Could depletion of the deep aquifers draw down water from the shallow ones causing private wells to go dry? 7) Does the City of Boise or Ada County have a contingency plan to rely upon if aquifers should fail on a community-wide scale? 8) As a result of continuing to promote population growth by creating more and more subdivisions, when will it become necessary to start thinking about construction of a giant pipeline and pumping station to move water from the Snake River to supply the needs of the Treasure Valley?

I believe that facts and figures to answer most of these questions already exist in the files, reports, and publications of the government agencies and private companies concerned with hydrological and geological issues in Idaho. It only requires a progressive impetus to lay it all out in a manner that the general public can understand and respond to.

Thank you for the opportunity to present these perspectives and recommendations for meaningful change.

From: Chris Christman
To: Todd Tucker
Subject: Syringa Valley Project Written Comment
Date: Friday, March 11, 2016 6:25:46 PM

Good Morning Mr. Tucker,

I am writing you in regards to the Syringa project/Kirsten subdivision on south Cole that we have talked about in the past. I, along with other residents, plan on being at the hearing on Tuesday the 29th of March, but if for some reason I or they can't make it, I wanted to send you a written testimony with our concerns and opposition on certain parts of the plans.

This is in regards to File numbers CPA15-00008 & CAR15-00029 / Pleasant Valley South LLC and the Kirsten Subdivision Project.

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

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

South Cole near Lake Hazel was not congested at all before Lake Hazel was tied in. But since the connection, it has more than tripled. ACHD traffic counts prove this. It's a non-stop flow between 7-9 am and 4-6 pm. Also, Cole will back up to Amity from Victory at these times since the connections. Cole road itself is falling apart between Desert and Lake Hazel and is in need of repair. This section could benefit from being widened to 3 lanes and this would largely increase safety for residents merging into Cole. I know Cole/Victory intersection is supposed be improved to 5 lanes from Victory, south to the fire station. This improvement should be done in the VERY LEAST before any of the Syringa project is approved. Still, this won't solve the main problem, as the main issue lies south, beyond Victory, and this will just

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

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

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

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

On a side note from that, Has there been an Environmental analysis complete for the projects in this area and the effects it will have on the surrounding wildlife habitats and ecosystem? The Snake River Birds of Prey conservation area is within a close

vicinity to this area along with other wildlife in the area. Why is this a concern? The last thing we want to see is our tax dollars going towards fighting a lawsuit from an environmental organization, they love this stuff. Coming from a background in the mining industry I personally have seen this happen to governing agencies costing the tax payers millions of dollars. So we ask again, has this been done? And if not, why?

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

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

United Water will supply Syringa from its deep, ground water wells in S. Ada County. Idaho Department of Water Resources corresponded with me in 2014, stating that "It appears that the aquifer is currently in overdraft." A list of Boards and Commissions reporting to the City Council reveals no liaison with IDWR. Syringa Valley was conceived in 2006 and will take 20 years to build. Its approval process did not address the need for water conservation and clean air.
A science based forecast of its impact on water use should precede project approval.

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

We strongly suggest the Boise City Council NOT pass CPA15-00008 & CAR15-00029 / Pleasant Valley South LLC Syringa Valley project, along with the Kirsten Subdivision, until these issue are addressed.

Thank you for your time and considerations

Sincerely,

Chris Christman

From: David Clayton
To: Todd Tucker
Subject: Syringa Valley Development Project - Amendment to Policy SW-CCN 2.5 of The Comprehensive Plan
Date: Wednesday, March 09, 2016 1:57:28 PM

Attention Boise City Council:

Dear Members of the Boise City Council,

I would like to speak concerning the pending requested change of zoning specifically: Requested Change of Zoning, Amendment to Policy SW-CCN 2.5 of the Comprehensive Plan, and proposed Kirsten Plat (matters 6, 6a, and 6b on the PZ Commission agenda for the 2/8/16 meeting).

As a resident and member of the Southfork home owners association, the adjacent subdivision to the proposed comprehensive plan, I would like to bring to the Boise City Council's attention several matters that I believe merit serious consideration.

I submit that the area being requested was zoned A-2. The following is taken directly from the Boise Zoning Regulations: A-2 The Open Land A-2 District provides a zoning district within the City for property intended for **permanent** open space and to properly guide growth of the fringe areas of the City. The A-2 zone should be applied to property that is not intended for development, or for property that the City desires to be subject to more development limitations than would be provided by the A-1 District (emphasis added). It is clear that it was the intent of our predecessors after serious deliberation and consideration that the area was not to be zoned for high density residential use, hence the A-2 classification. In the area we have the renowned Birds of Prey reserve which is still a popular attraction for thousands every year, the nature of which commands a rural environment. It is clear from the zoning assignment that the growth was intended to propagate to other areas prior to desecrating the virgin land surrounding the reserve. The applying party nor the City Council cannot make claim that all other non A-2 areas have been fully developed and only A-2 zoning is left, therefore it must be given serious consideration that the fringe areas in proximity to the reserve must be preserved. The developer is simply seeking to increase profits by purchasing land at an extremely reduced rate due to the A-2 zoning rather than purchasing land in an area intended for such a development. The developer does not care about the preservation of our beautiful Idaho land or the Birds of Prey Reserve. The extremely high density proposal is also proof positive this is nothing more than a high profit endeavor of a major corporation that has zero regard to the beautiful Idaho land we all cherish.

The developers plan is a debacle in the making. Consider the proposal. The developer wants to **begin** utility improvements, develop and sell 171 residential dwelling prior to committing

to extend Lake Hazel or complete the development. Why? The answer is simple, the developer has marginal confidence at best that the properties will sell and if they don't we are left with a half completed construction eye sore for the next several decades or longer the developer is under no obligation to complete. Such a scenario would have a frightful impact on the Reserve.

The Cole and Lake Hazel road traffic assessments done by ACHD were not done during relevant times of the day, conduct them when the construction traffic and daily commuters would actually be using the roads. To conduct the assessments during late hours of the day or on weekends is nonsensical and quite frankly irresponsible. The sheer increase in volume of traffic on the access roads for the proposed development will have a grievous impact on the overall health and safety of the area. Over burdened roads cause more accidents, increased maintenance requirements, and negatively affect the quality of life the existing residents of the area already enjoy.

The development plan has no access to water rights. What's to prevent homeowners in the new development and other buildings from tapping into city water for irrigation purposes putting at risk the areas drinking water?

I have yet to see a utilities impact study done for water, power, or sewer and in the absence of these how can the Council even consider allowing the project to proceed.

Lastly and possibly the most important concern, the development is a safety catastrophe waiting to happen. The developer wants to begin heavy equipment construction and later high volume general contractor and subcontractor activities prior to extending the Lake Hazel to Orchard road. How are these vehicles going to access the area? Cole Rd and Lake Hazel are the only two access roads. Both those roads have school bus stops and schools littered for miles. I drive both Cole Rd and Lake Hazel regularly and see young children walking to and from bus stops along both roads, some children even walk Cole road to school since they live within 1 mile of the school. Neither road has a comprehensive side walk or walking pathway. Is the City Council seriously willing to put our children at risk for the sake of allowing a "big money corporation" to inflate it's profits.

For the reasons expressed above, I respectfully request that the City Council act to deny the zoning change, deny the modification, and deny the plat application. The application does not offer an alternative low density low impact proposal nor does it cite that other non A-2 areas could not be used. Furthermore, the application lacks appropriate measures to ensure the safety and well being of the residents and their children in the impacted area. If the Council finds that some sort of development is warranted it must align with the intent of the area, sufficiently assess the potential impact on the area and complete those improvements prior to causing the adverse impact, and MUST provide a comprehensive safety proposal and

how they intend to protect the lives of the hundreds of children that walk those roads daily.

Respectfully Submitted,

David Clayton
7004 West Ring Perch Ct
Boise, ID 83709

From: Deb Duran
To: Todd Tucker
Subject: Over crowding of south cole road
Date: Thursday, March 10, 2016 1:15:43 PM

Dear Sir,
The thought of even 1 more car on this road is ridiculous . Something must be done before anymore homes are built out here.

Debra Duran
Manager of Operations
Thunder Mountain Line
208-870-0266
Debduran@ymail.com

From: Jeffrey Janis
To: Todd Tucker
Subject: FW: South Syringa Subdivision
Date: Tuesday, March 15, 2016 10:32:34 AM
Attachments: image001.png

Good Morning Todd,

The Mayor received the below email last Friday with comments about the Syringa Subdivision Development. I was told to forward these emails to you for follow-up, and I just wanted to confirm that this is accurate? Or is there someone else that I should forward these to?

Thanks,
Jeff Janis

Jeff Janis
Constituent Services Coordinator
Office of the Mayor
CITY OF BOISE
Phone - 208/384-4422; Fax - 208/384-4420
jjanis@cityofboise.org

From: Curtis Fackler [mailto:curt.fackler@hotmail.com]
Sent: Friday, March 11, 2016 3:44 PM
To: MayorBieter
Subject: South Syringa Subdivision

Dear Mayor Bieter,

As native Boisean's we've both seen the entire Treasure Valley grow into a metropolitan area that has brought prosperity to many. As I write you today my concerns are to how, as a city, Boise's growth is proactive and completely rational.

The infrastructure of south Boise is a topic that you have undoubtedly read/heard about to point of hysterics, but sincerely is of great concern. My concern isn't only of road congestion but of the environment impact of idling autos: i.e. emission standards are placed on all autos primarily, if not entirely for idle emissions. It has been proven that the exhaust from all petrol and natural gas powered autos produces radical hydrocarbons that cross the blood-brain barrier leading to countless health problems.

As the old saying goes, "Whisky is for drinking and water is for fighting", Im also kicking that can of future water concerns for our growing valley. The parcel in question was laid out decades ago for open area, last to be developed, and is the reason why there are only minuscule water rights belonging to it. In the scope of time, the "Mohaland Water Wars" of California were not that long ago. The Boise River Irrigation water is already in jeopardy and quite likely heading to the 7th district court in San Francisco, as previously seen in the Snake River Aquifer recharge in Southern Idaho. It would be terrific to an engineer from United/Suez Water, diligently explain how there will be no impact on existing wells in the Southwest Ada County area.

After living in Pittsburgh PA I've seen the effects of a densely populated area and can only say that crime is a byproduct. The necessity for an expanded Police/EMT/Court system is imminent and the state of Idaho has just recently dealt with a lawsuit over our Public Defender system in the statewide court system. Impact/Connect fees should absolutely be the focus of covering these future budget increased paid by the developer and/or home buyer and not the citizens of Boise or Ada County. I spend a tremendous amount of time in the Portland OR area with family living there and it's an area busting at the seems due to growth. Native Portlander's can't afford to buy property in their hometown and I hear and see the same problem happening in Boise!

In closing I humbly ask you to please take everything into prospective and with due diligence set a precedent for the future growth of our hometown.

Most Sincerely,
Curtis A. Fackler

208-713-7085
curt.fackler@hotmail.com

From: Christel Fackler
To: CityCouncil
Subject: South Syringa Subdivision
Date: Friday, March 11, 2016 2:32:04 PM

Dear City Council,

I am writing you in my concern regarding the Syringa subdivision development that is coming up for consideration on March 29, 2016.

My concerns are some basic needs that should be addressed before this development is allowed to be confirmed. In example:
1) Roads
2) Water
3) Sewer systems

Thank you,

Mildred E. Fackler
1614 W. Victory Rd.
Boise, ID 83705
208-343-0743

(1) Attention Boise City Council: Mike Tackett

Deer Members of the Boise City Council
Your time and consideration is appreciated.

Concerning the Kirsten Plat, Syringa development, I concure with 100% with the letters David Clayton wrote and gave me. My graditude of his work, Concerne and first hand knowkge cannot be adequately expressed. He has also confirmed my and every one I have talked to on this matters suspesions of Inside politicks and even cronyisime. I do not state this lightly or with any type of glee. We now live in a state of dread seeing sound laws, rules that we signed up for, paid for, dissregarded in every way for Quick Buck!

I pray and Beg for a equitable resolve to this Development.

I also concure with most of the letter given to me that I have inclosed with redactions.

I also need to emphatically renounce my opening statement at the P2 meeting February of 2016 concerning this development. I stated something like build the road first and the rest is O.k. I was wholly ignorant at the time of many pertinant aspects of this matter.

From this day forward I do not want history to reflect my name as endorsing any of this area concerning this matter to be other than what it was

(2)

Zoned for intended for, used for by our great and considerant leaders of the Past Council members, Mayor etc.

I was a simple man, [redacted] educated after 9th grade by hands on Farmers, Masons, minners, loggers, (never ~~an~~ an offical logger) etc. [redacted] NEVER was too good or afraid to do or learn most any labor type of work.

Now I'm a dissabled simple man, ignorant to most legal issues.

I'm 54 years of age, lived and worked in several different areas doing a fast variety of work for and with 100's of different people. Primarely masonry; lots of structural block, housing. Marble is the only cementouse applied masonry product I have not had a hand in.

I'm long winded here (pressed for time etc.) because I feal my first hand experiences have proven to me why we have rules, regulations, codes, laws etc. As a young man most everyone that influenced me had tremendous common sense that I took for granted. Many regulations seemed extreme. Since then I have witnessed many ~~atrosities~~ atrous iouse acts, near dissasters. The reason for good, sound practices, inspections, codes, laws, quality control, rules, regulations etc. Have hit me in face many times

~~and~~ one of wiche near killed me.
I grew up with good to great masonry
~~and it's it's [illegible]~~
and then witnessed bad masonry. Some new people had what I reflectively discribe as a ~~a~~ New culture of practices. Drugs, alcohol, ~~dis~~regard and often ~~dire~~ dis regarding structural requirments. Example, out of laziness, timeing the groute grew pumped the lime-slurry into the structure. Now the entegraty ~~of that building~~ ~~it~~ of that building is compromissed. I was shocked. The inspecter over looked this ~~attos~~ violation and passed the ~~cate~~ wall for ~~further~~ further work. Evidense was ~~their~~ there! As a low man on the pecking order and the real asspect of being blackballed by all masons, I did not report the violation, ~~and came somewhat a~~ ~~rea~~ I now often dread the responsibility I sherked should a earthquack, misshape with a heavy piece of equipment or something Injure people or property. ~~But~~ Built to engineered specifications, this portion of the building, ~~and~~ as the rest of it, be the sefest place ~~for~~ under severe earthquat earth quack or the likes. Instead I soon quit ~~although~~ needing that job and severed future employment from the biggest employer.

(4)

I ame far from hollyer than the next man but try to stay ~~s~~ with good ~~strict~~ principles that any and all would be hard put to ~~criticize~~ critacise.

History is very abundant ~~of~~ with the consequences of mistakes, hard lessons, bad legislation, substandards, amendedments, infractions, Violations etc. etc. etc. ~~I, we~~ ~~discussing this story~~

~~We are currently the most the most~~ communities

This generation, in this area are blessed ~~with~~ ~~history of knowledge~~ the knowlege from various historical sources and recordings. ~~Disasters~~ Désastores,

Many People are moveing here for many reasons. I doubt many of them whant more of the same to come ~~bight~~ bite ~~them~~ them.

~~I~~ ~~to~~

To benafete a very select few, for what ever purpose, at the risk of more crisis governance is a culture and precadence that will imediatly, adversly, unfairly impact many, many people I feal is unconsionable. The risk out weigh the reward that cannot be weighed by any Just, informed, impartially balanced scale of measurment.

(5)

Oct. 27th? 2008. I was [redacted] seriously injured, came very close to death and being crippled. I bounced and violently rolled around in the twisted rebare + cener and concrete we were pouring

From: Bryan Freeman
To: Todd Tucker
Subject: Letter to City Council Re: Syringa proposed development - Council meeting of March 29, 2016
Date: Tuesday, March 08, 2016 5:49:52 PM

Dear Mr. Tucker,

We are hereby submitting the following comments in reference to the agenda items addressed therein, which are to be considered by the City Council on March 29, 2016. Please timely transmit these materials to the appropriate Council personnel, and advise if there are any additional actions we may take in order to bring our concerns to Council attention.

Regards,

Bryan Freeman
Marjorie Cameron
7065 W Ring Perch Ct
Boise, ID 83709
702-683-8432

Attention Boise City Council:

Dear Members of the Boise City Council,

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

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

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

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

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

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

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

Respectfully submitted,
Bryan Freeman
Marjorie Cameron
7065 W Ring Perch Ct
Boise, ID 83709

From: Rich Kaylor
To: MayorBieter; CityCouncil
Cc: Todd Tucker
Subject: Pleasant Valley South and Syringa Valley Development Project
Date: Monday, March 14, 2016 7:38:39 PM
Attachments: 1458001405616
1458004965861
1458003468479
1458003951869
CAR15-00029, CPA15-0008, SUB15-00055 Pleasant Valley South, LLC.docx
A-2 Open Land, Reserve.docx

--

My wife and I moved to Southfork Subdivision about two years ago. We were attracted to this area because of the open area.

Our home is on the southern border of Southfork Subdivision and we were told that the open area to the south and east of us was open range and would not be developed.

(See attached A-2 Open Land, Reserve.docx which shows the Coughlin Site just south of Southfork Subdivision zoned as A-2)

A-2

The **Open Land A-2 District** provides a zoning district within the City for property intended for permanent open space and to properly guide growth of the fringe areas of the City. The A-2 zone should be applied to property that is not intended for development, or for property that the City desires to be subject to more development limitations than would be provided by the A-1 District.

http://pds.cityofboise.org/media/184600/boise_s_zoning_districts__web_version_.pdf

4. DIMENSIONAL STANDARDS FOR OPEN LAND DISTRICTS

Table 11-04.2 Dimensional Standards for Open Lands

Dimensional Standard		A-1	A-2
Lot Area, Minimum (square feet)	Interior Lots Corner Lots	-	
Average Lot Width, Minimum (feet)	Interior Lots Corner Lots	50	100
Street Frontage, Minimum (feet)		30	100
Density, Maximum (units/acre)		1	1 unit/ 40 acres
Open Space per Unit, Maximum		N/A	
Building Height, Maximum (feet)		45, 35*	
Setbacks, Minimum (feet)	Front Yard / Side Yard, Street	20*	40*
	Side Yard, Interior	10*	20*
	Rear Yard	30*	60*

*Buildings or structures adjacent to or across a street or alley from residential use or zone.

The Maximum Density of A-2 is 1 unit per 40 acres.

The last paragraph of page 1 attached CAR15-00029, CPA15-0008, SUB15-00055 Pleasant Valley South, LLC.docx:

Comprehensive Plan Amendment

The amendment is required for the public convenience or necessity, or for the general welfare of the community. To achieve the densities needed along Lake Hazel to warrant transit service in the future, and to provide a buffer to the lower densities further to the south an increase in density is needed. As such, the amendment is for the public convenience, necessity, and for the general welfare of the community.

is BS. It is not for public convenience, necessity or general welfare of the community.

Re: CPA15-00008, CAR15-00029 & SUB15-00055 / 6298 S. Cole Road

Dear Mr. Hellhake:

This letter is to inform you of the action taken by the Boise City Planning and Zoning Commission on your request for an amendment to Policy SW-CCN 2.5 of the Comprehensive Plan to remove both the area and density limits on residential development north of the future Lake Hazel Road Extension in the Reserve Planned Community Area, a rezone of approximately 601 acres from A-2 (Open Land) to SP-03 (Syringa Valley Specific Plan). The new zone will include a number of subdistricts with a range of use allowances and dimensional standards and a preliminary plat for a residential subdivision comprised of 453 buildable and 41 common lots on approximately 101 acres generally located in a proposed SP-03 (Syringa Valley Specific Plan) zone.

http://pdsonline.cityofboise.org/pdsonline/Documents.aspx?id=201601060905049250

453 homes on 101 acres = **4.45 homes per acre**

4.45 homes per acre is quite a change from 1 unit per 40 acres.

I urge you to oppose the proposed changes for Pleasant Valley South and Syringa Valley Development Project.

Thanks

Richard Kaylor
7355 W Ring Perch Drive
Boise, ID 83709

From: Mb
To: Todd Tucker
Subject: Syringa Valley Development Project
Date: Thursday, March 10, 2016 12:27:05 PM

Attention Boise City Council:

Dear Members of the Boise City Council,

I would like to speak concerning the pending requested change of zoning specifically: Requested Change of Zoning, Amendment to Policy SW-CCN 2.5 of the Comprehensive Plan, and proposed Kirsten Plat (matters 6, 6a, and 6b on the PZ Commission agenda for the 2/8/16 meeting).

As a resident and member of the Southfork home owners association, the adjacent subdivision to the proposed comprehensive plan, I would like to bring to the Boise City Council's attention several matters that I believe merit serious consideration.

I submit that the area being requested was zoned A-2. The following is taken directly from the Boise Zoning Regulations: A-2 The Open Land A-2 District provides a zoning district within the City for property intended for **permanent** open space and to properly guide growth of the fringe areas of the City. The A-2 zone should be applied to property that is not intended for development, or for property that the City desires to be subject to more development limitations than would be provided by the A-1 District (emphasis added). It is clear that it was the intent of our predecessors after serious deliberation and consideration that the area was not to be zoned for high density residential use, hence the A-2 classification. In the area we have the renowned Birds of Prey reserve which is still a popular attraction for thousands every year, the nature of which commands a rural environment. It is clear from the zoning assignment that the growth was intended to propagate to other areas prior to desecrating the virgin land surrounding the reserve. The applying party nor the City Council cannot make claim that all other non A-2 areas have been fully developed and only A-2 zoning is left, therefore it must be given serious consideration that the fringe areas in proximity to the reserve must be preserved. The developer is simply seeking to increase profits by purchasing land at an extremely reduced rate due to the A-2 zoning rather than purchasing land in an area intended for such a development. The developer does not care about the preservation of our beautiful Idaho land or the Birds of Prey Reserve. The extremely high density proposal is also proof positive this is nothing more than a high profit endeavor of a major corporation that has zero regard to the beautiful Idaho land we all cherish.

