

19 May 2024

TO: Brad Hillgren, High Rhodes Investment Company - via email [bhillgren@highrhodes.com](mailto:bhillgren@highrhodes.com)



RE: BVNA Topics for 22 May Town Center Workshop

Brad,

Thank you in advance for taking the time to conduct another workshop and information session with the Barber Valley community this week. We've greatly appreciated the opportunity over the past few years to express our perspective on the development of the Village Green and Town Center (TC) blocks in Harris Ranch. We should have a good number of neighbors in attendance this week as we know it's a continuous process to inform and educate our community about the specific plan and entitlements for the TC blocks in Harris Ranch given the specific plan's complexity.

Given that newer neighbors that may be altogether unfamiliar with SP-01's history, role, content and structure, application, etc., you may want to consider giving an overview of how the SP is written and how it goes from high-level to very detailed, by topic: 1) by land use, then, 2) by circulation and street typology, then, 3) by block prototypes (that have a fair amount of tabular requirements on each), then, 4) by allowable uses. These, on top of other design guideline and other sections. It is a multi-faceted code and not as simple as some may be viewing it. We think there may be value in addressing this to provide an understanding of the complexity, which may in turn help the process.

After the formal application documents were uploaded to the City's Planning and Development Services (PDS) web portal, the BVNA Board has tried to digest as much as we can, and we've compiled some questions that we hope you can answer at the neighborhood workshop this week (22 May). Your 2 May narrative letter references your March meeting with Boise PDS staff and refers to slip pages and changes annotated in the SP-01 Manual. That's been difficult for us to follow as your 'slip pages' annotate the *proposed* Amendment 7.1 and it requires reference back to the *current* Amendment 7 to understand what your application proposes to change. The addition of TC10 was described in your 30 November 2023 narrative letter but we've struggled to understand it completely and would appreciate clarification of why this was necessary.

### Questions and Comments

1. Village Green Open Space. We've been generally supportive of the plan to 'stretch' public green space up from the TC8/9 blocks to permit a diagonal public space in TC4-7. However, we'd like to not sacrifice any green space overall. We recognize that the current SP-01 permits the removal of the urban street in TC4/5 and we notice in the application material that the Harris Ranch Review Board has already approved that 'conversion' of streetscape into green space. However, we'd like to understand what the current open space square footage is in TC8/9 and what the overall public open space footage is in the proposed amendment. Because the footage is being dispersed across the entirety of the TC would you be willing to consider an increase in landscaping footage from what is shown currently in TC8/9?
2. Angled Parking. Will the inclusion of angled parking on the project's perimeter require dedication of your property because the right of way (ROW) dimension on the project side of the street's centerline will increase due to the wider street section?
3. Do the submitted application materials completely identify the SPECIFIC amendments being proposed?

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4. Are there any *proposed* allowable uses that are not *currently* in SP-01? For background, we heard significant concerns from neighbors at our most recent BVNA monthly meeting that they are not supportive of a hotel in the project. It would be helpful to remind our neighbors that there are many allowed uses in the TC blocks (e.g. hotel) that are *already entitled* by SP-01. Again, this question is difficult for us to answer because we ‘see’ your proposed amendment 7.1 slip pages but are required to go line by line in the allowed use table to understand what you’re changing (if anything). Having said this, we believe there are no proposed additive (new or different) allowed uses, only a change in the allowed use table to add TC10. Please confirm, and if so, it bears emphasis at the 22 May