The developers plan is a debacle in the making. Consider the proposal. The developer wants to **begin** utility improvements, develop and sell 171 residential dwelling prior to committing to extend Lake Hazel or complete the development. Why? The answer is simple, the developer has marginal confidence at best that the properties will sell and if they don't we are left with a half completed construction eye sore for the next several decades or longer the developer is under no obligation to complete. Such a scenario would have a frightful impact on the Reserve.

The Cole and Lake Hazel road traffic assessments done by ACHD were not done during relevant times of the day, conduct them when the construction traffic and daily commuters would actually be using the roads. To conduct the assessments during late hours of the day or on weekends is nonsensical and quite frankly irresponsible. The sheer increase in volume of traffic on the access roads for the proposed development will have a grievous impact on the overall health and safety of the area. Over burdened roads cause more accidents, increased maintenance requirements, and negatively affect the quality of life the existing residents of the area already enjoy.

The development plan has no access to water rights. What's to prevent homeowners in the new development and other buildings from tapping into city water for irrigation purposes putting at risk the areas drinking water?

I have yet to see a utilities impact study done for water, power, or sewer and in the absence of these how can the Council even consider allowing the project to proceed.

Lastly and possibly the most important concern, the development is a safety catastrophe waiting to happen. The developer wants to begin heavy equipment construction and later high volume general contractor and subcontractor activities prior to extending the Lake Hazel to Orchard road. How are these vehicles going to access the area? Cole Rd and Lake Hazel are the only two access roads. Both those roads have school bus stops and schools littered for miles. I drive both Cole Rd and Lake Hazel regularly and see young children walking to and from bus stops along both roads, some children even walk Cole road to school since they live within 1 mile of the school. Neither road has a comprehensive side walk or walking pathway. Is the City Council seriously willing to put our children at risk for the sake of allowing a "big money corporation" to inflate it's profits.

For the reasons expressed above, I respectfully request that the City Council act to deny the zoning change, deny the modification, and deny the plat application. The application does not offer an alternative low density low impact proposal nor does it cite that other non A-2 areas could not be used. Furthermore, the application lacks appropriate measures to ensure the safety and well being of the residents and their children in the impacted area. If the Council finds that some sort of development is warranted it must align with the intent of the area, sufficiently assess the potential impact on the area and complete those improvements prior to causing the adverse impact, and MUST provide a comprehensive safety proposal and how they intend to protect the lives of the hundreds of children that walk those roads daily.

Respectfully Submitted,

Marybeth Kroon

7350 W Old Country Ct

Boise, ID 83709

--

Remember to SMILE!!! It's your face that sticks in people's heads... not your name!!

From: Elissa Maguire
To: Todd Tucker
Subject: Syringa Subdivision
Date: Thursday, March 10, 2016 3:33:16 PM

Dear Sir:

I have owned a property off South Cole for ten years and have been distressed by the lack of improvements to Cole Road both from the safety of driving and for the safety of our neighborhood children. Other than the stop light at Amity, there is no traffic controls to accommodate merging traffic from the arterial system or for the safety of our neighborhood children catching school buses and crossing the road in order to do so.

Morning traffic is beyond tolerable levels and the intention of adding 2000 or so homes before this situation is addressed is harmful to our safety and the quality of life of current residents. There needs to be better coordination between the City of Boise, ACHD, and Ada County as further development of South Cole and Lake Hazel areas takes place in order to improve quality of life for those of us living here.

Sincerely,

Elissa Maguire
7967 W. Tillamook Dr.
Boise, ID 83709

208-602-3704
lifealign9@yahoo.com

From: Jeffrey Janis
To: Todd Tucker
Subject: FW: south of boise sub divisions
Date: Tuesday, March 15, 2016 2:01:44 PM

Todd,

Here's another one sent last week.

Thanks,
Jeff

From: Donald Miller [mailto:donaldmiller@boisestate.edu]
Sent: Friday, March 11, 2016 5:09 PM
To: MayorBieter
Subject: south of boise sub divisions

Honorable Mayor:
Years ago I had a rather heated discussion with a certain member of "compass" about building a south of Boise to west of Caldwell connector to handle the flow of traffic on I84, I believed then and still do today that it is a solution to relieve congestion. Her response to me was " Well that can not happen because then developers would want to develop the land out there" . To which I replied " not if the city and county said NO"

I believe that this is one of those times when the city needs to say "NO" very loudly and made it very clear that 'NO " is what you mean. I have watched this valley be sliced and diced into a little version of Los Angeles, Ca and I think its time to stop building more crappy subdivisions just to increase the tax base. All the services will require large upgrades to keep up and the tax payer will foot that bill. And who ,Pray Tell ,is going to rebuild the roadway system again to get all those commuters from there cozy little bungalows to work in downtown Boise?
What may pass for the norm in So-Cal is not what the citizens of ADA county or Boise need or want at this time. I grew up here, went to grade school , Jr High at (old) West and Borah so I know what once was and it bears little resemblance to what is now.
Years have passed since the old guard of Boise wanted growth to be subtle and controlled so that they could always come home to a quieter and gentler Boise for the weekend.

Dear Mayor please 'Just Say No' to development south of Boise

Thank You for your time

Donald Miller

From: Donald Miller
To: CityCouncil
Subject: developing south of boise
Date: Friday, March 11, 2016 5:23:23 PM

Dear Council Members :

This is a Very, Very, Very, Bad Idea.

Who is Going to pay for the , Expansion of services , Expansion of the roadways , decline of quality life values, To even consider such a monstrous proposal to benefit a few already greedy builders is tantamount to treason, The state may want a few more citizens, It does not need all of So- Cal moving here. Very Bad idea think long and hard and then just Say NO not at this time maybe 50 or 100 years from now when we have figured out how to manage a steadily growing population then maybe.

This area has no infrastructure as it is and has no industry to support such a growth rate as proposed . SAY NO

From: Inna S.
To: Todd Tucker
Cc: Inna S.; Wade Patrick
Subject: Public Comments to Boise City Council Meeting on Syringa Valley Development
Date: Monday, March 07, 2016 9:18:17 AM

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

PUBLIC COMMENT TO BOISE CITY COUNCIL re: SYRINGA VALLEY DEVELOPMENT

On March 29, Boise City Council will consider approval of the proposed Syringa Valley Development off S. Cole Rd, between Victory and Lake Hazel roads.
Your vote is not just FOR OR AGAINST the Specific Area Plan proposed by the developer, or the amendments filed now.
You were elected by the public to be the LEADERS FOR THE BOISE CITY.
BY LISTENING TO THE PUBLIC, YOU CAN IDENTIFY THE ISSUES, MAKE INFORMED DECISIONS AND PROPOSE SOLUTIONS.
I identified three major items that are MISSING from Boise City and Ada County GROWTH PLANNING PROCESS..
These are BUILD NEW MODERN ROADS before the new Subdivision, its ENVIRONMENTAL IMPACT on GROUND WATER resource and CLEAN AIR, and if the proposed Specific Development Plan meets the NEEDS OF OUR COMMUNITY at present and in the future.

ADA COUNTY HAS BEEN GROWING FASTER THAN NATIONAL AVERAGE FOR MANY YEARS, WHILE THE EXISTING ROADS HAVE BECOME ANTIQUATED.
Traffic counts on our residential street Hollilynn Drive tripled from year 2007.
MANY ADA COUNTY RESIDENTS HAVE EXPERIENCED THE SAME STRESSFUL IMPACT OF UNPLANNED GROWTH ON OUR QUALITY OF LIFE: TRAFFIC CONGESTION.
It is estimated by ACHD that Syringa Valley Development will add 44,000 daily car trips to South Boise area, from its proposed 3,000 households. For comparison, traffic counts on S. Cole north and south of Victory Rd were 23,000 (in y. 2015) and 17,000 (in y. 2014), respectively.
ACHD Commission told us they NEVER require a builder to build roads before the houses.
The worsening traffic situation now requires YOU TO IMPLEMENT A MAJOR NEW GROWTH PLANNING POLICY TO BUILD NEW ROADS BEFORE NEW SUBDIVISIONS IN BOISE, ADA COUNTY, IDAHO.
In Idaho 15% of households have a child with asthma; air pollution is one of its triggers. The impact of an estimated 44,000 daily car trips from new Subdivision on air quality has not been evaluated.
You have to BUILD MODERN ROADS TO REDUCE CONGESTION and IMPACT OF RESIDENTIAL GROWTH ON AIR QUALITY IN BOISE and ADA COUNTY.

United Water will supply Syringa from its deep, ground water wells in S. Ada County.
Idaho Department of Water Resources corresponded with me in 2014, stating that "It appears that the aquifer is currently in overdraft." A list of Boards and Commissions reporting to the City Council reveals no liaison with IDWR.
Syringa Valley was conceived in 2006 and will take 20 years to build. Its approval process did not address the need for water conservation and clean air.
A science based forecast of its impact on water use should precede project approval.
THE PRESIDENT OF BOISE CITY COUNCIL SHOULD CREATE AND APPOINT A NEW LIAISON TO IDAHO DEPARTMENT OF WATER RESOURCES.

The Idaho Statesman and TV media reported many times recently that it is difficult for Boiseans to find affordable housing.
Does Boise need another Subdivision like Harris Ranch? The majority of Boise households cannot afford houses priced over $300K. The average price of S. Boise homes is $185K. What will Syringa Valley Development offer?

THE CITY COUNCIL SHOULD DIRECT SYRINGA VALLEY DEVELOPER TO CREATE A NEW PLAN FOR AFFORDABLE AND SUSTAINABLE GROWTH IN BOISE - the plan that is more inclusive and conservative.

With best regards,
Inna Patrick.

From: Inna S.
To: Todd Tucker
Cc: Bruce Wong
Subject: Public Comments for Boise City Council on Syringa Valley Development
Date: Friday, March 11, 2016 11:37:45 AM

Hi Todd,
please inform the Boise City Council of public comments regarding lack of roads to the site of proposed Syringa Valley Development, they can be read by following the highlighted link below.

There are NO ROADS AT ALL on the North and South sides of the land for Syringa Valley.
The roads on the East and West sides are 2-lane roads without a turn lane for Construction Vehicles to access the building site without disrupting heavy commuter traffic on S. Cole road and 50 mph traffic on Pleasant Valley rd.
The Syringa Valley Comprehensive and Specific plan has been in development since 2006, and the **Developer had 10 years to work with ACHD to provide the roads to Syringa Valley site.**
The only plausible explanation why they have not done so is because they were hoping that the TAXPAYERS WILL PAY FOR THE ROAD IMPROVEMENTS TO SYRINGA VALLEY SITE.

Please inform the Boise City Council of significant Public support for my online campaign "BUILD NEW ROADS BEFORE NEW SUBDIVISIONS IN BOISE, ADA COUNTY, IDAHO".
I intend to present an updated SIGNATURE COUNT (87 signatures at the time of writing) during March 29 meeting in the City Hall.
Many Ada County residents also commented on the petition site "change.org" why they are signing it - very instructive reading for people employed in public service.

Boise City Council: BUILD NEW ROADS BEFORE NEW SUBDIVISIONS IN BOISE, ADA COUNTY, IDAHO, U.S.A.

image

Boise City Council: BUILD NE W ROADS BEFORE NEW...

BUILD NEW ROADS BEFORE NEW SUB DIVISIONS IN BOISE, ADA COUNTY, ID AHO, U.S.A. LET CITY and COUNTY offi cials KNOW NOW! I am asking RESI...

View on **www.change.org** Preview by Yahoo

With best regards,
Inna Patrick, Ph.D.
6850 Hollilynn Dr,
Boise 83709

March 1, 2016

Committee Members,

Concerns regarding the new Syringa development projected for southwest Boise.

My name is Carla Pladsen. My husband and I built our home on Hollilynn just over 3 years ago, after moving from SE Boise where we lived for 22 years (Bagley Park River Run area). In our wildest dreams, we would not have imagined that we would be faced with the concern about heavy traffic and possible water shortages due to a huge development out here in the country! (A development that we have heard described as another "Harris Ranch". South Boise is very different from South East Boise and a neighborhood with homes starting at 350K is unreasonable, unrealistic and unfair to current residents)

So here we are, requesting that you please take a hard look at the proposed development and its impact on traffic and the environment. Hollilynn is basically a rush hour nightmare, with commuter traffic in the early morning and then again starting around 4pm. Occasionally, someone drives the speed limit! As it exists currently, Hollilynn is not safe for pedestrian or bicycle traffic. We do not walk our two dogs on this "residential" street for fear of being hit by passing traffic. There is nowhere to get out of the way!

- We feel the problematic traffic that currently exists on Hollilynn will only increase with this development. People will avoid Cole rd. at all cost!
- We are VERY concerned about the aquifer and the potential of losing our well, with the proposed homes and businesses adding an exponential burden to the water supply.

We realize that growth cannot be stopped and with careful planning can be a good thing. However the infrastructure and the EPA studies on environment etc. are crucial for this development to thrive and be a great place to live.

We would like to make the following suggestions:

- Lake Hazel to Orchard extension should exist, prior to construction start.
- Impact studies in regards to Air Quality and Water need to be completed prior to approval.
- Hollilynn speed limit reduced to 25MPH, with adequate signage and/or enforcement.

We will be in attendance at the meeting on March 29th along with many of our neighbors.

Sincerely,

Carla and Alan Pladsen

5780 West Hollilynn Drive

From: Jennifer Risch
To: Todd Tucker
Subject: syringa sub division public hearing
Date: Friday, March 04, 2016 10:13:13 AM

3/4/2016

Regarding the proposed Syringa Valley subdivision:

Please enter into the public record at/for your hearing.

I'm concerned about the increase in traffic on Cole rd. The plan calls for Lake Hazel to be punched through to Orchard, but not until later phase.

In summary there are going to be 453 lots in this 101 acre parcel (and it's just the first phase). For comparison,a nearby subdivision has 81 homes right now (108 when fully built). Once that subdivision is done there will be 2.7 houses per acre, once the proposed new development is done it will be 4.5 houses per acre.

Assuming that each house has only one car going to work in the AM (which is low) that's 453 more cars that have to go down Cole, and that's only 1/6 of the total development.

Recently, Lake Hazel was connected to Cole road. The traffic has increased rapidly. Based on traffic concerns, I propose that Lake Hazel is punched through to Orchard before the first phase of development.

Sincerely,
Jennifer Risch
5776 S Cole Rd
Boise ID 83709

Todd Tucker

From: davibeard <davibeard@yahoo.com>
Sent: Wednesday, August 31, 2016 9:28 PM
To: Todd Tucker
Subject: Potential Kirsten CBH development

Hello,
Let's not make the mistake of selling more of these CBH for this area. We need to be responsible and think about the impact on the existing country neighbors. Destroying the rural way of life is irresponsible.Many people, other than the neighbors on my street, live here because it's a low density area. Some people like to take their elderly spouses and just go for a drive out in the country. This is what Boise Idaho is about and why this region is attractive. All this tract high density housing is lowering the appeal of the area in general. Do we really want to sacrifice the Idaho way of life and turn this into a nightmare?

THE ROADS to support this development are not in place. Let's not put the cart before the horse. PREPARATION! The neighbors in the 83709 area code do not want their roads turned into mini LA. We cannot walk or bike on Hollilynn as it is. Not to mention all these sand and gravel trucks we have to contend with.

Please show show dignity and respect to the good people that have been here for DECADES. Every thing cannot always be about the money.

Respectfully yours,

Pam Beardmore
5616 Hollilynn

Sent from my Samsung Galaxy Tab® S

Todd Tucker

From: Chris Christman <the_cruiser39@yahoo.com>
Sent: Monday, September 12, 2016 10:12 AM
To: Todd Tucker
Subject: Syringa Valley Development Sep 19th hearing

Hello,

Todd Tucker, P & Z Commissioners, I am writing you a written testimony in regards to case number CPA15-00008 & CAR15-00029.

I am writing you to inform you the concerns of Citizens Alliance of SW Ada County. Many of my neighbors, and myself, are leary about the impact this development will have on our surrounding community along with the safety of the roadways in our areas If this development is allowed to move forward without some key issues being addressed first.

We have attended previous hearings on this development along with the scheduled work sessions. I have also worked personally with the local media on public awareness of this topic as it has unfolded. We feel the key topics listed below still need to be addressed or looked into more thoroughly before this project is allowed to move forward.

Topics of concern:
Traffic safety
Road infrastructure
Building density

Traffic Safety

We all know too well, the traffic on South Cole Road is already an issue identified by ACHD and it isn't getting better. With the opening of the Lake Hazel extension to Cole Road from Maple Grove has greatly increased traffic on not only the majority of South Cole but also Hollilynn Drive which I'm sure you have had heard plenty of complaints from. People in our community are greatly concerned with the safety of our roads as accidents have increased along with the number of people speeding at 10-20 mile per hour over the speed limit on South Cole and Hollilynn. I have videos and pictures of multiple people passing myself when I am going at or even five mph over the speed limit. I also have a picture of a cyclist being driven off the road due to someone passing and speeding. There is no center turn lane on the south part of Cole road where this development is planned to be built, which is already showing challenges for residents who live off this section of S Cole road. This section of road was also resurfaced this spring. Why did ACHD not add a center turn lane? The room is available and the section of Cole, north of this, is already three lanes. Three Lanes would greatly improve traffic safety. Further more, where is all the construction traffic going to fit? I will hit on this more in Road Infrastructure.

Road Infrastructure

Road Infrastructure is key in any community, especially when the mayor is trying to make Boise the "most livable city in the nation." Our roadways in Southwest Boise and Southwest Ada County needed to be expanded ten years ago. Multiple developments have been built west of Cole rd and the

area where Syringa Valley will reside since then and more are being built as we speak. The developer has stated that they will build the Lake Hazel extension as they start the first phase of the Kirsten sub with the road being completed by some time in 2018. How can we guarantee this will be done on time? We feel it is pertinent that Lake Hazel be extended east beyond South Cole road and tie into Orchard/Gowen at the future interchange realignment before any houses are built. This should be a condition of approval and I'll explain why.

With the Lake Hazel extension completed before development, there will a few key benefits. First off, it will give an easy access point for construction works and traffic to get to Syringa Valley as they develop it, keeping large vehicles and truck off other streets that are already congested. This will largely increase the safety of our streets. Second, the Lake Hazel extension and Orchard/Gowen realignment will give south Boise and Ada County a second, easy access point to the freeway, making a huge impact on reducing the amount of traffic on surrounding streets, especially Hollilyn Dr. We believe this is a key element in improving this area. It will also greatly improve traffic safety. Third, with the extension being completed, it will be a selling point for the developer as homes in this area will have almost direct freeway access along with being within ten minutes of downtown via access of Orchard street. This will also benefit the city, as more homes are sold, quicker tax revenue and return on road investment will happen.

Building Density

This is a key factor, as in will have a big impact on our roads, and traffic safety. We feel that the proposed 4-5 homes per acre be maintained, if not reduced to 3-4, as the majority of developments that surround this area are near this proposal or even less. It would be of best interest to the city to maintain the more rural "edge of town" atmosphere that already exists out in this area, as everyone in our community has stated, this is what makes it a very desirable place to live. Also, maintaining a lower density will reduce the amount of traffic on our streets, which in turn will reduce emissions and road maintenance. This will largely impact traffic safety also, by having less congested streets.

The proximity of the airport is something to weigh in on building density. As myself and many others in this community are employed by the Idaho Air National Guard, we fear having too large of a population, to close to the airport, could jeopardize future missions at Gowen Field. Loss of the Air National Guard would have an astronomical impact on the local economy, let alone the impact on the family of military members employed there.

In conclusion, We as a community are deeply concerned on the impacts this development could have if these key issues aren't addressed properly. Make it a condition of approval, that the Lake Hazel extension be completed before any development occurs, for the safety and well being of the citizens and communities in this area. Also, maintain or reduce the 4-5 homes per acre to help reduce the issues stated above.

We take great pride in our community and the well-being of the people in it. And we feel not only Boise, but the Treasure Valley is one of the greatest places in the nation to live. We have faith that you will make the proper decision. Together, we can continue this legacy and fulfill Mayor Beiter statement of "lets make Boise the most livable city in the nation."

On behalf of myself, The Citizens Alliance of Southwest Ada County, and the great people of our community, thank you for your time and considerations.

Chris Christman

Todd Tucker

From: Kristi-ymail <daviskristi2002@yahoo.com>
Sent: Friday, September 02, 2016 4:54 PM
To: Todd Tucker
Subject: Syringa Valley Comments

Hello, please include my comments in the Planning & Zoning meeting on Sept 19.

ACHD and Boise City please move up the priority of S. Cole road improvements to no later than 2 years from now. This should not be overlooked on the technicality that it is in the County & not Boise City.

The highest priority should be completion of the Lake Hazel Extension to Orchard, including the bridge. We do not support any new building, such as the Kirsten subdivision, before both Cole Roads and the Lake Hazel extension is completed. Nothing temporary is acceptable. Hollilynn is a freeway in the mornings already no matter what the ACHD data says. I'm out there each morning from 7-9am when I get my kids on the bus and the traffic is intense. More building without roads will make it a nightmare & a safety issue.

Let's finally put the infrastructure and public safety ahead of the quick dollar.

-Kristi Davis & Dr Toby Davis

American Semiconductor
6987 W. Targee St., Boise, ID
(208) 336-2773

Date: 9 Sept, 2016

To: Todd Tucker
Boise Planning and Zoning

From: Douglas Hackler
President & CEO
American Semiconductor

Subject: Case Numbers CPA15-00008 & CAR15-00029

Dear Mr Tucker,

My company and I both support development in south Boise, but are vehemently opposed to approval for the Kirsten subdivision until adequate roads are available. Most specifically the Lake Hazel extension to Orchard and the widening of Cole south of Victory must be completed before approval of any new developments along Cole south of Victory.

I have reviewed the ACHD analysis of the Victory and Cole intersection and find the document factually inadequate and technically flawed. Traffic patterns are already a major problem on Cole Rd. Our employees cannot exit onto Century Way to travel south on Cole Road at the end of the day. Every day, traffic from the Victory/Cole intersection is backed up past Century Way, approximately a half of a mile! This makes it impossible to travel south on Cole. The traffic backup also negates any reasonable use of the Cole turn lane to travel east on Victory. In fact, this creates a very dangerous situation where frustrated commuters are traveling from Century Way to Victory using the median dividing lane in order to access the turn lane.

The ACHD determination that the Victory and Cole intersection is currently adequate fails to comprehend or mention the dangerous traffic alternatives that commuters are using to avoid the intersection. This includes the bypass of the intersection by using a loop of Orchard, Pleasant Valley and Hollilynn which places a high volume of commuter traffic on Hollilynn, a small residential street. Additionally, the ACHD report fails to take into account the traffic backup at peak hours, the time most likely for collisions, due to the funnelling of Cole into a narrow 2-lane route immediately south of the intersection. Claiming the intersection is adequate based on limited intersection traffic count data is inappropriate because commuter traffic is avoiding this totally inadequate intersection by taking undesirable and dangerous paths.

This situation is already intolerable and would only get worse if the proposed development is approved before adequate roads are built. We see evidence that planned and promised infrastructure like the widening of South Cole, the connection of Amity and Hake Hazel extension is often delayed or not completed. It is unreasonable to trust that roads will be built in the future as a justification for approving developments today. Build the roads first. Do not burden neighbourhoods and businesses with problems today in order that a developer might profit from adding to an already untenable situation.

Regards,



Doug Hackler

Todd Tucker

From: willmurrm@aim.com
Sent: Saturday, September 03, 2016 11:12 PM
To: Todd Tucker
Subject: BOISE PLANNING AND ZONING COMMISSION AND LAKE HAZEL BY-PASS

Dear Mr. Tucker:

Mr. Tucker, please forward this letter to the Boise Planning and Zoning Commission. In my opinion the Commission would clearly be negligent and not acting in the best interest of the current residents of the S. Cole Road/W. Hollilynn Dr. area and the future residents of the proposed Syringa development by approving construction of any homes in the Kristen subdivision prior to completion of an adequate, paved by-pass road from the Lake Hazel extension to the Gowen/Orchard Road complex and/or to Pleasant Valley Rd.

I have resided at 6784 W. Hollilynn Dr. since 1983. Since Hollilynn was extended to Pleasant Valley Rd., I have seen our safe, peaceful estate subdivision road transformed into an over utilized, dangerous by-pass route for congested S. Celie Rd. traffic. Hollilynn is a 21 foot wide, curved estate subdivision road without sidewalks or adequate shoulders. It is inadequate for the current volume of traffic (over 1470 vehicles per day); let alone the increased volume that will be created by construction of any Kristen subdivision homes.

During several morning rush hour periods, I have personally observed and counted traffic turning onto S. Cole Rd. from the current Lake Hazel by-pass extension. Thirty to 40% of the vehicles turn south on S. Cole Rd. and travel through Hollilynn Dr. to avoid the unacceptable traffic congestion on Cole Rd. heading north toward W Victory. The drivers are frustrated, frequently speed and are willing to drive an extra 4 or 5 miles, preceding from Cole to Hollilynn to Pleasant Valley to Orchard Rd., to by-pass the northbound Cole Rd. congestion.

Traffic proceeding south on Cole Rd. to Hollilynn was not even assessed on the Syringa traffic impact studies. **The Syringa traffic impact study was clearly flawed and incomplete.** I would anticipate traffic exiting from the Kristen subdivision prior to creation of an adequate by-pass road to the Gowen/Orchard complex or to Pleasant Valley Rd. would follow the same pattern as traffic currently proceeding east on Lake Hazel to Cole. If there are 450 homes in the Kristen subdivision (at a standard estimate of 10 trips per day per residence) this would result in an estimated 4500 vehicle trips per day. If 40% turn south on Cole and proceed to Hollilynn, there will be an increase of 1800 trips per day on Hollilynn. Also, Dave Evans construction is proposing 120 new residences be constructed at Maple Grove and Lake Hazel. This will result in 1200 trips per day. If 50% proceed east on Lake Hazel and 40% turn south on Cole, this will result in up to 240 additional trips on Hollilynn per day. If the Kristen subdivision and the Dave Evans construction take place without an adequate, new by-pass road, Hollilynn traffic could increase to 1470+1800+240=3500 vehicles per day.
Construction of any homes in the Kristen subdivision prior to completion of an adequate, paved, publicly accessible by-pass road from the Lake Hazel extension to the Gowen/Orchard complex and/or to Pleasant Valley Rd. will only exacerbate an unacceptable, dangerous situation.

During a neighborhood meeting 2/8/16, Mr. Robert Taunton proposed simultaneous construction of a Lake Hazel to Gowen/Orchard construction by-pass road during Kristen home construction which would be subsequently paved. To my knowledge, this was a verbal promise without a legal contract or bond. If the developers fail to fulfill this promise, we will be left with an untenable traffic situation. The current local residents, future Kristen residents and the members of the Commission will have to bear the consequences.

I am requesting the Boise Planning and Zoning Commission require completion of an adequate, paved, public accessible by-pass road prior to the initiation of any Kristen home construction. If there are any members of the Commission who are considering not supporting this position, I would encourage them to take a morning and drive the Cole/Hollilynn route during morning or evening rush hour traffic.

Thank you for consideration.

Sincerely

William T. Murray, MD
6784 W. Hollilynn Dr.
Boise, Idaho
83709

Todd Tucker

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

Dear Todd Tucker,
Please forward this before the meeting.

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

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

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

Lake Hazel bridge has to be completed before homes are sold, because it is needed for proper (downhill) sewer hook up.
CBH homes is already building many homes in our area on Lake Hazel rd, many of which use my residential street Hollilynn for commuting west to east, or to avoid congestion on S Cole rd.
I do not think CBH should be in such a rush to build more homes in Syringa Valley before completion of paved and adequate Lake Hazel to Orchard extension rd., as well as a new bridge as explained already.

I also ask Boise city P&Z Commission to recommend that City of Boise increases the priority and scope of improvements to S Cole rd from 4 years currently to 2 years.
The scope of improvements on S Cole should be between Victory rd and Lake Hazel rd.
In ACHD's current plan the improvements are between Victory and McGlochlin, which is to the north of the proposed Syringa Valley development, and will be insufficient by the time they go in.
The time for S Cole improvements should be concurrent with the start of Syringa Valley development, as at present it is the only way for the proposed subdivision to access the land.
The schools currently assigned to Syringa Valley development require use of S Cole rd. West Junior high is on S Cole rd. And Hillcrest elementary is north of I-84. Before new roads are built (Lake Hazel and Orchard), S Cole is the only route to be taken to school.
I think it an error for ACHD to speculate that S Cole rd improvements will not be needed once Lake Hazel to Orchard extension is built. Because some of the residents of Syringa Valley will choose to use S Cole, and there will be lots of car trips generated by the humongous subdivision.

ACHD development code requires developers to improve the roads adjacent to their property.
For example, recently a 120-unit housing complex was proposed on 9 acres at Lake Hazel and Maple Grove corner, near the proposed Syringa Valley subdivision. I am going to quote from July 11, 2016 public hearing record at Ada County P&Z, findings of fact on Dave Evans Construction application for the 120-unit multi-family development with a clubhouse and playground.
"*The Ada County Highway District stated in Exhibit #30 that the applicant shall (1) Dedicate additional right-of-way to accommodate the construction of a multi-lane roundabout at the Lake Hazel/Maple Grove intersection, (2) Dedicate right-of-way to total 50-feet of right-of-way from the centerline Lake Hazel Road abutting the site, (3) Construct a 5-foot wide detached concrete sidewalk located a minimum of 53-feet from the centerline of Lake Hazel Road abutting the site. Provide a permanent rightof-way easement if public sidewalks are placed outside of the dedicated right-of-way on Lake Hazel Road, (4) Widen the pavement on Lake Hazel Road to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder abutting the site, (5) Install "NO PARKING" signs on both sides of Lake Hazel Road abutting the site, (6) FINDINGS OF FACT, CONCLUSIONS OF LAW AND ORDER 201600795 ZC-DA-MSP Dave Evans Construction Page 8 Dedicate 37-feet of right-of-way from the centerline of Maple Grove Road abutting the site, (7) Construct a 5-foot wide detached concrete sidewalk located a minimum of 30-feet from the centerline to Maple Grove Road abutting the site. Provide a permanent right-of-way easement if public sidewalks are placed outside of the dedicated right-of-way on Maple Grove Road, (8) Widen the pavement on Maple Grove Road to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site, (9) Install "NO PARKING" signs on both sides of Maple Grove Road abutting the site, (10) Construct one 36-fet wide right-in/right-out driveway onto Lake Hazel Road located 365-feet west of Maple Grove Road. Install a 6"raised median in Lake Hazel Road to restrict the driveway to right-in/right-out only. Begin the median at the Maple Grove Road and extend it west 75-feet beyond the driveway. Coordinate the location and design of the median with District Development Review staff, (11) Pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of Lake Hazel Road and install pavement tapers with a radius of 30-feet, (12) Construct one 30-foot wide temporary full access driveway onto Maple Grove Road located 330-feet south of Lake Hazel Road, (13) The temporary full access driveway onto Maple Grove will be restricted to rightin/right-out only when Maple Grove Road is widened to 3 lanes, the Lake Hazel/Maple Grove intersection is improved, or as conditions warrant, as determined by ACHD, (14) Pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of Maple Grove Road and install pavement tapers with a radius of 30-feet, (15) Other than the access specifically approved with this application, direct lot access is prohibited to Lake Hazel Road and Maple Grove Road, (16) Payment of impact fees are due prior to issuance of a building permit. "*

I hope you were able to read thru all the ACHD requirements for the Dave Evans Construction's 120-unit complex.
Compare the above to NO IMPROVEMENTS ON S COLE rd FOR 4 YEARS, for Syringa Valley subdivision of 3000 households on 601 acres, that proposed to access it from S Cole rd in its original application to ACHD, and where ACHD concluded the improvements required by its own code "are infeasible".

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

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

Inna Patrick
6850 Hollilynn drive,

Boise, ID 83709

5, 5a, 5b

Jan M. Peterson
5960 W. Hollilynn Drive
Boise, ID 83709
(208) 867-0962
janpeterson08@gmail.com

September 3, 2016

To Boise City Planning and Zoning,

Thank you for taking the time to read my comments and concerns regarding a decision you will be making on September 19th regarding the proposed Syringa Valley Specific Plan, Comprehensive Plan Amendment and and Kirsten Subdivision.

As you are aware, Boise City Council and the Mayor have heard much testimony from the developer and supporting agencies, but have not heard any testimony to date from the citizens.

Great progress has been made towards making this huge planned community something that will be an asset to the City of Boise. The greatest opposition from the residents in SW Boise was the increased traffic to S. Cole Rd and Hollilynn.

My concerns now are for the immediate future during the construction of the Kirsten subdivision.

The Lake Hazel to Orchard extension is now being planned with ACHD to begin construction of a dirt construction road from Orchard to Cole Rd. (via Lake Hazel extension) in May 2017. The developer is asking to begin Phase 1 of the Kirsten subdivision in May 2017 as well, and then to begin construction of the first homes along with sales in September 2017, however the bridge connecting the current Lake Hazel is not scheduled until November 2017 and paving of the Lake Hazel extension is not scheduled until February of 2018. This time line was presented as "the goal" per Bob Taunton, representative for CBH Homes. With weather and other delays, home construction and sales could be well underway prior to another route to access the subdivision. There are no requirements to keep any of the traffic including trucks off of S. Cole Rd.

This means that should the Kirsten subdivision be approved before the extension is completed, that all of the construction trucks will have to access the subdivision from S.Cole Rd. which is a two lane road that is already bumper to bumper at certain hours of the day. There is not even a left turn lane for the trucks or workers to enter the subdivision which will back up the traffic even more.

In addition, once construction of homes has begun, there is no incentive to keep the bridge or extension paving on the proposed time track.

I am asking that you consider approval of subdivision only with a condition that the completion of the bridge over Cole Rd, and the Lake Hazel to Orchard extension is completed prior to any

home sales so that construction workers, trucks, sales persons, realtors, and new residents can access this subdivision from a different route than S. Cole Rd.

The impact of more traffic on S. Cole Road without any improvements from ACHD is just unacceptable.

Sincerely,

Jan M. Peterson
5960 W. Hollilynn Dr.
Boise ID 83709
(208) 867-0962

Todd Tucker

From: Carla Pladsen <carlapladsen@hotmail.com>
Sent: Wednesday, August 31, 2016 3:25 PM
To: Todd Tucker
Subject: Syringa Valley

P&Z Committee members,

I would like to propose that no homes will be built in Syringa Valley until Lake Hazel to Orchard road and bridge are *entirely* completed.

Hollilynn Drive is a neighborhood street, it should not be used as a thorough fare for over 1400 car trips (per ACHD) daily. Speed limit is 30 MPH, however people are always speeding to get to work on time in the morning and speeding to get home after work (starting around 4:00pm)

Due to all the new construction currently on Lake Hazel, traffic has/will continue to increase as we are the ONLY *reasonable* way to get to Pleasant Valley ie: corrections, Micron and National Guard.

The issue of Cole road (especially south) has been continually discussed, yet not addressed. Cole rd. CANNOT handle all the additional traffic PERIOD.

The **BEST** solution is to extend Lake Hazel through to Pleasant Valley rd.

A REASONABLE/MINIMAL solution is to complete Lake Hazel to Orchard Ave prior to any construction.

Best regards,
Alan and Carla Pladsen
5780 W Hollilynn Drive
Boise Idaho 83709

Sent from Windows Mail

Todd Tucker

From: Bunny Siemers <bunnysiemers@yahoo.com>
Sent: Monday, September 05, 2016 12:17 PM
To: Todd Tucker
Subject: Syringa valley sub

I believe we still all stand by our statements that were made in Feb.
Thanks Todd

9 Feb
BOISE, Idaho (KBOI) -- — The Boise Planning and Zoning Commission heard a conceptual proposal for a new subdivision Monday night.

The proposed subdivision, Syringa Valley, would cover over 600 acres of land south of the Boise Airport, near South Cole Road. The conceptual plan included more than 2000 homes, a high school, an elementary school, a commercial district and more.

At the meeting, Planning and Zoning Commissioners heard public comment from at least 20 people who reside in the surrounding neighborhoods.

Of those who gave their opinion, not a single one of them was in favor of the plan the way it was presented.

According to a City of Boise employee, the developer would be allowed to build 170 homes before making concessions for traffic demand.

Those in attendance said traffic on Cole, Lake Hazel, and the other roads near them is already unacceptable and something should be done before more homes are constructed.

The Commissioners agreed that until something is done to extend Lake Hazel Road and Orchard Road beyond the canal that currently brings them to an end, bringing the area's roads closer to capacity makes no sense.

This led commissioners to deny the subdivision, but they did approve the conceptual plan and want the developer to keep working on it and come back with a complete plan which makes adjustments for traffic needs in the area.

The decision came late Monday night after hearing about the proposal from the city, the developer, and the public for more than two hours.
Sandi and Melyssa thanked you

Todd Tucker

From: betty bermensolo <BSOLO6@msn.com>
Sent: Friday, September 09, 2016 5:00 PM
To: Todd Tucker
Subject: Syringa Proposal/ CPA15-00008, CAR 15-00029,SUB-00055

The Southwest Ada County Alliance has been very concerned about this proposal . SWACA has followed the process that involved the workshops and neighborhood involvement that followed.
The City of Boise was correct in asking for further study and a more detailed look at this large scale development and all the important issues that had not been fully explored . SWACA residents want this proposal to be mutually beneficial for all parties.
However, with respect to the outcome to date, the SWACA has NOT seen any data that suggests that ANY additional development is safe and appropriate unless a paved construction road from Orchard to the proposed Kirsten subdivision is in place.
Since the ACHD staff report for building the Kirsten subdivision details an ADJUSTED Level of Service policy simply to accommodate the developer at the Victory and Cole intersection , the SWACA does not feel that allowing ANY homes to be built as long as this would result in unnecessarily burdening and endangering the South Cole Neighborhood .
The SWACA urges Planning and Zoning and the City Council to deny this proposal at this time and request that the priority of Cole Rd be elevated to meet the obvious needs for the Syringa buildout. The lack of infrastructure and proven concerns for resident safety and livability with already strained arterials has to be placed at a higher level than Boise city expansion .
Thank you for your continued effort to make Boise an attractive and welcoming city for all its residents.
Sincerely,
Betty Bermensolo
SWACA Spokesperson

Todd Tucker

From: Andy And Peggy <andyandpeggy@icloud.com>
Sent: Wednesday, August 31, 2016 3:56 PM
To: Todd Tucker
Subject: Comments on Syringa Valley Development

To whom it may concern:

We have been residents of Calderon Estates on Hollilynn Drive for a little over a year. This area is a beautiful residential neighborhood that exemplifies what is great about Boise area living other than the steadily increasing traffic flow on Hollilynn Drive. We could live with the traffic itself as an acceptable trade off to enjoying and living near the Boise city metropolitan area. However, what is unacceptable is allowing this traffic flow to increase on a narrow curvy Hollilynn road with no shoulders and multiple blind corners. Our driveway exists on such a blind corner and at times, due to vehicles violating the posted speed limit, it is nearly impossible for us to safely exit to the West. Biking and walking on Hollilynn is an exercise in risk management that we are unwilling to assume. Allowing increasing volume of traffic flow on Hollilynn Drive is a safety concern and will result in a serious accident or fatality given time.

We are aware of the pending Syringa Valley development. We welcome additional development and services in our area. However, building additional homes with residents who will utilize Cole Road and Hollilynn Drive is totally unacceptable and ignores best practices of safe traffic management. The best practice and putting safety first is to require the developer to complete the Lake Hazel extension to Orchard Road prior to any new home construction.

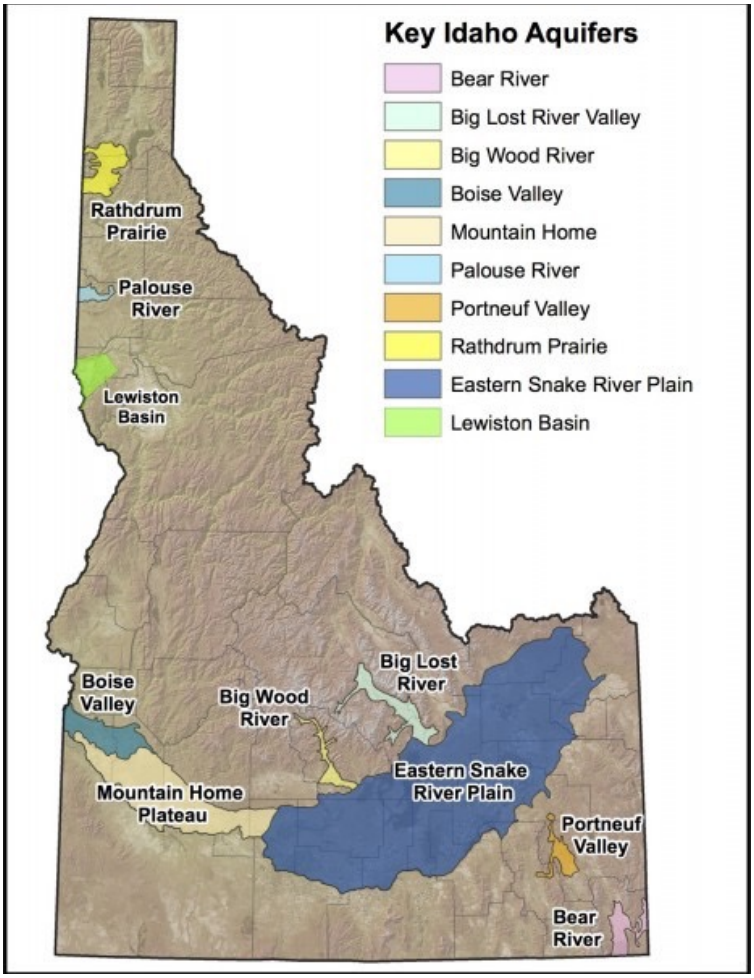
Sincerely

Andrew and Peggy Walla
5985 W Hollilynn Dr
Boise, ID

Sent from my iPad

Water Resource Board prepares for higher water demand in Treasure Valley

By: Benton Alexander Smith April 20, 2016 0



Idaho's major aquifers. Image courtesy of the Idaho Water Resource Board.

The Idaho Water Resources Board is studying ways to meet a growing water consumption demand in the Treasure Valley to try to prevent limits on water use in the future.

Water consumption in the Treasure Valley will go up significantly over the next 49 years as the area's population increases by an expected 252 percent.

Treasure Valley residents and businesses get water from a number of different sources that break into two categories. Surface water is fed by the Boise River and its network of reservoirs and canals, and underground water comes from the Boise Valley Aquifer, a series of shallow and deep cavities.

"The Treasure Valley is complex – to think that we draw from a single aquifer isn't a good conceptualization," said Brian Patton, chief of the planning bureau of the Water Resource Board. "We have a shallow aquifer and a deep aquifer or maybe even a shallow, middle and deep aquifer."

Lawmakers asked the Water Resource Board to investigate the health of the Treasure Valley's water resources after years of drought and over-pumping led to a near crisis in eastern Idaho.

East Idaho farmers were in danger of being forced to idle a million acres of farmland due to over-pumping of the East Snake River Plain Aquifer until groups called the Surface Water Coalition and the Idaho Ground Water Appropriators struck a deal. Now, if ground water users can cut use by 240,000 acre feet and aquifer recharge processes are enhanced to allow for the injection of 250,000 acre feet of water back into the aquifer system annually, most residential and business consumption should continue, according to the Recharge Development Corporation.



The South Fork of the Boise River. The North Fork, Middle Fork, and South Fork of the river join about 20 miles east of the city of Boise. Photo by Sophie Allen.

The Treasure Valley's situation is not nearly as dire. The purpose of the Water Resource Board's study is to ensure that it doesn't become so in the future, Patton said.

"The Treasure Valley is in better shape than a lot of other arid western cities, but we have to do our part," Patton said. "Our aquifer can't withstand additional distresses in certain parts of the valley."

Most municipal water used in the Treasure Valley comes from groundwater. This is the water supplied by the city and companies such as United Water Idaho. The groundwater is replenished by water that leaks into the ground from the canals and flood irrigation techniques that farmers use, according to Digital Atlas of Idaho.



Brian Patton

"We don't have any man-made recharge points like they are building on the east side of the state," Patton said. "We benefit from our canals. Any time you run water through a canal you lose some of it into the earth because of leakage."

Parts of Canyon County and west Ada County can support more water pumping because of the naturally recharging aquifer, but because little of the leakage makes it into deeper aquifers, many parts of south and east Ada County can't support more pumping.

"The shallow (aquifers) gets recharged by canal leakage, but it isn't exactly known how water flows between the shallow and deeper aquifers," Patton said.

The Treasure Valley's population will hit 1.57 million by 2065 and the area's water consumption will grow between 245 percent and 357 percent, the study concluded.

The Water Resource Board is also estimating a 10 percent decrease in precipitation in the Treasure Valley over the next 50 years because of warming temperatures.

The Idaho Water Resource Board proposed several measures in its report to ensure that the valley doesn't overstress its water system during that growth:

> Implement water monitors in smaller cities. All big metro areas in the valley monitor water use, but many of the smaller towns charge a flat fee for unlimited use.

Raise the walls of the Arrowrock Reservoir to expand its capacity.
Expanding a reservoir is one of the most costly solutions; the Water Board is coming up with a cost estimate.
Improve water conservation by installing more efficient equipment in new construction and retrofitting existing buildings.
Increase ground water pumping in areas that can support it.
Use Boise River flood flows to recharge the aquifer.
Carve more diversions off of the Boise River such as canals that can supply water to farmland**.**
Reuse water from sewage treatment plants.

"It isn't one solution that will bridge this gap," Patton said. "We will have to mix and match."



Gauging the Impact of Noise on Children's Learning

AUGUST 28, 2012 AT 4:00 AM

8 SHARES



An airplane passes over an apartment building on its way to LaGuardia Airport. The FAA and Port Authority have soundproofed many of the schools around the city's airports. AP/Frank Franklin

Based on the records of calls to 311, noise is the greatest quality of life concern for New York City residents. While many New Yorkers might scoff at the goal of trying to reduce noise in a city famed for making it, research indicates that excessive noise can have

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a serious negative impact on the way children learn.

Through an updated noise code and attempts to soundproof schools near airports and major roadways, the city has tried to fix the problem, but researchers believe that nobody is totally sure if these solutions have helped solve the problem.

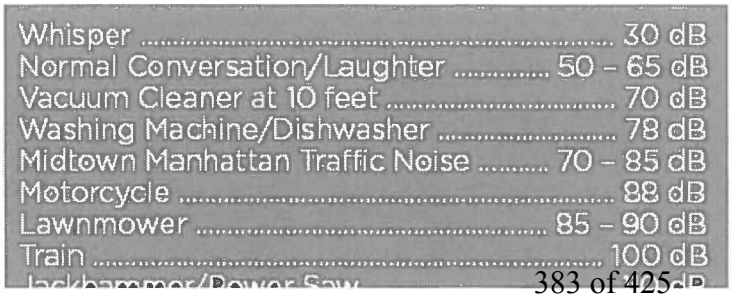
According to the World Health Organization, regular exposure to noise over 80 decibels (db.) can cause hearing damage, impaired task performance, impaired cardiovascular health and increased aggression. Children seem to be more vulnerable than adults.

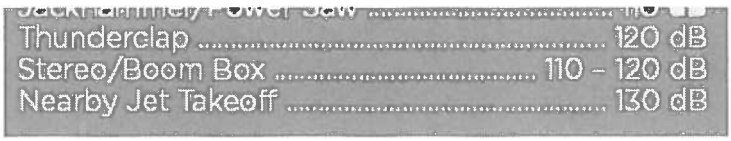
Dr. Charlotte Clark, a researcher on the effects of environment on health and behavior at the Wolfson Institute of Preventative Medicine at the University of London, said transportation noise near schools is one of the biggest noise-related problems.

Traffic Noise and Schools

"Twenty studies show external noise, like traffic and airport noise, can have a negative influence on children's cognition," said Clark at her talk on Aug. 20 at Inter-Noise, a four-day conference in New York City dedicated to reducing noise in cities.

Clark pointed to a number of past studies, like Bronzcraft and McCarthy's 1975 study of New York City elementary school students in a school where half of the classrooms were near a noisy elevated train track, and the others were on a quieter side. That study found that the reading comprehension skills of kids who sat on the noisy side lagged, on average, three months to a year behind their peers on the quieter side.





The decibel level of various noises. Regular exposure to noise over 80 decibels (db.) can be damaging to one's health, according to the World Health Organization. Information from New York City Department of Environmental protection.

Another study, conducted in Munich, suggests that weakened cognition due to noise is not permanent, however. In that study, children who left a noisy school showed improved memory and reading comprehension after two years.

Clark herself was one of the lead researchers on the Ranch Project, the largest study on the impact of road and airplane noises in children's cognition. Between 2001 and 2003, the Ranch Project studied over 2,000 students, ages 9-10, in 89 schools in three European countries. The study found that noise from road traffic, either near the home or school, had little impact on children's reading comprehension, but noise from airplanes definitely did (a .008 point drop in test scores for every added decibel).

How Much Noise is Okay for Kids?

The Ranch Project found that reading comprehension tends to drop off at 55 decibels, and Clark pointed to the World Health Organization's 2000 "Guidelines for Community Noise" as a good indicator of what's acceptable.

While building codes address noise issues for schools before they're built, a spokesperson for the Department of Education said that they do not monitor noise outside of school buildings.

Those guidelines suggest that playgrounds be no louder than 55 db., unoccupied classrooms no louder than 35 db., the area directly outside of one's living area be no louder than 50 db., and sounds from directly outside one's bedroom be no louder than 30 db.

Soundproofing and Its Limits

Since airport noise seems to have the most significant impact on children's learning environments, the FAA and the Port Authority of New York and New Jersey have co-operated a noise reduction program for the past three decades to ensure that schools comply with the city's noise code, which is enforced by the City's Department of Environmental Protection.

"To date, the Port Authority and the FAA have soundproofed 77 schools in New York and New Jersey. As of early May we've spent $286 million," said a spokesperson for the Port Authority.

The largest soundproofing push occurred in 2003, when the Port Authority announced a $44.5 million pot for school soundproofing.

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The majority of those schools were near airports. One was Monsignor McClancy Memorial High School in East Elmhurst, Queens, just under two miles from LaGuardia Airport.

"I think overall it had a good outcome on the classrooms," said Nicholas Melito, director of admissions at Monsignor McClancy.

"The teachers like that they don't have to stop teaching whenever an airplane flies over the building."

However, Clark says there isn't enough research on soundproofing to know what methods are or aren't effective.

"We don't really know if sound insulation works. We need a big study," said Clark.

Updates to the Noise Code

While the New York City Zoning Resolution and Building Code dictates the noise requirements for buildings, including schools,

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and the City's Environmental Quality Review Standards monitor transportation noise, there is another important document designed to keep the "living" city a little quieter.

The city's regulations for noise, laid out in the lengthy noise code, are governed by the New York City Department of Environment Protection. The DEP only conducts an investigation when a complaint is made.

These rules, which cover every noise, from construction sites to vehicles to neighbors upstairs, were adopted in 1972 and went 40 years without being altered. In 2007, they were updated with stricter, clearer guidelines that made significant changes to the maximum loudness permitted for construction sites — particularly those near schools and hospitals — bars and restaurants, and many vehicles.

"There has been no substantial uptick in noise inspections since 2007, after an initial rise in complaints following the Noise Code revision that year. Overall, complaints have in fact come down during this period," said Corey Chambliss, spokesperson for the NYC Department of Environmental Protection.

The stricter requirements, and tougher penalties for violations,

have likely had an impact on noise — particularly construction noise. However, at the 2010 International Conference on Urban Health at the New York Academy of Medicine, researchers who'd monitored noise at 60 locations around Manhattan said the average noise in the majority of those locations was over 70 db.

TAGS: CITY LIVING, ECONOMY, EDUCATION, ENVIRONMENT, GOVERNMENT, HEALTH, LAW, NEW JERSEY, REAL ESTATE AND DEVELOPMENT, SCIENCE AND TECHNOLOGY, TRANSIT, TRANSPORTATION

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C. L. "BUTCH" OTTER
Governor

GARY SPACKMAN
Director

July 9, 2014

WADE T AND/OR INNA PATRICK
6850 HOLLILYNN DR
BOISE, ID 83709

RE: Application for Permit No. 63-33956 in South Ada County Ground Water Area and Drilling Permit upgrade fee

Dear Wade and/ or Inna Patrick:

The Idaho Department of Water Resources (IDWR) received your application for permit requesting a new ground water right in South Ada County. This letter provides information regarding the ground water aquifer in that area and some options for you to consider. This letter also provides information about the drilling permit upgrade fee.

1 - Ground Water Aquifer in South Ada County

The cold water aquifer in the area has been declining since the 1960's with an average rate of decline of 0.3 to 0.4 feet per year during the past 30 years. There appears to be a correlation between the increase in water right approvals and declines in the aquifer level. In 1960 the non-domestic ground water diversions equaled approximately 100 cubic feet per second (cfs). By 1980 the cumulative diversion rate approached 500 cfs, and currently the withdrawal rate is about 600 cfs. It appears the aquifer is currently in overdraft and water levels have yet to stabilize to the current demand level.

Low temperature geothermal water (exceeding 85° F.) may be encountered approximately 400 feet in depth in this area. As cold water levels continue to decline, an increase in ground water temperatures will occur due to increased communication with the hotter water. Continued pumping of cold water will reduce the volume of cold water stored in the aquifer, causing increased upwelling of hotter water from below. State law requires low temperature geothermal ground water to be used primarily for its heat value first and subsequently for other uses such as irrigation. Generally, the hotter water cannot be a source for primary irrigation use.

IDWR has very limited data and knowledge regarding hydrology and aquifer characteristics of this area. Additional data and information will continue to be compiled to help determine how these ground water resources should be managed and if new water rights should be approved. However, recent reductions in IDWR resources and staff will make this a slow process and unlikely to be completed soon.

New Water Right Applications

Section 42-203A, *Idaho Code*, requires IDWR to consider certain criteria in processing new water right applications. On a case-specific basis, the applicant must provide IDWR with sufficient evidence to address some or all of the following criteria:

1. Will the new appropriation injure existing water rights?
2. Is the water supply sufficient for the purpose for which it is sought?
3. Is the application made in good faith or for delay or speculation?
4. Does the applicant have sufficient financial resources to complete the project?

5. Will the proposed use conflict with the local public interest, where local public interest is defined as interests of the people within the watershed who will be directly affected by a proposed water use?
6. Will the proposed use be contrary to the conservation of water resources within the State of Idaho?

Additional information regarding the criteria is not necessary for your application at this time.

Recent approvals of similar applications for this area have included the attached conditions of approval. If approved, your application would have such conditions.

~~Options for Consideration~~

Based on the above explanation, the following options are available for your application:

- Withdraw the application and receive a full refund. You may re-file at a later date if desired.
- Continue with the application, including submitting any information requested by IDWR and recognizing possible conditions of approval associated with approval of your application.

Please select your answer by returning the completed response form by August 8, 2014.

2 – Drilling Permit Upgrade Fee

All wells drilled in Idaho after June 30, 1987, require well drilling permits. According to IDWR records, your well was drilled in 1990 under a $35 domestic well drilling permit. A $35 drilling permit covers a well that does not require water right approval from IDWR. This is typically a single-family domestic well.

Proposed use from your well does require water right approval, and your water right application seeks that approval. The well drilling fee for a well requiring a water right is $200 instead of $35. IDWR must collect the unpaid balance of $165 for a well drilled under those circumstances.

Please remit $165 to upgrade your well drilling permit by August 8, 2014 to facilitate processing of your water right application. Your application will be voided if a timely response is not received. Refunds are not issued for voided applications. IDWR forms and other information are available on the Internet at www.idwr.idaho.gov. Please call me at 208-334-2190 if you have any questions. Thank you for your attention to this matter.

Sincerely,

Vicky Music
Sr. Water Resource Agent

Enclosures: boundary map, possible conditions of approval, application response form

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MARKETS | PROPERTY REPORT

Alphabet's Next Big Thing: Building a 'Smart' City

Unit of Google parent explores project to 'create a city from scratch'

By **ELIOT BROWN**

Updated April 27, 2016 5:46 p.m. ET

Google parent Alphabet Inc. has legions of Web developers. Soon it might be in need of real-estate developers.

In coming weeks, top executives at the Mountain View, Calif., technology giant are set to weigh a pitch from Alphabet's urban technology-focused subsidiary, Sidewalk Labs, on a plan to delve into an ambitious new arena: city building.

According to people familiar with Sidewalk's plans, the division of Alphabet is putting the final touches on a proposal to get into the business of developing giant new districts of housing, offices and retail within existing cities.

The company would seek cities with large swaths of land they want redeveloped—likely economically struggling municipalities grappling with decay—perhaps through a bidding process, the people said. Sidewalk would partner with one or more of those cities to build up the districts, which are envisioned to hold tens of thousands of residents and employees, and to be heavily integrated with technology.

The aim is to create proving grounds for cities of the future, providing a demonstration area for ideas ranging from self-driving cars to more efficient infrastructure for electricity and water delivery, these people said.

Details on the effort, which was reported earlier this month by the technology news website the Information, are scant. Most important, it is unclear who would cover the cost of such an endeavor—tens of billions of dollars—since large-scale development

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typically requires buy-in by third-party investors over a period of years or decades.

THE PROPERTY REPORT

- Russian Developer Sets His Sights on Miami (http://www.wsj.com/articles/russian-developer-sets-his-sights-on-miami-1461674293)
- In REIT Industry Shift, Veteran Investors Lose Clout (http://www.wsj.com/articles/in-reit-industry-shift-veteran-investors-lose-clout-1461699750)

But one key element is that Sidewalk would be seeking autonomy from many city regulations, so it could build without constraints that come with things like parking or street design or utilities, the people said.

If Alphabet greenlights the project, it would be in the same category of unlikely-but-promising moon-shot investments as its self-driving car division.

Sidewalk was formed last year, the brainchild of Alphabet Chief Executive Larry Page and Sidewalk CEO Daniel Doctoroff, New York City's economic development czar during the first six years of the administration of Mayor Michael Bloomberg. There Mr. Doctoroff was known for a technocratic approach to government and large ambitions for development, many of which involved converting formerly industrial parts of Manhattan and Brooklyn into neighborhoods where office and apartment towers have sprouted like mushrooms in the past decade.

Mr. Doctoroff went on to run Mr. Bloomberg's media company, Bloomberg LP, and last year started Sidewalk, describing it as a company that would use technology to help transform cities.

In recent months, Mr. Doctoroff and a flock of consultants and staff, including several of his former deputies at City Hall, have been racing to put together their game plan for the city-building initiative, people who have spoken to Mr. Doctoroff said.

He hinted at his ambitions in a February speech at New York University.

"What would you do if you could actually create a city from scratch," he said. "How would you think about the technological foundations?"

Past efforts to build "smart" cities or districts integrated with technology have failed, he said, because typically urban planners and tech executives don't understand each other.

"That is why the combination of Google, which focuses on the technology, and, me, who

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focuses on quality of life, urbanity, etc., we think is a relatively unique combination," he said.

One challenge the company would face would be that the history of city-building and large-scale urban development projects is full of failures and disappointments. Cities built from scratch, like Brasília or Canberra, Australia, are viewed as antiseptic and without the vibrancy of more organic cities.

"You can build a city from scratch and you can copy and emulate the great qualities of cities," said Glen Kuecker, a history professor at DePauw University who has studied the Songdo City district near Seoul and other smart cities. "It's still a very artificial and sterile place."

Large-scale development projects within cities, too, are often marked by frequent delay and failure. Battery Park City, a development in lower Manhattan, took four decades and a near-bankruptcy to be completed, as did the Playa Vista district of Los Angeles, north of the airport.

This is because developers aren't only facing swings of the market, but also of political dynamics that change frequently.

"You've got political barriers, you've got economic barriers, sometimes you've got environmental barriers," said Eugenie Birch, a city planning professor at the University of Pennsylvania.

Mr. Doctoroff ran into many of these headwinds in his tenure in New York, where he gathered together countless ideas that had been collecting dust on planners' shelves and tried to put them into action.

"He dares to dream big—he's always pushing to do the next big thing," said Robert Lieber, who worked under Mr. Doctoroff in New York City government before succeeding him as deputy mayor.

Many of these ideas were successful, including his rezoning of Manhattan's far West Side, which today is becoming an office district serviced by a brand new subway extension, as well as multiple rezonings in Brooklyn that have spurred thousands of units of new housing.

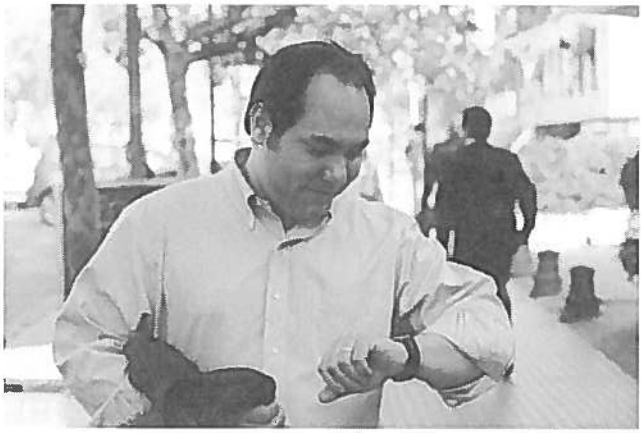
One of his weaknesses, people who know him say, was legislative politics, at least in New York State government. His two highest-profile plans—a stadium for the city's 2012 bid

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for the Olympic Games and a congestion-pricing charge on drivers in Manhattan—were both defeated by the state legislature.

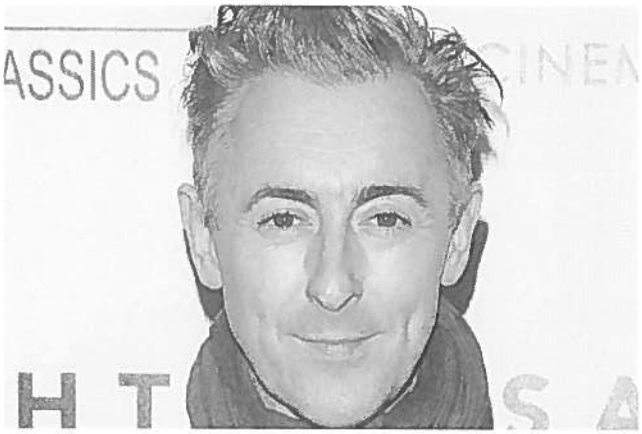
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A follow-up study of effects of chronic aircraft noise exposure on child stress responses and cognition

Mary M Haines[a,b], Stephen A Stansfeld[a,b], RF Soames Job[c], Birgitta Berglund[d] and Jenny Head[a,b]
+ Author Affiliations

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Abstract

Background Children are a high-risk group vulnerable to the effects of chronic aircraft noise exposure. This study examines the effects of aircraft noise exposure on children's health and cognition around London Heathrow airport and tests sustained attention as an underlying mechanism of effects of noise on reading and examines the way children adapt to continued exposure to aircraft noise.

Methods In this repeated measures epidemiological field study, the cognitive performance and health of 275 children aged 8-11 years attending four schools in high aircraft noise areas (16-h outdoor Leq >66 dBA) was compared with children attending four matched control schools exposed to lower levels of aircraft noise (16-h outdoor Leq <57 dBA). The children first examined at baseline were examined again after a period of one year at follow-up. Health questionnaires and cognitive tests were group administered to the children in the schools.

Results and Conclusions At follow-up chronic aircraft noise exposure was associated with higher levels of annoyance and perceived stress, poorer reading comprehension and sustained attention, measured by standardized scales after adjustment for age, social deprivation and main language spoken. These results do not support the sustained attention hypothesis previously used to account for the effects of noise on cognition in children. The reading and annoyance effects do not habituate over a one-year period and do not provide strong evidence of adaptation.

Key words Chronic aircraft noise exposure children cognition and stress responses adaptation repeated measures epidemiological field study

Consistent associations between chronic aircraft noise exposure and impaired cognition and stress responses in children have been found in cross-sectional studies around international airports namely: Los Angeles;[1] Munich;[2,3] New York;[4] and London.[5] Important questions remain unanswered about the long-term effects of persistent aircraft noise exposure, underlying causal mechanisms, and the nature of the noise effects. It is still unknown whether prolonged exposure to aircraft noise results in increasing adverse effects, or whether the effects remain constant, or the effects lessen or disappear. Cohen and colleagues[6] reported a one-year follow up of their baseline sample of school children around Los Angeles Airport[1] but unfortunately due to a low response rate in the noisy schools the within-subjects analyses were difficult to interpret.[6] In this repeated measures study we report follow-up data from the same sample of children first examined at baseline where cross-sectional main effects were found on reading and noise annoyance.[5] By following these children up after a period of a year, child adaptation will be examined to provide a preliminary answer to how children are affected by persistent noise exposure in terms of reading and noise annoyance.

Chronic exposure to environmental noise may be a stressor because it decreases expectancies for control and increases susceptibility to helplessness.[7] However, there is little empirical evidence to support the key assumption of this theory that the children exposed to high levels of environmental noise are, in fact, stressed. Furthermore, understanding of the mechanisms underlying child noise effects is limited. Only three studies[4,5,8] have directly tested the mediating role of a hypothesized factor and no study has tested the attention mediation hypothesis. Aircraft noise has a main direct effect on sustained attention,[9-14] however, it is also possible that sustained attention also acts as a mediating factor between noise exposure and cognitive impairments.

It was hypothesized that the effects of aircraft noise exposure found on reading comprehension and noise annoyance at baseline[5] would be replicated in the same sample of school children who were tested at follow-up one year later. It was also hypothesized that: (1) chronic aircraft noise exposure produces an increased delay in reading comprehension over a period of a year compared to pupils not exposed to aircraft noise during that year and (2) that chronic aircraft noise exposure in children would be associated with impairments in sustained attention and high levels of self-reported stress. Sustained attention was tested as a mediating factor in the association between noise exposure and reading impairment.

Methods

Design

The school performance and health of children attending four schools in a high-aircraft noise-impact urban area (16-h outdoor Leq >66 dBA) were compared with those of children from four matched control schools in low-aircraft noise-impact urban areas (16-h outdoor Leq <57 dBA) around Heathrow Airport in West London (for full details of design and methods[5]). Children first examined in 1996 were examined again one year later in 1997. The schools were initially chosen such that children were matched across high and low aircraft noise as much by: age; sex; sound level at the school from non-aircraft sources; existing noise protection in the schools; and socioeconomic status and ethnicity of the school's electoral wards. The performance and health measures were group administered in the classrooms.

Participants and response rate

At baseline in 1996, 340 pupils participated. At follow-up the overall child response rate was 81% of the baseline sample across the eight schools. Of the original sample of 340, 10% (n = 35) declined to take part in 1997; 6% (n = 19) had moved; and 3% (n = 11) were away at the time of testing. The response rate did not differ between high- and low-noise exposed children. The follow-up participants were 275 fifth (n = 121) and sixth (n = 154) class pupils (mean age = 10 years and 8 months, 52% girls, 48% boys) of the baseline sample. In all, 148 attended schools exposed to high levels of aircraft noise and 127 attended schools exposed to low levels of aircraft noise. The socio-demographic characteristics of the declining sample and the sample that had moved were not significantly different to the participating sample in terms of sex, race, age and social class.

Stress response and health outcomes measures

Annoyance

Noise annoyance was measured with seven child adapted standard questions.[15] These questions assessed the level of annoyance on a four-point Likert scale (very much, quite a bit, a little, not at all) felt by the child when they heard four sources of environmental noise without a timeframe. The sources of environmental noise were: aircraft noise, train noise, road traffic and neighbours' noise (only at home). Aircraft noise at school was the annoyance item used in the analyses with the higher the score the higher the noise annoyance.

Lewis Child Stress Scale

Child stress was measured with the Lewis child stress scale.[16] The scale consists of 20 stress-provoking circumstances that were generated through interviews with children concerning sources of stress in their lives. The 20 items included situations that would make children feel bad (e.g. not having homework done on time), nervous (e.g. changing schools) or worried (e.g. not getting along with your teacher). The 20 items were repeated in two subscales. The first scale asks the children to rate how bad would they feel if each of the 20 situations happened to them on a five-point scale: 'not bad'-'terrible'. The second scale asks the children to rate how often each of the 20 situations happened to them on a five-point scale: 'never'- 'all the time'. Three scores were used in the analysis: **(1) a perceived stress score**: an addition of the first scale values, how bad would they feel if an event happened to them, **(2) a frequency score:** an addition of the second scale values to calculate how often negative life events had occurred, **(3) an overall stress score:** calculated by individually multiplying each item from the first scale ('how bad they would feel') by the second scale (frequency of occurrence) and summing the total for the 20 items. Normative data from 2480 fifth grade American students found high internal consistency ($\alpha = 0.82$).[16]

Depression

Depression was measured with the short version of the Child Depression Inventory (CDI,[17] modified for an English sample[18]).

Anxiety

Anxiety was measured with the Revised Child Manifest Anxiety Scale (CMAS).[19]

Cognition and performance outcome measures

Reading comprehension

Reading comprehension was measured using the UK standardized Suffolk Reading Scale[20] Level 2.

Sustained attention

This was measured with the Score task taken from Tests of Everyday Attention for Children (TEA-Ch) battery of measures for the assessment of attention in children (version A[21]). In this task the children are asked to imagine that they are keeping score by counting the scoring sounds in a computer game. This test measures ability to count tones with irregular inter-stimulus intervals. The test has good construct validity and test-retest reliability (76.2%) after 6-15 days re-administration.[21] There are 10 trials each scored for correct number of items counted.

Measurement of confounding factors

The household deprivation score was calculated on a scale adapted from Townsend's Scale[22] by incorporating income, crowding, home ownership and unemployment in a single scale (these data were collected from parents). The number of indicators of household deprivation reported out of these four indices were summed and a total deprivation score calculated.[22] Household deprivation was preferred as a confounding factor because social class was not considered to be a satisfactory indicator of social disadvantage.[23] Main language spoken at home was collected from the children, parents and school. Age was collected from school records and the parents.

Procedures

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Testing at the schools was conducted the same way as baseline (for full procedural details[5]). The group administered testing was conducted on three days each a week apart, counterbalanced for questionnaire order and time of day across noise exposure in the classrooms. Measurements at individual schools were carried out inside classrooms to assess indoor sound levels of aircraft noise during testing using a sound level meter mounted on a tripod and a portable DAT recorder.

Statistical analysis

Three potential confounding factors were adjusted for in the analyses namely: age, main language spoken at home and household deprivation. Main language spoken at home was reported by parents and children and is a variable with two levels: English and non-English. Analyses of covariance (ANCOVA) adjusting for baseline performance were used to assess the noise-effects over time. The within-subjects unadjusted model adjusts for baseline performance only and the fully adjusted model also adjusts for age, main language spoken at home and household deprivation. A procedural error occurred earlier at baseline, when one control school did not supply a representative sample class but a class of lower ability (for full discussion[5]). Therefore, the results will be presented on all eight schools and on the seven schools excluding the school with the biased sample selection for the significant main effects in the result section text with means, F-test statistics and *P*-values. All statistical tests are two tailed and the alpha value was set at 0.05.

Results

Descriptive results

The high- and low-noise follow-up sample were well matched across noise levels for class at school and sex (Table 1). The high noise school sample had a higher proportion of non-white pupils and pupils with languages other than English as the main language spoken at home than the low-noise sample. The high-noise sample also had a slightly higher proportion of pupils from manual social class households indicated by the registrar general's classification and pupils from deprived households than the low noise sample (Table 1).

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Table 1
The socio-demographic characteristics of the high- and low-noise child follow-up samples: frequencies and proportions, continuity correction χ^2 *P*-value

Cross-sectional effects at follow-up: stress responses and cognitive performance

All results presented have been adjusted for age, deprivation and main language spoken (Table 2).

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Table 2
Stress response and cognitive mean scores, difference score at follow-up fully adjusted for age, deprivation and main language spoken in the four high-noise schools and the three low-noise schools (excluding the procedural error school)

Annoyance

Chronic exposure to high levels of aircraft noise was associated with higher levels of annoyance in the analyses of the eight schools (high-noise [HN] mean = 1.00, low-noise [LN] mean = 0.58, F(1,206) = 9.75, $P = 0.002$) and the seven schools (LN mean = 0.56, F(1,188) = 8.8, $P = 0.003$) (Table 2).

Self-reported stress

Chronic exposure to aircraft noise was associated with higher levels of perceived stress in the analyses of the eight schools (HN mean = 3.5, LN mean = 3.22, F(1,185) = 9.57, $P = 0.002$) and in the seven schools (LN mean = 3.19, F(1,168) = 10.2, $P = 0.002$, Table 2). Chronic exposure to aircraft noise was not associated with the prevalence of stressful life events nor with the total stress score (Table 2).

Anxiety and depression

The two groups did not significantly differ in mean scores of anxiety and depression (Table 2), nor was aircraft noise exposure related to higher prevalence of depressive and anxiety symptoms as measured by scores above the clinically relevant cut-off points of the CDI and CMAS, respectively.

Reading comprehension

Chronic exposure to aircraft noise had no significant effect on reading comprehension in the analyses of the eight schools. However, in the seven schools, children in the four high-noise exposed schools had poorer reading comprehension than children in the three low-noise schools (HN mean = 100.63, LN mean = 105.21, F(1,178) = 5.00, $P = 0.027$, Table 2).

Sustained attention

Chronic exposure to high levels of aircraft noise was associated with poorer sustained attention in the eight schools (HN mean = 8.44, LN mean = 9.01, F(1,201) = 8.01, $P = 0.005$) and in the seven schools (LN mean = 8.91, F(1,183) = 4.16, $P = 0.04$, Table 2).

Within-subjects analyses—the effects of noise over time

Reading comprehension

After adjusting for baseline performance, performance at follow-up was significantly different between the high-noise and low-noise children in the eight (HN mean = 100.1, LN mean = 101.9, F(1,225) = 4.57, $P = 0.03$, Table 3) and seven schools (HN mean = 101.1, LN mean = 103.0, F(1,204) = 4.8, $P = 0.03$, Table 3). However, after further adjustments are made for age, main language spoken and deprivation, the difference in reading comprehension in both the seven and eight schools fails to reach significance (Table 3). The inability to find a significant effect after full adjustment might be due to a reduction in statistical power, because of a drop in sample size. Analyses were conducted in reduced samples with scores taken out for children with missing values for both deprivation and main language spoken. The within-subjects reading analysis was conducted in these samples and the results were: reduced sample for main language spoken (difference score = 1.6, F(1,193) = 3.41, $P = 0.06$) and the reduced sample for deprivation (difference score = 1.4, F(1,173) = 2.48, $P = 0.12$). In the reduced samples the main effect found in the full sample (difference score = 1.9) is of similar magnitude but is no longer significant.

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Table 3
Difference score from the within-subjects ANCOVA models (1) adjusting for baseline performance on follow-up reading comprehension and noise annoyance performance and (2) fully adjusted for age, main language spoken and deprivation in the eight and seven schools (excluding the procedural error school)

Noise annoyance

In the analyses of the eight schools after adjusting for baseline noise annoyance, noise annoyance at follow-up was significantly different between the high-noise and low-noise children (HN mean = 0.93, LN mean = 0.67, F(1,245) = 5.42, $P = 0.02$, Table 3). This did not remain significant after further adjustment was made for age, deprivation and main language spoken (Table 3). There was no significant effect in the seven schools (Table 3).

Testing the sustained attention hypothesis

To test this hypothesis, sustained attention score was entered as a covariate in an ANCOVA model (independent variable—school noise level: high or low, dependent variable—reading comprehension score). Sustained attention did not explain the significant association between aircraft noise exposure at school and reading comprehension. This is indicated by the fact that the significance level of the main reading effect in the seven schools was not altered by the adjustment for sustained attention (F(1,203) = 8.51, $P = 0.004$).

Noise exposure

At follow-up measurements were taken at individual schools to assess indoor sound levels of aircraft noise during testing. Acute levels of aircraft noise at the time of testing were measured in single event noise exposure levels (SEL dBA). The SEL is defined as the total sound energy of an event expressed as a one-second equivalent and is a measure of sound energy which allows for the direct comparison of sound events of differing duration. Acute aircraft noise was only present at the testing of one high noise school over the two testing sessions. School 4 had a mean of 65.7 SEL dBA with 3 aircraft events on day 1 of testing and a mean 64.2 SEL dBA with 41 events on day 2. This indicates that there was very little difference between high and low chronic aircraft noise exposed schools in terms of acute aircraft noise exposure during testing. This is in contrast to the high level of acute interference reported in the high noise schools at baseline.[5]

Discussion

There were five main findings in this study. First, the associations between chronic aircraft noise exposure and reading comprehension, noise annoyance and mental health were replicated at follow-up. Second, the within-subjects analyses indicate that children's development in reading comprehension may be adversely affected by chronic aircraft noise exposure. Noise annoyance remained constant over a year with no strong evidence of habituation. The effect of aircraft noise on children's progress in reading over time may be influenced by socio-demographic factors. Third, the association between aircraft noise exposure and reading comprehension could not be accounted for by the sustained attention mediation hypothesis. Fourth, chronic aircraft noise exposure was associated with poorer sustained attention in children. Fifth, chronic aircraft noise exposure was associated with higher levels of self-reported perceived stress in children. These results provide evidence that aircraft noise adversely affects the performance and health of school children and that these effects do not habituate over time.

Adaptation

After adjustment for baseline reading performance a significant noise effect on reading remained at follow-up indicating that further noise exposure over time was associated with an increase in the size of the difference in reading impairments in the high noise exposed group compared with the control sample. However, the within-subjects reading result was not conclusive because socioeconomic factors may influence reading comprehension. After statistical adjustment was made for deprivation and main language spoken at home on the association between noise and reading progress, the size of the effect was reduced and became non-significant. The results of the analyses in the reduced samples suggest that regardless of whether main language spoken or deprivation were, or were not, confounding factors, the sample size was reduced to such an extent that when adjustments were made for language and deprivation the 'noise effect' would be lost. Therefore, it must be concluded that it is still possible that

socioeconomic factors may have confounded the relationship because there were insufficient socio-demographic data to test this reliably.

The Los Angeles Study and the present study are limited because the impact of previous experience of exposure to aircraft noise is unknown and a self-selected high-noise sample cannot be ruled out. In the case of this study, it is possible that children with poorer performance tended to remain in the high-noise exposed areas because their parents were less socially advantaged, hence less mobile. If the effects of social disadvantage on reading comprehension were partly mediated through noise exposure, statistically adjusting for social deprivation may constitute an over adjustment. The issue of long-term habituation to environmental stressors has only started to be addressed, and further repeated measures longitudinal research is still required to address these problems.

Sustained attention mediation hypothesis

The results of this study do not support the sustained attention mediation hypothesis because adjustment for sustained attention did not influence the significant association between aircraft noise at school and reading comprehension. Attentional processes have been hypothesized as mediators in noise-related memory impairments more than reading effects. Adult noise studies on memory have been interpreted as indicative of attention narrowing or focusing on dominant stimuli.[24] Greater attention to more central cues could lead to poorer encoding of more peripheral material when greater processing demands are placed on memory than would be expected on a reading task. So it is possible that specific cognitive mechanisms may only apply to specific noise effects on child cognition. Further research should test and refine the other theories to account for these reading effects, especially testing psycholinguistic mechanisms where there is preliminary evidence of mediation by impairment of speech perception[4] and auditory discrimination.[8] Better understanding of the mechanisms by which noise impairs reading may allow for more effective counter measures to the effects of noise.

Annoyance

The annoyance response remained constant over time and there was little evidence that the effect increases over time. The long-term health consequences of chronic annoyance are unknown. This finding that noise annoyance, a stress response, remains persistent is in potential contradiction to the conclusions from the follow-up study around Los Angeles [6] where the data were interpreted to indicate some habituation of physiological stress response. It is indeed possible that the annoyance response may be affected by chronic noise in a different way than a physiological stress response. It is also possible that response style related to coping with environmental stress influences reports of annoyance, more than physiological responses. Future longitudinal research should measure both noise annoyance and physiological stress responses to examine habituation or potentiation as well as the interaction between self-reported stress and biological stress markers. Adaptive behaviours may reduce the immediate stress response in the form of physiological adaptation, but the coping process itself may have adverse health effects that might be measured through self-reported stress.[25]

Perceived stress

Children chronically exposed to high levels of aircraft noise had higher levels of perceived stress even after adjustment for age, deprivation and main language spoken indicating that the high noise children reported they would have felt more stressed than the control children if these stressful life events were to occur in their lives. Interestingly, the children across the two groups did not differ in terms of reporting actual stressful events. This suggests some specificity of effect in relation to perceived stress and that children did not answer according to a trait of general negative affectivity. It is possible that this perceived stress scale also partly measures perceived coping ability or worrying and high scores predict sensitivity to stress.

Our results show for the first time that children chronically exposed to aircraft noise do have higher levels of self-reported stress, which complements the previous psychophysiological stress data (catecholamine secretion and raised blood pressure).[1-3] This result is important because it lends support to the underlying assumption that chronic exposure to aircraft noise is subjectively stressful. This self-reported stress response needs to be refined by further measures, to ascertain what these children are stressed about—is it their environment? Consistent with the baseline results,[5] levels of depression and anxiety did not differ between the two samples. These affective results taken together suggest that chronic exposure to aircraft noise produces annoyance and general stress responses rather than sub-clinical mental health problems such as depression or anxiety.

Conclusions

The results of this repeated measures study are not conclusive. Nevertheless, they provide stronger evidence than previous studies to suggest that noise exposure affects child cognition and stress responses and that these effects do not habituate over a one-year period. The fact that the main reading effect remained constant between baseline and follow-up, despite marked variation in the acute noise interference at testing, provides further evidence that the cognitive impairments are due to chronic exposure rather an acute interference at the time of testing. These results do not support the sustained attention hypothesis previously used to account for the effects of noise on cognition in children. The within-subjects analyses indicate that children's development in reading comprehension may be adversely affected by chronic aircraft noise exposure. Noise annoyance remains constant over a year with no strong evidence of habituation. Further research should look at the long-term implications of these effects and examine further underlying mechanisms.

KEY MESSAGES

- this repeated measures epidemiological field study examines the effects of aircraft noise exposure on primary school children's health and cognition around London Heathrow airport.

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- chronic exposure to aircraft noise was associated with impairments in reading and attention and raised annoyance and perceived stress.
- the results provide evidence that aircraft noise adversely affects the performance and health of school children and that these effects do not habituate over time.

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Physiological, Motivational, and Cognitive Effects of Aircraft Noise on Children

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Moving From the Laboratory to the Field

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ABSTRACT: *A combination of laboratory and field methodologies is suggested as a strategy to increase the influence of psychological research in the formation of public policy. A naturalistic study of the effects of aircraft noise on elementary school children is presented as evidence for the effects of community noise on behavior and as an example of a study that examines the generality of laboratory effects in a naturalistic setting. The study is concerned with the impact of noise on attentional strategies, feelings of personal control, and physiological processes related to health. In general, the results are consistent with laboratory work on physiological response to noise and on uncontrollable noise as a factor in helplessness. Thus children from noisy schools have higher blood pressure than those from matched control (quiet) schools. Noise-school children are also more likely to fail on a cognitive task and are more likely to give up before the time to complete the task has elapsed. The development of attentional strategies predicted from laboratory and previous field research was, on the whole, not found. The implications of the study both for the understanding of the relationship between noise and behavior and for the influencing of public policy are discussed.*

Science's contribution to social policy decisions regarding noise pollution has been primarily limited to the documentation of the impact of high-intensity sound on hearing. Acceptable noise standards used in both national and local statutes are based on research that assesses magnitude of hearing loss at varying intensities and durations of sound. Yet during the last ten years it has become clear that noise can alter nonauditory systems as well as auditory ones. Thus laboratory research has established effects of noise on cognitive, motivational, and general physiological processes. For example, noise is associated with alterations in task performance (cf. Broadbent, 1978; Loeb, 1979), decreased sensitivity to others (e.g., S. Cohen & Lezak, 1977; Mathews & Canon, 1975), and elevation of a number of nonspecific physiological responses (cf. Glass & Singer, 1972; Kryter, 1970). Exposure to noise that is unpredictable and uncontrollable (cannot be escaped or avoided) can also reduce one's perception of control over the environment (e.g., Glass & Singer, 1972; Krantz, Glass, & Snyder, 1974). This loss of control is often accompanied by a depression of mood and a decrease in one's motivation to initiate new responses (Seligman, 1975).

One argument against serious consideration of this evidence when making policy decisions is that it is largely derived from laboratory studies. Since laboratory subjects typically experience a single short period of exposure to high-intensity sound and are aware that their exposure is only temporary, the applicability of these findings to experi-

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ences of chronic noise exposure is questionable. Because of a lack of well-controlled studies of persons routinely living and working under noise, we are unable to say with any certainty if similar effects occur in individuals exposed to noise for prolonged periods.

Our own lack of confidence in the generality of the effects of noise that occurs in laboratory settings translates into a lack of influence in the policy-making process. Legislation restricting noise levels in industrial and community settings usually imposes a heavy economic burden on those responsible for the noise. To convince policymakers that such burdens are justified, there must be substantive evidence that community and/or industrial noise deleteriously affects health and behavior.

Naturalistic studies of the effects of noise that occurs in home, school, or office seem like the obvious alternative to investigations carried out in laboratory settings. However, such studies are correlational. Subjects are not randomly assigned to noisy or quiet settings, and the settings often vary on dimensions other than noise exposure. These problems can be substantially reduced by carefully matching the noise and quiet samples on important dimensions and by statistically controlling for other possible confounds. It is always possible, however, that some unknown factor covaries with exposure to the noise setting and actually causes the effects that the investigator associates with noise. Thus, in isolation, naturalistic studies also provide insufficient evidence for a link between community noise and measures of health and behavior.

It is clear that neither laboratory nor naturalistic studies can in themselves provide what either scientists or politicians would consider convincing evidence for noise-induced effects. What is necessary is an interplay between laboratory and field methodologies. This interplay can take at least two forms. On the one hand, an effect can first be established as reliable within laboratory settings where causal links can be inferred. Then, the robustness of this relationship can be established in a number of naturalistic settings. On the other hand, by first conducting field research, it is possible to isolate important dimensions of a particular problem. At that point, laboratory studies may be useful to rule out plausible alternate explanations often inherent in naturalistic research. Laboratory and field approaches are often pursued to the exclusion of one another, but only by combining these two strategies can we begin to understand the impact of environmental variables in naturalistic settings. Moreover, only when evidence from the laboratory and field converges can a credible scientific case be presented in order to influence public policy.

This emphasis on the interplay between the laboratory and the field is consistent with Campbell and Stanley's (1966) discussion of the inevitable trade-off between well-controlled experimental settings (internal validity) and our ability to generalize across persons and settings (external validity). The laboratory provides the opportunity for an internally valid investigation, but the generality of laboratory findings is severely restricted. Naturalistic studies provide the opportunity to generalize findings to a greater range of persons and settings but often lack the strict control of the laboratory.

The study presented in this article examines the effects of aircraft noise on children. It is particularly concerned with exploring the generality of laboratory work on noise-induced shifts in attentional strategies, feelings of personal control, and nonauditory physiological responses related to health. Our purpose in reporting this study is twofold. First, it is presented as evidence for relationships (or lack of relationships) between aircraft noise exposure and a number of cognitive, motivational, and physiological measures. The article includes short discussions of laboratory and field research in each of the areas of concern. Second, it is presented as an example of an attempt to examine the generality of laboratory effects in a naturalistic setting. In this regard, the study employs an individual testing procedure in a field setting. It uses a matched-group design and attempts to control statistically for a number of possible alternative explanations for correlations between community noise and the various criterion variables.

Overview of the Study

The subjects were children attending the four noisiest elementary schools in the air corridor of Los Angeles International Airport. Peak sound level readings in these schools are as high as 95 dB (A), and the schools are located in an air corridor that has over 300 overflights a day—approximately one flight every 2.5 minutes during school hours (Lane & Meecham, 1974). Three control

schools (quiet schools) were matched with the experimental schools for grade level, for ethnic and racial distribution of children, for percentage of children whose families were receiving assistance under the Aid to Families with Dependent Children program, and for the occupations and education levels of parents. Thus we were able to compare samples of children attending noise schools and quiet schools who were relatively similar in terms of age, social class, and race. A statistical technique described later allowed additional control over these factors.

The study focused on effects occurring outside of noise exposure (i.e., aftereffects). Thus all tasks and questionnaires (except the achievement test records gathered from school files) were administered in a quiet setting—a noise-insulated trailer parked directly outside the school. These data were collected during two 45-minute sessions on consecutive days. Three cognitive tasks were administered during the test periods. One was designed to assess feelings of personal control and the others to determine whether the children employed some common attentional coping strategies. A questionnaire concerned with responses to noise and two blood pressure measures were also given during the testing sessions. A parent questionnaire dealing with parent response to noise, mother's and father's level of education, and the number of children in the family was sent home with each child. Scores on standardized reading and math tests and data on absenteeism were collected from school files.

The study included children from all noise-impacted third- and fourth-grade classrooms in each noise school as well as children from an equal number of classrooms in quiet schools. To ensure that performance differences between children from noise schools and those from quiet schools could not be attributed to noise-induced losses in hearing sensitivity, an audiometric pure-tone threshold screening was administered to each child. Children were screened at 25 dB for select speech frequencies (500, 1000, 2000, and 4000 Hz). Children failing to detect 25 dB tones at any one of these frequencies in either ear were not included in the study. Six percent of the noise-school children and 7 percent of the quiet-school children failed the screening. A total of 262 subjects (142 from noise schools and 120 from quiet schools) remained in the study. Individual analyses, however, sometimes contain fewer subjects because of missing data.

Data compiled from the parent questionnaire allowed us to determine the degree of similarity of the prematched noise and quiet samples. Analyses of variance indicated that there were no differences between the samples on the various social class factors. The mean number of children per family was 3.54 in the noise sample and 3.88 in the quiet sample. Levels of parent education were also equivalent, falling between some high school (scaled as 3) and high school graduate (scaled as 4). The mean level of education for fathers was 3.75 for noise-school children and 3.41 for quiet-school children, and for mothers, 3.64 and 3.35, respectively. The racial distributions, however, differed significantly, $\chi^2(3) = 10.5$, $p < .01$, with the noise group containing more blacks (32% vs. 18%) and the quiet group more Chicanos (50% vs. 33%). Noise and quiet samples had nearly equal percentages of whites (32% and 29%, respectively) and of unidentifiable or mixed-race children (3% in each sample).

The two samples also differed on mobility, with children in the quiet sample having lived in their homes longer (a mean of 49.6 months vs. 41.4 months) and attended their schools for longer periods (a mean of 43.2 months vs. 36.0 months) than noise children, $F(1, 270) = 4.8$, $p < .03$, and $F(1, 270) = 12.9$, $p < .001$, respectively. Length of school enrollment was not related to father's education, mother's education, or the number of children in the family. Moreover, the noise and quiet samples were relatively equal on these various social class factors across all durations of exposure. This finding suggests that the decision to continue living in the noise-impacted area was not determined by the parents' socioeconomic status. There were, however, more blacks and whites in the noise group with less than 2 years' exposure than there were in the equivalent quiet group, $\chi^2(4) = 12.04$, $p < .02$. There were no differences in racial distribution for other exposure durations.

Statistical Controls

A regression technique was used to compensate for differences between the noise and quiet samples on racial distribution and mobility (J. Cohen, 1968). In general, the regression analysis allows one to determine the relation between two variables while

controlling (covarying or partialing out) for one or more other variables. For example, one can look at the relation between noise level and blood pressure after functionally equating the noise and quiet groups on mobility and race. All data analyses reported in this article include controls for the number of children in the child's family, the grade in school, the number of months enrolled in school (years in residence for the parent questionnaire), and race.[1] These control factors were forced into the regression first, followed by noise and then the Noise × Months Enrolled in School interaction. The interaction indicates whether length of exposure affected the various criterion measures. Additional controls were used in the analyses of blood pressure, school achievement, and selective inattention. The use of these controls is described in appropriate sections. This conservative analysis looks at the effects of noise and the interaction between noise and length of enrollment after functionally equating the noise and quiet groups on grade, race, social class, and mobility, as well as on any additional control factors employed in a particular analysis.

The various measures were analyzed in predetermined multivariate clusters created on the basis of theoretical consideration.[2] This form of analysis helps to decrease the high probability of chance findings that occur when a large number of analyses are necessary (cf. Bock, 1975).

Noise Measures

Interior sound levels (without children) were measured inside each classroom with Tracoustics (SLM S2A) sound level meters. Sound levels were monitored for a 1-hour period in the morning and a 1-hour period in the afternoon. Peak sound levels in terms of dB (A) were recorded for both morning and afternoon sessions. The overall mean peak for classrooms in noise schools was 74 dB and in quiet schools 56 dB. The highest reading in a noise-school classroom was 95 dB, while the highest reading in a quiet school was 68 dB.

The questionnaire administered to each child assessed his or her perception of classroom and home noise levels. The parent questionnaire also included questions on perception of home noise level as well as queries on how long the child had been enrolled in the present school and how long he or she had lived at their present address. Data on school enrollment were also available from school files. Noise contours (compiled by the Los Angeles International Airport) provided approximations of the sound levels outside the homes of noise-school children.

The multivariate F for the effects of noise on the children's noise questionnaire was significant, $F(9, 246) = 3.10$, $p < .002$, thus allowing interpretation of the univariate regressions. Children in noise schools reported that their classrooms were noisier, $F(1, 254) = 5.49$, $p < .02$, and that airplanes bothered them more in the classroom, $F(1, 254) = 14.74$, $p < .001$, than children in quiet schools did. They did not, however, report having more trouble hearing their teacher.

In regard to home noise, children from air-corridor schools were more bothered by airplane noise than their quiet-school counterparts were, $F(1, 254) = 15.75$, $p < .001$. However, noise- and quiet-school children did not differ in ratings of home noise. Neither the multivariate F nor any univariate regression indicated any significant effects for the Noise × Months in School interaction on the children's questionnaire.

The multivariate F for the effects of noise on the parents' noise questionnaire was also significant, $F(2, 221) = 124.2$, $p < .001$. Parents of children from the air-corridor schools indicated both that there were higher levels of noise in the home, $F(1, 232) = 37.33$, $p < .001$, and that they were bothered more by noise, $F(1, 232) = 240.07$, $p < .001$, than the parents of children attending quiet schools indicated. The home noise level reported by the parents of noise-school children increased with the number of years they had lived in their present residence, $F(1, 220) = 3.11$, $p < .08$. This effect must be interpreted carefully, however, since both the univariate and multivariate Fs were only marginally significant.

Effects of Noise

PHYSIOLOGICAL RESPONSE AND HEALTH

Aside from temporary and permanent effects on hearing, previous research provides little convinc-

[1] Parent education was excluded as a control because data on this factor were not available for a number of children. As mentioned earlier, the noise and quiet samples were closely matched on education. Race was dummy-variable coded (see Overall & Klett, 1972).

[2] There were separate clusters for general health, blood pressure, helplessness, child questionnaire, and parent questionnaire. The selective inattention analyses were run as univariates, since each analysis required a unique control factor.

ing evidence for noise-induced physical disease (cf. S. Cohen, Glass, & Phillips, 1979; Kryter, 1970). It is well established, however, that short-term exposure to relatively high sound levels in laboratory settings can alter physiological processes. Physiological changes produced by noise consist of nonspecific responses typically associated with stress reactions, including increases in electrodermal activity, catecholamine secretions, vasoconstriction of peripheral blood vessels, and diastolic and systolic blood pressure. Because such changes, if extreme, are often considered potentially hazardous to health, many feel that pathogenic effects of prolonged noise exposure are likely. Laboratory evidence that some components of the physiological response to noise do not habituate (Jansen, 1969) lends fuel to this argument, but is difficult to interpret in light of evidence from other laboratories indicating complete habituation (Glass & Singer, 1972).

A number of studies of workers in noisy industries have indicated health problems for those exposed to intense noise levels. Included are respiratory problems, such as sore throat, and allergenic, musculoskeletal, circulatory, neurological, cardiovascular, and digestive disorders (e.g., Anticaglia & Cohen, 1974; A. Cohen, 1973). However, all of the industrial noise studies are subject to serious criticism because of their failure to control for other adverse workplace or job factors, for example, task demands and risks, that often covary with the noisiness of the job (cf. S. Cohen et al., 1979; Kryter, 1970). It is also important to note that several industrial surveys have failed to find a relation between noise and ill health (e.g., Finkle & Poppen, 1948; Glorig, 1971).

There are no existing controlled studies on the impact of noise on nonauditory health in children (Mills, 1975). Recent theoretical work, however, argues that children (along with the old, individuals in institutions, and persons suffering from other sources of stress) may be particularly susceptible to noise-induced illness because they lack the ability to temporarily escape their noisy environments (S. Cohen et al., 1979). It is suggested that this inability to escape at will can cause both an increase in overall duration of noise exposure and an increase in feelings of helplessness. This effect is important, since feelings of helplessness have been implicated as possible causal factors in illness (Seligman, 1975).

Each child's resting blood pressure (systolic and diastolic) was taken on an SR-2 Physiometrics automated blood pressure recorder.[3] To accustom the children to the blood pressure measurement technique, an initial measurement was made at the beginning of the first day of testing. A short explanation of the technique and the concept of blood pressure was given at this time, and questions were solicited and answered. This initial measurement was not recorded. Each child's blood pressure was measured again on the first day and once more on the second day. The blood pressure data are based on the mean systolic and diastolic pressures for these two measurements. The graphic output of the machine was coded after the study was completed, with coders blind to experimental condition. Each child's height and weight were also measured. Absenteeism was used as an indirect measure of health, since absence from school is often attributable to illness. These data were available from school files.

Health measures were separated into two multivariate clusters: general health measures and blood pressure. This procedure was necessary because two of the general health measures—height and ponderosity (weight/height^3)—were required as controls for the blood pressure analyses (cf. Voors et al., 1976). (The ponderosity index was chosen as a measure of obesity because of its high correlation with body fat.) The multivariate F for the effects of noise on the general health cluster was significant, $F(3, 235) = 8.04$, $p < .001$. Although noise-school children were shorter and weighed less than quiet-school children, neither of these differences reached significance, $F(1, 237) = 1.77$, $p < .18$, and $F(1, 237) = 1.07$, $p < .30$, respectively. Surprisingly, noise-school children attended school a higher percentage of the time (97.5% vs. 94.2%) than their quiet-school counterparts did, $F(1, 237) = 21.80$, $p < .001$.

The multivariate F for the effects of noise on systolic and diastolic blood pressure was significant, $F(2, 244) = 2.98$, $p < .05$. As is apparent from Figure 1, children from noise schools had higher blood pressure than their quiet-school counterparts did, with $F(1, 245) = 4.61$, $p < .03$, for

[3] This instrument is an electronic infrasonic device that records on a rotating paper disc. Measurements were taken with a rubber cuff entirely encircling the upper arm. The reliability of this device for blood pressure measurement in children has been established in previous work (e.g., Voors, Foster, Frerichs, Weber, & Berenson, 1976).

systolic pressure and $F(1, 245) = 4.86$, $p < .03$, for diastolic pressure.[4] Unadjusted means for systolic pressure were 89.68 mm for the noise group and 86.77 mm for the quiet group. Diastolic means were 47.84 mm for the noise group and 45.16 mm for the quiet group. A marginal interaction, $F(1, 244) = 3.30$, $p < .07$, between noise and months in school suggests that systolic pressure differences between noise and quiet groups are greatest during the first few years of school enrollment; differences after this point remain constant. Figure 1 reflects a similar pattern for diastolic pressure. This interaction does not, however, reach even marginal statistical significance.[5]

HELPLESSNESS

Both laboratory and community noise research suggests the possibility that high-intensity noise exposure induces feelings of helplessness. According to Seligman (1975), a psychological state of helplessness frequently results when we continually encounter events (especially aversive ones) that we can do nothing about. The state of helplessness includes a perception of lessened control over one's outcomes, a depression of mood, and a decrease in one's motivation to initiate new responses. Extreme effects of helplessness include fear, anxiety, depression, disease, and even death.

A number of researchers have induced helplessness effects in the laboratory by exposing subjects to uncontrollable bursts of noise (Hiroto, 1974; Krantz et al., 1974). Moreover, survey data reporting high levels of annoyance but low levels of complaints from noise-impacted populations have similarly been interpreted as reflecting a helplessnesslike state (Herridge, 1974). This finding, however, is subject to a number of alternative explanations, and thus the helplessness interpretation is only suggestive.

Performance on a cognitive task preceded by a success or failure experience was used in the present study to examine the effect of noise on response to failure and on persistence on a difficult task. Response to failure is a standard measure of susceptibility to helplessness. Thus, if noise-school children were more susceptible to helplessness, they would show greater effects of a failure experience than their quiet-school counterparts would. A lack of persistence (or a "giving-up" syndrome) is considered a direct manifestation of the helpless state.

Each child was given a treatment puzzle to assemble after the tester demonstrated the task with another puzzle. All puzzles were based on the same nine pieces and required the child to fill in a template of a familiar shape. One half of the

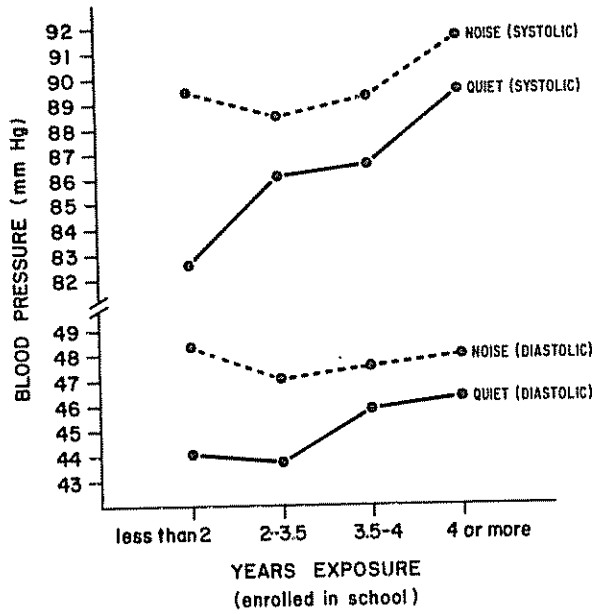


Figure 1. Systolic and diastolic blood pressure as a function of school noise level and duration of exposure. (Each period on the years-exposure coordinate on the figure represents approximately one quarter of the sample. For example, 25% of the sample had been enrolled in the present school less than 2 years.)

[4] Both the noise-school and quiet-school children have lower mean blood pressures than children of similar ages tested in recent studies (e.g., Voors et al., 1976). It is important to note, however, that it is difficult to compare absolute blood pressure levels across studies, since blood pressure is strongly influenced by environmental and genetic characteristics of the population being studied, the conditions under which measurement occurs, and the measurement device.

[5] To investigate whether elevations in blood pressure occurred equally across races, separate regressions were calculated for whites, blacks, and Chicanos. Since the number of subjects in each of these regressions is small, only very substantial mean differences will reach statistically significant levels. Blacks and Chicanos attending noise schools had higher systolic ($p < .05$ for blacks, $p < .25$ for Chicanos) and diastolic ($p < .25$ for blacks, $p < .10$ for Chicanos) pressure than their quiet-school counterparts did. For whites, there were no main effects of noise, but an interaction between noise and length of school enrollment indicated that an initial inflation of pressure for noise-school children disappeared as length of enrollment increased ($p < .01$ for both systolic and diastolic). These race differences will be pursued in a later paper.

children received an insoluble (failure) puzzle, and one half received a soluble (success) puzzle. The soluble puzzle was a circle, and the insoluble puzzle was a triangle. Each child was allowed to work on the treatment puzzle for 2.5 minutes. After time was up on the first puzzle, the child was given a second, moderately difficult puzzle to solve. The second (test) puzzle was the same—a square—for all (success and failure) children. The child was allowed 4 minutes to solve the second puzzle. Whether or not the puzzle was solved, time to solution and the child's persisting or giving up before the 4 minutes had elapsed were used as measures of helplessness. We expected that children from noisy schools would be more susceptible to a failure (helplessness) manipulation than children from quiet schools would be, and thus would be less likely to solve the puzzle, slower to find the solution, and more likely to give up on the second puzzle following an insoluble (failure) treatment. Moreover, children from noisy schools, irrespective of their success–failure condition, were expected to give up more often than quiet-school children.

A large proportion (34%) of the children assigned to the success condition, and thus receiving a soluble treatment puzzle, failed to solve the treatment puzzle within the 2.5 minutes allowed. Since the puzzles were considered quite simple and had been pilot tested on children of the same age group, this result was quite unexpected. Although the fact that a number of children self-selected themselves into a failure condition makes interpretation of success–failure effects impossible, comparisons between the children from noise schools and those from quiet schools, irrespective of (controlling for) their pretreatment, are still valid.

Except for the first analysis, which includes only those children who worked on soluble treatment puzzles (success condition), the following analyses also include factors for success–failure (those who solved and those who did not solve the success treatment puzzle are treated as separate groups) and the interaction between success–failure and noise. The control factors were forced into the regression first, followed by success–failure (dummy coded), noise, and the Noise × Success and Noise × Months Enrolled interactions. Because of the difficulty in interpreting success–failure effects, they are not discussed. Moreover, since there were no significant interactions between success–failure and school noise level, the reported results are limited to the overall effects of noise.

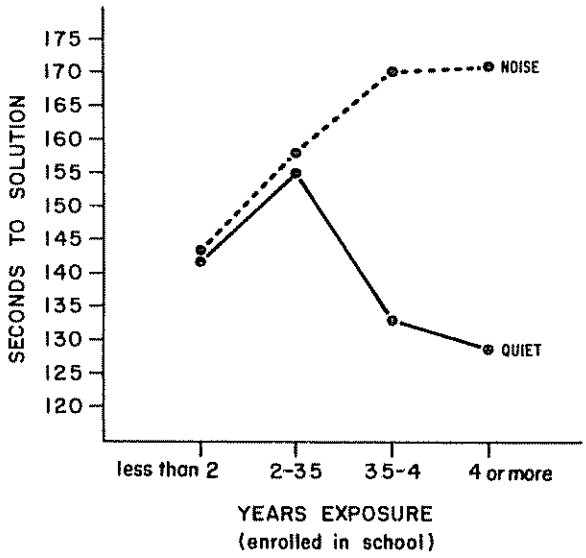


Figure 2. Performance on the second (test) puzzle as a function of school noise level and duration of exposure. (Each period on the years-exposure coordinate on the figure represents approximately one quarter of the sample. For example, 25% of the sample had been enrolled in the present school less than 2 years.)

First, an examination of only those who were assigned to the success treatment condition indicates that children from noise schools were more likely to fail to solve the treatment puzzle (41% failed) than children from quiet schools were (23% failed). This effect, however, was only marginally significant, $F(1, 131) = 3.62$, $p < .07$. Second, there were similar effects of noise on the second puzzle, which occurred irrespective of whether the child received a success (solved or not) or failure treatment. As was the case with the first puzzle, noise-school children were more likely to fail the second puzzle (53% failed) than quiet-school children were (36% failed), $F(1, 246) = 5.99$, $p < .09$, and were more likely to give up, $F(1, 246) = 11.15$, $p < .001$, than their quiet-school counterparts were, multivariate $F(3, 244) = 4.59$, $p < .004$. As is apparent from Figure 2, a marginal interaction between noise and months enrolled in school, $F(1, 243) = 3.27$, $p < .07$, suggests that the longer a child had attended a noise school, the slower he or she was in solving the puzzle. However, the multivariate F for this interaction was not significant.

Although the preceding analyses indicate that children from noise schools are generally less capable of performing a cognitive task (at least puzzle solving) than children from quiet schools are, they provide only suggestive evidence that noise-school children feel or act as if they have less control over their outcomes. The strongest hint that failure on these puzzles on the part of noise-school children is related to helplessness is found in the data indicating that noise-school children were more likely to give up before their allotted time had elapsed than their quiet counterparts were. It is possible, however, that a constant proportion of children who failed on the second puzzle gave up. It would follow that the amount of giving up in the noise condition was inflated by the fact that there was a greater pool of failures. This interpretation suggests that increased giving up under the noise condition cannot necessarily be viewed as a sign of helplessness. A final analysis addresses this point. This analysis, which includes only those children who failed the second puzzle, indicates that the failures of noise-school children were associated with giving up (31% of those who failed gave up) more often than the failures of quiet-school children were (7% of those who failed gave up), $F(1, 103) = 5.85$, $p < .025$. Thus, even though all of these children failed to solve the puzzle, noise-school children were less likely to persist than their quiet-school counterparts were.

ATTENTIONAL PROCESSES DURING NOISE

Human performance studies report that noise often results in a restriction (or focusing) in one's breadth of attention (Broadbent, 1971; Hockey, 1970). Cues irrelevant to task performance are dropped out first, and then, if attention is further restricted, relevant task cues are eliminated. Performance improves under noise when discarded cues are those that are distracting or competing with primary task cues. Performance is adversely affected, however, when a task requires a wide breadth of attention and when focusing results in the neglect of relevant as well as irrelevant cues. Similarly, focusing can have a negative impact on interpersonal behavior when subtle social cues (e.g., another's look of distress) are dropped out, but can improve the quality of an interaction when the discarded cues are merely distracting (S. Cohen & Lezak, 1977).

There is suggestive evidence that an attentional focusing strategy will persist even after noise is terminated. A number of studies have shown post-noise effects on performance and interpersonal behavior (e.g., Donnerstein & Wilson, 1976; Glass & Singer, 1972). These aftereffects of noise are consistent with what one would expect to occur when one uses a focusing strategy (S. Cohen, 1978). As yet, however, there is no direct evidence that attentional focusing occurs following exposure to noise in either the laboratory or the field.[6]

Selective inattention. A strategy that is similar (and possibly identical) to attentional focusing has been proposed by Deutsch (1964) to account for the effect of community noise on the verbal abilities of children. Deutsch suggests that children reared in noisy environments become inattentive to acoustic cues. That is, they tune out their acoustic environment. (This could be viewed as their focusing their attention on other aspects of their environment.) Children who tune out their noisy environments are not likely to distinguish between speech-relevant and speech-irrelevant sounds. Thus, they lack experience with appropriate speech cues and generally show an inability to recognize relevant sounds and their referents. The inability to discriminate sound is presumed to account, in part, for subsequent problems in learning to read. Although recent research suggests that children living and attending school in noisy neighborhoods are poorer at making auditory discriminations and in reading (Bronzaft & McCarthy, 1975; S. Cohen, Glass, & Singer, 1973), there is no direct evidence for the selective inattention mechanism. An alternative explanation is that noise masks parent and teacher speech, similarly resulting in a lack of experience with appropriate speech cues and, as a consequence, in reading deficits.

The present study attempts to assess the relation between environmental noise level and the selective inattention strategy in order (a) to determine the generality of noise-induced shifts in attention that occur in laboratory settings and (b) to test Deutsch's (1964) hypothesis. In line with

[6] The only study on the impact of chronic noise exposure on attentional focusing resulted in rather ambiguous findings, with children from noisy homes (as reported by parents) exhibiting general performance deficits but no focusing strategy (Heft, 1979). A replication of the incidental memory task used in the Heft study was administered in the present study. Errors in administering the task, however, made the data uninterpretable.

the testing of the Deutsch hypothesis, the relation of the above-mentioned variables to auditory discrimination and reading achievement is also assessed.

Because children who are relatively inattentive to acoustic cues should be less affected by an auditory distractor, distractibility was used as a measure of selective inattention. Under both ambient and distracting conditions, the subjects performed a task consisting of crossing out the *e*'s in a two-page passage from a sixth-grade reader. They were instructed to move from left to right and from top to bottom of the page, as if they were reading, and to go as fast as they could without missing any *e*'s. Each subject worked on a short practice paragraph and then on the task for 2 minutes. Two versions (different samples of prose) were used.

In the distraction condition, the child worked on one of the versions of the task while a tape recording of a male voice read a story at a moderate volume. In the no-distraction condition, the alternative form of the task was completed under ambient sound conditions. The distraction and no-distraction tasks were administered on different testing days. Both the order of alternative versions of the task and the experimental conditions were counterbalanced. The criterion measure was performance (percentage of *e*'s found) on the distraction task after the scores were adjusted for no-distraction performance. It was expected that the children from noise schools would be less affected by distraction than the children from quiet schools. Since selective inattention is a strategy that develops over time, it was also predicted that this tuning-out strategy would increase with increased exposure (S. Cohen et al., 1973).

Separate analyses examined the number of lines completed under distraction and the percentage of *e*'s in the completed lines that were found under distraction. No-distraction performance (number of lines in the first analysis and percentage of *e*'s in the second) was added as an additional control variable in order to equate the children on their ability to perform the task under quiet conditions. There were no differences between the noise group and the quiet group (nor was there an interaction) on the number of lines completed under distraction. There was, however, a significant interaction between noise–quiet and months enrolled in school, $F(1, 237) = 5.05$, $p < .03$, for the percentage-of-*e*'s-found measure. As is apparent from Figure 3, the children in noise schools did better than the quiet group on the distraction task during the first 2 years of exposure and did worse after 4 years of exposure. Contrary to earlier evidence, this finding suggests that as the length of noise exposure increases, children are more, rather than less, disturbed by auditory distractors. One possible explanation for this effect is that at first, the children attempt (somewhat successfully) to cope with noise by tuning it out. Later, however, as they find that the strategy is not adequate, they give up. This interpretation is consistent with the helplessness data.

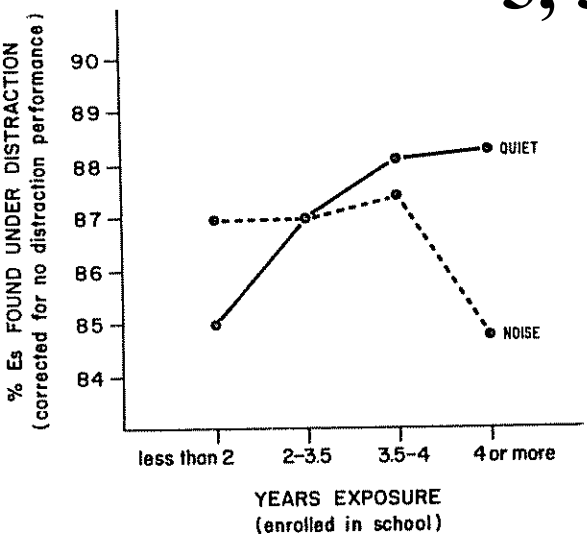


Figure 3. Distractibility as a function of school noise level and duration of exposure. (Each period on the years-exposure coordinate on the figure represents approximately one quarter of the sample. For example, 25% of the sample had been enrolled in the present school less than 2 years.)

As suggested earlier, reading deficits in children from noisy neighborhoods have been attributed to noise-impacted children's selective filtering out of acoustic cues. Auditory discrimination and reading achievement were assessed in an attempt to replicate previous work and to determine whether there was an association between these measures and the children's attentional strategies. Standardized reading and math tests (administered during the second and third grades by the school system) were gathered from school files, and the Wepman Auditory Discrimination Test (Wepman, Note 1) was administered individually to children in the soundproof van. The Wepman test consists of 40 pairs of words, some of which differ from each other in either initial or final sound, for example,

sick–thick or *map–nap*. The pairs of words are recorded on tape and presented to each child through earphones. The child is instructed to report if the two words in each pair are the same or different. Control word pairs, in which the words are the same, allow for the elimination of children who have problems with same–different judgments or who are not attending to the task.

In order to roughly equate the noise and quiet conditions on the aptitude of the children at the time they entered school, the analyses of school achievement and auditory discrimination scores included an additional control for the mean cognitive abilities of the child's class on entering the first grade. None of the multivariate or univariate analyses were significant for this cluster. Math, reading, and auditory discrimination were all unrelated to both noise and the Noise × Months Enrolled in School interaction.

Further analyses (Pearson correlations) suggest that the children who were better at auditory discriminations were also better on both the reading test, $r(231) = .19$, $p < .05$, and the math test, $r(231) = .18$, $p < .05$. There were, however, no significant relations between these variables and the selective inattention measure. The same analyses, including only noise-school children, and correlations partialing out control variables for both the entire sample and the noise sample yielded similar results. In summary, there is no evidence that aircraft noise affects reading and math skills, or that these skills are related to a selective inattention strategy.

Classroom as the unit of analysis. Since noise would be likely to have an impact on school achievement by affecting behavior in the classroom, a second analysis of the school achievement cluster was performed with classroom, rather than individual child, as the unit of analysis. This covariance analysis treated the control factors as covariates and months enrolled in school, noise, and classrooms (nested in noise) as independent variables. This analysis is considerably more conservative than the previous analysis because the degrees of freedom in the denominator are based on the number of classrooms (37) rather than on the number of children (262). The results for the school achievement cluster were the same.

The classroom analysis was not used for the other clusters, since those measures were not achievement oriented and thus were presumed not to be classroom mediated. The subjects were also tested individually, not in the classroom. Even using this ultraconservative technique, however, a reanalysis of the other clusters indicates very similar results for the parent-questionnaire, blood pressure, and helplessness clusters. Differences between the noise group and the quiet group on the child-questionnaire and selective inattention clusters, which were significant in the previous analysis, did not reach statistical significance with classroom used as the unit of analysis.

QUIET HOMES AND NOISY SCHOOLS

To determine whether or not living in a relatively quiet home (at least in terms of aircraft noise) would lessen the impact of school noise, we isolated the children living in the 20 quietest homes in the noise sample, that is, in homes with contour levels of less than 68 in terms of the Community Noise Equivalency Level (CNEL).[7] These children were then compared (using the regression techniques described earlier) with the remainder of the noise sample and with the entire quiet sample.[8] In no case was there a difference between these quiet-home children and the remaining children of the noise sample. In a number of cases, however, even this small group of 20 showed the effects of noise reported earlier. Thus the noise-sample children from quiet homes were less likely to solve the first helplessness task puzzles than the quiet-sample controls were, $F(1, 132) = 3.04$, $p < .10$. The longer a child had attended a noisy school, the less likely he or she was to solve either the first puzzle, $F(1, 130) = 4.06$, $p < .05$, or the second puzzle, $F(1, 240) = 2.07$, $p < .15$. Moreover, children from quiet homes but noisy schools were more likely to fail, $F(1, 244) = 6.20$, $p < .01$, and to give up, $F(1, 244) = 11.95$, $p < .001$, on the second puzzle than children from quiet schools were, multivariate $F(3, 244) = 4.71$, $p < .003$. Further, their failures on the second puzzle were associated with giving up more often than the failures of quiet-school children were, $F(1, 102) = 6.27$,

[7] CNEL is a measure of community noise giving more weight to noise occurring between 1900 and 2200 hours and the most weight to noise occurring between 2200 and 0700 hours (cf. Peterson & Gross, 1972).

[8] Noise was dummy coded. The two contrasts discussed in this section were used to determine the impact of noise. This is a conservative technique of doing the contrasts, since the error term for the entire sample is used in calculating the F.

$p < .025$. Noise-school children from quiet homes also had both higher systolic blood pressure, $F(1, 240) = 3.59$, $p < .06$, and higher diastolic blood pressure, $F(1, 240) = 5.32$, $p < .02$, than children from quieter schools did, multivariate $F(2, 239) = 2.84$, $p < .06$. There were no effects, however, on the selective inattention task (crossing out *e*'s under distraction condition), as reported for the entire sample.

These analyses suggest that living in a relatively quiet neighborhood did not lessen the cumulative impact of exposure to noise at school. The reason may be that the noise experienced during school attendance is sufficient to create noise effects.

Air Pollution

A possible alternative explanation for differences between the noise and quiet samples is air pollution levels. Such an alternative is very unlikely. Sulfur dioxide was minimal at all the school sites, never exceeding the California standard (South Coast Air Quality Management District, Note 2; State of California, Note 3). Ozone and nitrogen dioxide standards were exceeded, but maximum levels were slightly higher at the control schools than at the airport schools. The maximum 1-hour rates in any school area for ozone (.21 parts per million) and NO_2 (.60 ppm) were below levels that generally show any effects on human behavior or health (Morrow, 1975; National Academy of Sciences, Note 4). Maximum carbon monoxide was slightly higher in the airport schools (30 vs. 27, 22 ppm), but average values were identical (6 ppm). The differences in maximum values of 8 ppm are negligible, and human effects from CO concentrations of less than 40 ppm are extremely rare (National Air Pollution Control Administration, 1970). Note that we have used maximum values in arguing against an air pollution alternative, thus presenting a very conservative counterargument. Average values in all cases were considerably below established standards.

Conclusions

In general, the evidence presented in this article is consistent with laboratory work on physiological response to noise and on uncontrollable noise as a factor in helplessness. Thus children from noisy schools have higher blood pressure and are more likely to give up on a task than children from quiet schools are. The development of attentional strategies predicted from laboratory work and previous field research was, on the whole, not found. Contrary to prediction, increased years of exposure led to children's being more distractible rather than less. However, a general deficit in task performance on the puzzle task and increased distractibility do seem to support the more general hypothesis that prolonged noise exposure affects cognitive processes.

These data are most interesting, however, because of the tentative answers they provide concerning questions of adaptation to noise over time. One interpretation of the data is that they indicate some habituation of physiological stress response but show no signs of adaptation of cognitive and motivational effects. In fact, in a number of cases, increased length of exposure resulted in an increased negative impact of noise. First, the only evidence for an adaptation effect is provided by the systolic blood pressure data. On that measure, the greatest difference between the noise and quiet groups occurred during the first 2 years of exposure. As length of exposure increased, these differences leveled out but still remained substantial. Perceptions of noise and noise annoyance did not adapt. Thus children from noise schools and their parents reported more noise and being more bothered by noise. Parents, in fact, reported higher levels of noise as their length of residence in the noisy area increased. Neither the cognitive deficits on the helplessness puzzles (which actually increased over time) nor the giving-up syndrome of the children from noise schools lessened with increased length of exposure. Finally, although noise-school children were initially less affected by an auditory distractor, increased length of exposure (beyond 4 years) seemed to result in greater distractibility. Thus the preponderance of evidence suggests a lack of successful adaptation over time. The above interpretation, however, is only tentative. Although length-of-exposure differences may be due to increased exposure to noise, they may also be attributable to some unknown factors that differentiate between children who continue to live in the air corridor and those who move, or to some combination of exposure and these factors.

It should be noted that the failure of the present study to replicate the previously reported relation between community noise and reading ability (Bronzaft & McCarthy, 1975; S. Cohen et al.,

1973) may be attributable to an experimental design insensitive to noise-induced differences in school achievement. In both of the earlier studies, all the students attended the same school. Moreover, in the Cohen et al. study, students from both noisy and quiet apartments were taught in the same classrooms by the same teachers. In the present study, noise-sample children and quiet-sample children attended different schools, were in different classrooms, and had different teachers. It is likely that these factors add substantial error variance to the equation, making the detection of a small effect of noise quite difficult.

Can we conclude that community noise has effects that are similar to noise-induced effects reported in the laboratory literature? The similarity of our results to those reported in laboratory settings is striking. However, we still must be cautious. Replications of these results in other settings and with other populations are required before definitive conclusions are possible. To this end, our own research program includes an ongoing replication of this study, with a population exposed to traffic noise, as well as plans to collect longitudinal data on the children attending airport schools.

What conclusions can we make in regard to public policy? From a policy point of view, these data are valuable but not sufficient. At least 8 million people in this country are exposed to aircraft noise (U.S. Environmental Protection Agency, 1974), and the vast majority of noise-impacted communities have racial and social class compositions more similar to the composition of the present sample than to that of the general population (U.S. Environmental Protection Agency, Note 5). In combination with the laboratory noise literature, these data clearly suggest lending additional weight to the possible impact of aircraft noise on psychological adjustment and on nonauditory aspects of health. Replications of these results, however, would substantially increase their potential influence in the realms of both science and social policy.

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The Air Force & Arizona Star Got It Right the First Time:

The F-35 is much louder than the F-16 and A-10

The Arizona Star reported that the F-35 fighter projects 121 decibels (db) of noise to the ground, 25 decibels more than the F-16, at the same speed and altitude. Later, the Star corrected the estimate of the F-35 noise to 98 db, based on numbers provided by Davis-Monthan.

But D-M's numbers are contradicted by 6 years of consistent Air Force reports.

Five independently prepared Air Force documents show that at most altitudes and speeds, the noise on the ground below the F-35 will be an average of *16 decibels louder* than the loudest F-16 currently flying from D-M/TIA (a difference of roughly *60 times the physical energy* & more than *three times as loud* perceptually).

1. The Elgin AFB Environmental Impact Statement (EIS) reports the F-35 at 500 mph was 121 db, & the F-16 was 97 db (a 24 db difference).

2. A joint empirical test by the AF & Lockheed reported the F-35 at 121 db at 1,000 ft, and 500 mph. While the F-16 at the same speed and height, was 114 db (a 7 db difference).

3. The Nellis EIS, reported the F-35 at minimum (cruising) power at 1,000 feet was 103 db, and the F16 at 89 db (a 14 db difference).

4. The Luke Air Force Base EIS, report landing estimates for the F-35, at normal military power (full throttle without afterburner) was 79 db, compared to the 66 db of the F-16 (a 13 db difference).

5. The Burlington Vermont EIS, reports that the F-35 produces 115 db at ground level, on take-off, while the F-16 produces 94 db (a 21 db difference).

These five Air Force reports show that D-M's claim is *completely wrong.*

And, R*egardless of the real difference between the F-35 and the F-16, it will be at least *25 db louder than D-M's A10s*, which are the most frequent Air Force plane over Tucson - a difference of about *400 times the physical energy*, which will sound about *6 times as loud.

Typical data from Air Force Environmental Impact Statements report that the F-35 is much louder than all other fighters. Note that the A-10 is at least *15 db quieter* than the quietest F-16, and at least 25 db quieter than the F-35).

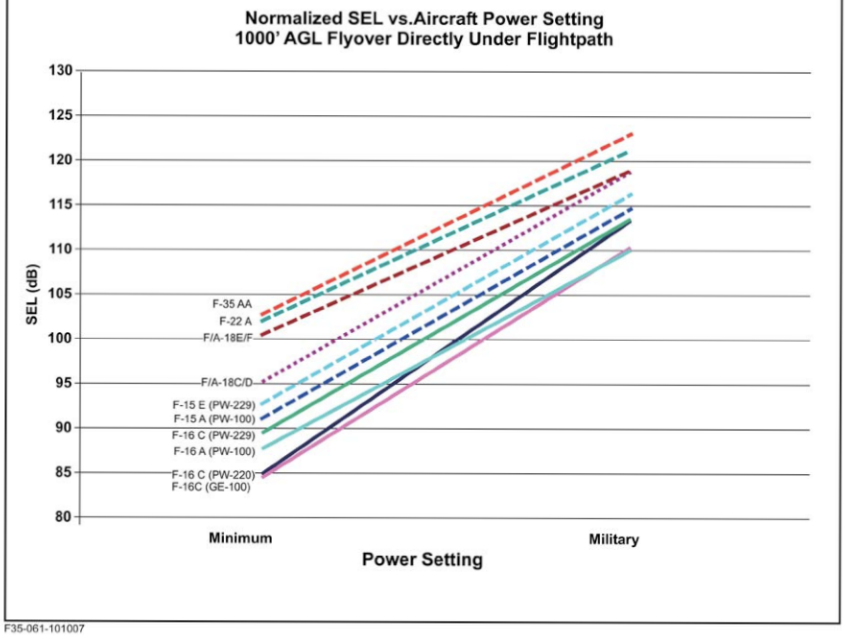


Figure 3.3-2 SEL for Various Aircraft

Source: U.S. Airforce F-35 Joint Program, 2007

Development Adapts: Water Scarcity and Urban Growth

ARTICLES

FEBRUARY 8, 2013

Clean and reliable water supplies are fundamental to urban growth and prosperity. In the last decade, growth regions worldwide faced a growing strain as water supplies dwindled and demand for urban, energy, agricultural and environmental uses soared. Many American cities now face conditions of water scarcity — which will become more widespread with the onset of global climate change.

While the international community debates a long-term approach to climate change, real estate developers in water-scarce communities are finding it necessary to adapt to its impacts on urban water supplies today.

The U.S. General Accounting Office projected two years ago that at least 36 states would experience water shortages by 2013. Many are arid western states, but water scarcity is also triggering growing concern in the eastern half of the nation. Even water-rich Florida, where vast swamps were drained in the last century to facilitate development and food control, is projected to run short of drinking water in its major metropolitan areas by 2030 without a change in course.

The severity of the recent western drought, the worst 10-year episode in recorded history, stunned even some seasoned water managers despite pervasive aridity in the region.

Jeffrey Kightlinger, the Metropolitan Water District of Southern California's general manager, supplies water to 19 million people in the Los Angeles and San Diego regions. Kightlinger reported, "We plan for droughts but nonetheless expect to get a reliable baseline supply from the Colorado River and California Aqueduct. These assumptions really started to change in 2003, when we lost half of our supply because of a tremendous drought on both systems."

Today, water levels at Lake Mead, for example, are dropping rapidly and could fall below the intake valve that supplies 90 percent of Las Vegas' needs by 2012. Within a half-century, the influence of climate change means that Mead has a 50-50 chance of becoming a "dead pool" behind the Hoover Dam, depriving Arizona, Nevada and Southern California of a vital water source for 30 million people and, on average, enough clean hydro-power for 374,000 homes.

Even after these droughts subside, "normal" as defined by 20th century terms is a thing of the past. Brad Udall, director of the Western Water Assessment, and a leading water scientist, warned that, "most of the

really important impacts of climate change are not going to come directly from temperature increases but because of changes to the water cycle."

An abundance of scientific research now shows that climate change introduces volatility to water supplies by altering the averages and extremes of precipitation, evaporation and river volumes. This upends the idea that natural water systems fluctuate within an unchanging envelope of variability, which is a fundamental assumption to most water-resource management practices.

Even without climate change, mismanagement of water supplies, in the long-term, can pit neighboring states and regions against each other in a high stakes battle for growth. Most of the metropolitan Atlanta water supply, serving up to 5 million people, is at stake in a 20-year-old water war pitting Florida and Alabama against Georgia. Siding with Florida and Alabama, a federal judge ruled last year that the U.S. Army Corps of Engineers had illegally drawn water from Lake Lanier, a sprawling manmade reservoir northeast of Atlanta, to meet much of metro Atlanta's water needs. The judge gave the three states three years to resolve the dispute. If they can't, Atlanta will lose its access to that water source.

Georgia and suburban Gwinnett County appealed, with the county's lawyers asserting that the ruling imposed "what can only be termed the death penalty for subsistence by existing households and business, as well as future economic growth within Gwinnett."

Florida Environmental Protection Secretary Michael Sole said the drought that lowered Lake Lanier to record levels has eased "but even now the amount of water in the system is limited. Particularly during dry periods, there is not enough water to meet everyone's unconstrained needs."

In the West, water resources are governed by a 19th century legal structure and the region's major water infrastructure was built assuming that climate conditions in the 20th century, the wettest in a millennium, would remain constant.

The Federal government's efforts to lead a rational water policy response are stymied by a lack of reliable data. Deanna Archuleta, Deputy Assistant Secretary at the U.S. Department of Interior, said, "The United States has not conducted a comprehensive water study since the Carter Administration. We don't know how much water is available, where it is located, or if it is of acceptable quality."

In lieu of a national strategy, state and local authorities have applied a jumble of incremental policies to cope with threats to their water supplies. Due to their precarious position at the bottom of the western water "food chain," municipal users, and the real estate development industry, in particular, face the greatest risks.

Western surface waters are, in general, apportioned based on a legal doctrine of "last in time, last in right." This means that long-term water rights vested to agricultural owners will remain secure during a drought while municipal users with newer rights stand to lose their supplies — even if these rights were acquired and transferred from agricultural lands.

Local governments could relieve some pressure on their water supplies by raising water rates to a level that would promote conservation or by mandating it outright —though either approach can be politically

unpalatable in communities that are accustomed to cheap and plentiful water. Instead, these burdens are often shifted to new development and, in turn, future residents.

Clay Landry, managing director of WestWater, a leading water marketing firm, commented that "Municipalities are simply running out of water supplies in their portfolios … so they are now requiring that developers acquire and transfer new water rights before granting land use entitlements."

Merritt Brown, owner at SF Brown, a New Mexico-based developer of mixed-use projects, explained, "transferring a water right in New Mexico is, at minimum, a two-year process. You have to go to a farmer, buy his water right, then sit two years, hope it's going to get approved and then go back into the city, and ask them for [permission to build] a project."

Meanwhile, the price of water is skyrocketing in some markets, like in Santa Fe where an acre-foot of water now costs roughly $30,000 ($7,500 per new household)up from $4,200 per acre-foot ($1,100 per new household) in 2002.

Even if water scarcity, in parts of the West and Sunbelt, has important ramifications for the national economy, it is not fundamentally an issue of inadequate water supplies, at least from a national perspective. The problem is that water supplies are misallocated, by environmental and legal processes, in terms of where it can be put to "highest and best use." Yet, it can be expensive and energy intensive to transport water because it is heavy and cannot be compressed.

Nonetheless, water shortages in the West and elsewhere have occasionally prompted discussions of shipping water from distant locations where it is more abundant. Just as water managers in the West focus on finding new water, water managers and environmentalists in the Great Lakes Basin, which contains 20 percent of the world's surface fresh water supply, are concerned with protecting this crown jewel of fresh water supplies.

Motivated by the public outcry over a proposal by a Canadian firm to ship water to Asia by tanker, eight states bordering the Great Lakes have formed the Great Lakes Compact to prevent large-scale diversions of water from the Great Lakes outside of the basin.

In the first test of the compact, the city of Waukesha, Wis., has applied for a permit to draw water from Lake Michigan because its local water supply is contaminated by radium pollution. Waukesha is five miles west of the Great Lakes Basin boundary, meaning it needs the approval of all eight governors to get its water from Lake Michigan. There is serious opposition to the plan.

"If we say yes to Waukesha County, it's hypocritical to say 'no' to the West, or Asia," said Cameron David, executive director of the Lake Michigan Federation.

A business group's 2003 plan to transport water south from North Florida's Suwannee River to relieve scarcities in the state's major cities set off a storm of protest, even in South Florida, and died a swift death. Now four of the state's five water management districts are warning that groundwater supplies are running low and the state will need to find alternatives such as desalinization plants turning salt water from the Atlantic Ocean and the Gulf of Mexico into drinking water.

Three water management districts have adopted an action plan capping groundwater withdrawals in the Orlando metropolitan area at 2013 levels. "Beyond the 2013 level of demand, [alternative water supply] sources must be developed to meet future demands," the plan said, informing Central Florida water utilities that they "must be prepared to move to alternative water supplies as a critical component of meeting future demands."

Pinellas County, Florida, (St. Petersburg) ran out of ground water years ago and drilled wells in two neighboring counties to meet its needs. Groundwater supplies dwindled in those counties, however, touching off a bitter, prolonged water battle between Pinellas and its neighbors. They ended the fight by creating a regional water authority. One of its key solutions was to build a $148 million desalinization plant in 2003, but it has been plagued by operating problems for much of its history

Florida water managers have responded to drought conditions over the past decade by imposing restrictions on watering lawns and other uses. At the same time, however, officials continued to approve water permits for new developments.

In her book "Mirage: Florida and the Vanishing Water of the Eastern U.S." journalist Cynthia Barnett wrote that developers ruled the day. "The state's powerful home builders were insisting that Florida's leaders find them more water," she said. "And, despite water shortages, they were insisting the leaders work to lure more people down to Florida, too. Only with increasing populations and new water supplies could Florida grow its most important crop: rooftops."

However, in South Florida, the Corps of Engineers has, in some cases, reversed course, tearing up the development-enhancing dikes and canals it built for food control in the last century, to restore the natural flow of water as part of the $10.5 billion Comprehensive Everglades Restoration Plan. More than 1.7 billion gallons of water a day that currently flows out channelized rivers to the Atlantic and Gulf will be stored in the Everglades and provide new water resources for South Florida's large urban population.

It is a monumental undertaking that has generated lots of political and public interest. Yet, most communities dealing with water scarcity are finding there are few "silver bullet" projects to solve their problems. Instead, the trend is moving away from engineering new supply projects, to finding better ways to manage existing supplies that can sustain continued population growth. Some water managers, particularly in the Southwest, have started looking at a comprehensive strategy that requires water utilities, municipal governments and the development industry to embrace new land use and development practices as part of the solution. Kightlinger noted, "The Metropolitan Water District is now working with the development community and urban planners to figure out how to manage smart growth over the next decade even though we can't say for sure how the future is going to pan out."

New thinking is already taking hold in communities facing the most pressing scarcity issues — where every piece of land and each building play a role in augmenting and stretching finite water supplies further.

Michael Ogden, founding principal of Natural Systems International, Santa Fe, argued that a new model is needed, "The regulations handle potable water, wastewater and rainwater discretely. It's all water, and we've got to start using more integrative thinking when de-signing our projects and communities."

Trevor Hill, president of Global Water, a private water utility based in Tempe, Ariz., described the conservation potential of new development, "There is a tremendous opportunity on the demand management side — we can integrate water, wastewater, recycled water systems into communities at the outset with a material reduction in water use and rates."

In some cases, developers are pushing the envelope by applying these novel conservation strategies, and time tested methods like low-water landscaping, to prevent water shortages from becoming building moratoria, but they must first win-over local and state regulators.

Bob Taunton, reflecting on his tenure as former president of Suncor New Mexico in Santa Fe, commented, "We needed to increase the number of units we could get out of an acre-foot of water at Rancho Viejo [Santa Fe], or we were out-of-business. The county eventually approved us to build five units per acre-foot of water after we proposed the use of cisterns, which kept the project going with enough time to acquire additional water rights for 1,300 more units."

District and building water retrofits can offer similar gains as well. Grant McInnes, associate principal at ARUP in San Francisco, offered an example, "Stanford University understood the benefit of an overall campus water strategy. Instead of putting 60,000 gallons per day of water discharge from building cooling equipment into the sanitary sewer, they've decided to bring it across the campus for toilet flushing among other uses. This reduced the need to treat and transport potable water."

Ultimately, adapting to water scarcity will come, in part, by creating projects that forge more resilient connections between people, place and water.

Harold Smethills, developer of Sterling Ranch, a 3,100-acre master planned community in Douglas County, Colo., remarked, "There is absolutely no question that making a future for real estate development means that we'll have to deal with water now."

The preceding article was adapted with permission from an original version by David Stocker. Stocker is a Research Director with the ULI Center for Balanced Development in the West which is headquartered in Los Angeles, Calif. Stocker's article includes material originally presented at a Center for the West symposium, "Adapting to a Drier West", held in December 2009. His original version can be found in its entirety at www.uli.org/centerwest.

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Todd Tucker

From: Inna S. <ivserdiu@yahoo.com>
Sent: Thursday, June 16, 2016 1:16 PM
To: Todd Tucker
Cc: rebeccahupp@cityofboise.org
Subject: Fw: school near airport, vs F-35, Syringa Valley sub

Please forward to Boise City Council.

----- Forwarded Message -----
Subject: school near airport, vs F-35

Hello, I measured the distance from future junior/high school site and Kirsten sub to the airport runways (less than 2 miles from runways).
And to Hollilynn (my house) 3.5 miles from runways.
From Google Earth, using ruler.

I then used the formula for sound propagation to calculate what noise we will hear at 3.5 miles (Hollilynn) and 1.75 miles (School) if a jet emitted 150 dB on the ground. This is the max I have seen mentioned anywhere.

It seems at Hollillynn we truly are lucky to get 64 dB!

At future school site, not so lucky 102 db, way too loud. This is actual peak noise level, not averaged.

If they build 3rd runway to the south, it will get worse both for schools and Hollilynn.
Inna Patrick.

07/2008

STATE OF IDAHO
DEPARTMENT OF WATER RESOURCES

my copy

NOTICE OF PROTEST

This form may be used to file a protest with the department under sections 42-108B, 42-203A, 42-203C, 42-211, and 42-222, Idaho Code. The department will also accept a timely protest not completed on this form if it contains the same information.

1. Matter being protested Application for Permit No. 63-34200

2. Name of protestant INNA PATRICK

3. Protestant's Representative for service (If different than protestant)

protestant

4. Service mailing address 6850 Hollilynn Dr, Boise 83709

5. Service telephone no. 2083445940 Email Address: ivserdiu@yahoo.com

6. Basis of protest (including statement of facts and law upon which the protest is based)

1 Domestic well at 6850 Hollilynn Dr, Boise 83709 drilled 1990 to the south of proposed drilling site by Boise School District
2 Idaho Code, SECTION 42-203A
3 ADDENDUM 1, 1 page

(additional pages may be attached to describe nature of the protest)

7. What would resolve your protest? ADDENDUM 2, 1 page

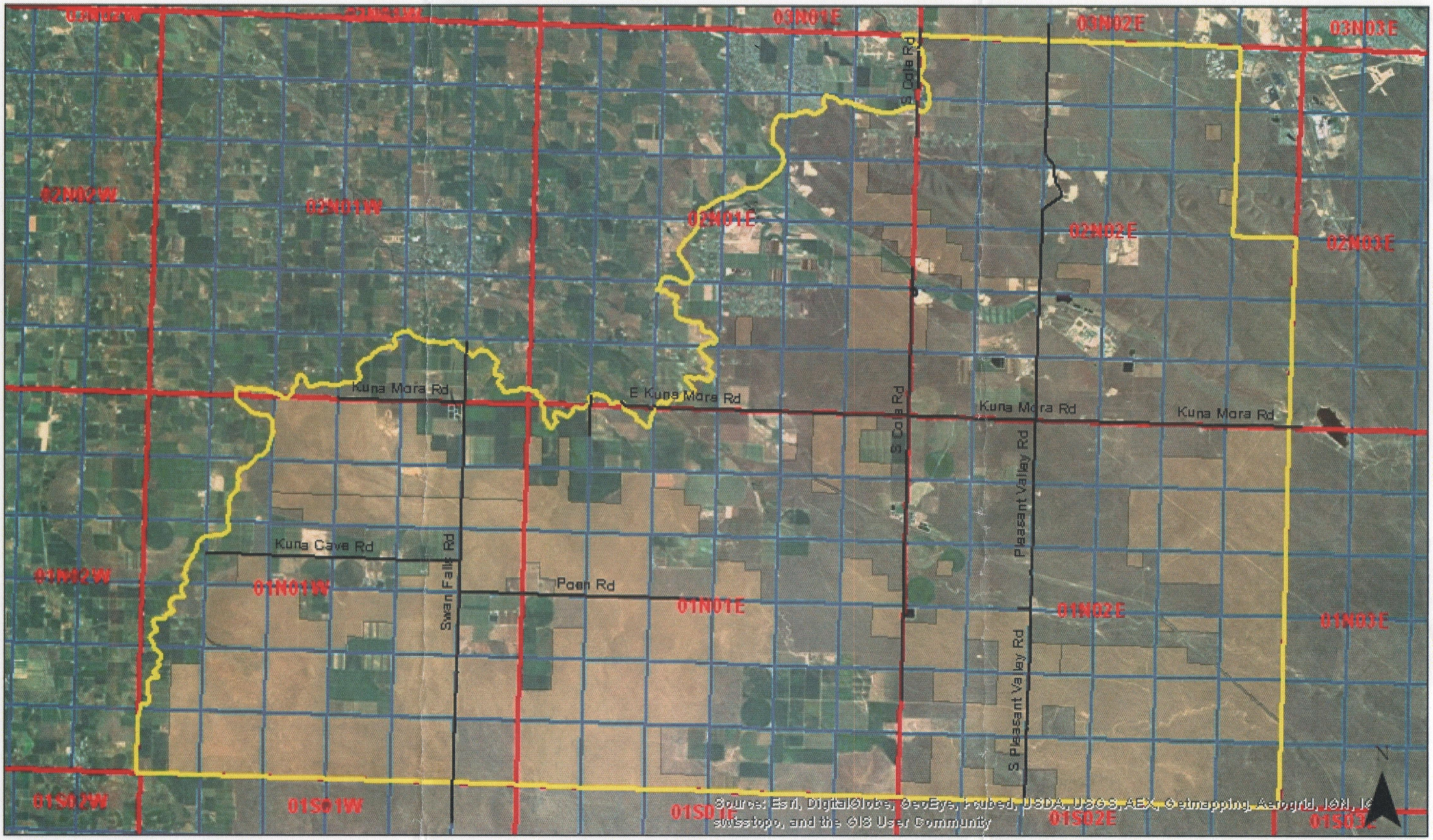
I hereby, acknowledge that if I, or my designated representative, fails to appear at any regularly scheduled conference or hearing in the matter of which I have been notified at the address above, the department may issue a notice of proposed default against me in this matter for failure to appear. I also verify that I have served a copy of this protest upon the applicant.

Signed this 20th day of May, 20_____.

Inna Patrick
Protestant

_____
Protestant's Representative

South Ada Co Ground Water Area



By Angie Grimm IDWR 10/4/2013

Addendum 1. Basis of Protest

I own a domestic water well drilled in 1990, to the south of proposed 3 wells by BSD, at 6850 Hollilynn Drive, permit No.724016.

IDWR notified me that South Ada Co Ground Water Area is an Area of Concern. I am attaching a colored map of the area that includes T2N R2E.
In a letter by IDWR July 9, 2014, signed Vicky Music, IDWR estimates the ground water levels lost 0.4 ft a year over 30 years.
I measured that my own well has lost 20 ft of static level in 26 years, Sept 1990 to May 2016.
Therefore the water loss per year is 0.8 ft, and is 2 times higher than IDWR estimate.

Ground water flow is in the direction from proposed BSD well drilling sites, towards my residential street Hollilynn Drive, that has 40 homes with residential wells.
The proposed new water appropriation by BSD is equivalent to domestic use of 52 homes.
Therefore the impact of new appropriation requested by BSD on our homes can be substantial.
BSD is applying for 3 times higher than maximum normal rate of diversion for the irrigation 0.02 cfs per acre.

IDWR issued a new water permit to me 63-33956 in Dec 2014, that had many monitoring conditions attached to it. I want IDWR to place same or similar conditions on BSD water permit, since our water diversion points both are in the Area of Concern.

Applicant proposes to draw water from 150 ft to 500 ft deep water bearing layers.
IDWR water agent informed me in 2014, that anything less than 200 ft deep is considered surface water, which requires right different from the ground water right.
IDWR informed in in writing in 2014, that at depth more than 400 ft geothermal water can be found, which Idaho law regulates differently.

Section 42-203A of Idaho Code requires IDWR to consider the following criteria in processing the new water right applications:

1. Will the new appropriation injure existing water rights?
2. Is the water supply sufficient for the purpose for which it is sought?
3. Is the application made in good faith or for delay or speculation?
4. Does the applicant have sufficient financial resources to complete the project?
5. Will the proposed use conflict with the local public interest, where local public interest is defined as interest of the people within the watershed who will be directly affected by a proposed water use?
6. Will the proposed use be contrary to the conservation of water resources within the State of Idaho.

I want BSD application process to answer every one of this questions.

1. Several residencies on Hollilynn Drive own water rights.
2. Justify the amount of water and acreage sought for irrigation by BSD.
3. Provide the school(s) start date, and explain beneficial water use in the absence of school.
4. Is BSD paying for the application and drilling 3 wells 500 ft deep, and how much?
5. Consider the impact on our homes and wells on Hollilynn drive.
6. Only apply for the amount of water truly needed for the school. Provide the breakdown for the use of acreage.
7. Why BSD irrigation needs cannot be supplied by the city water, i.e. United Water?

Addendum 2. What would resolve your protest?

Because BSD is funded publicly, I request IDWR place restrictions on this water permit that prevent any other individual, corporation, partnership, or association from being able to benefit from this water use, either temporarily through leasing it, or permanently through assignment, sale or transfer.
In other words, IDWR can place condition or restriction for BSD water right to expire if it is used or transferred to any other entity. Besides, a public notice shall be issued if IDWR is notified of such attempt thru a letter or application.

SPF Engineering to provide BSD with an estimate of project completion cost, and monthly dollar expense to irrigate 35 acres as proposed currently from 3 wells.
BSD to provide proof of funds, so the public knows the project cost and source of the money.

BSD and SPF Engineering revise the application to request diverting less water, and drill fewer wells. Right now they are requesting 3 times higher than the maximum permitted rate for the irrigation.
IDWR to limit total use per irrigation season in afa to the total amount based on diversion rate of 0.02 cfs-acre in 24 hour window.

Appropriate water from depth 200 ft to 400 ft, as explained in Addendum 1.

IDWR apply conditions substantially similar to permit 63-33956.
Require monthly monitoring of water use and static water depth in the well, and report to IDWR every year for 4 years.
IDWR to review yearly the static water levels supplied by BSD every year and intervene if the rate of change is more than current 0.8 ft a year. IDWR can request SPF Engineering to confirm or deny this rate estimate 0.8 ft/y provided by me in the Area of Concern.

Proof of application of water to beneficial use shall be submitted no sooner than four (4) years and no later than 5 years from the date of approval of the right.
A report with no less than 4 years of diversion measurement and aquifer water level monitoring shall be submitted in connection with filing proof of beneficial use.
Prior to submitting proof of beneficial use, the right holder shall not assign USE or ownership of the permit to any other individual, corporation, partnership, or association, without PUBLIC NOTICE and prior approval of the Department.
Require the rights holder to provide water to offset the depletion of Lower Snake River flows if needed.
Failure to comply with any condition of approval is cause for the Director to cancel this permit.

I also request IDWR to scrutinize any new water rights applications or existing rights transfer into this Area of Concern T2N R2E, because of faster than previously known ground water level decline.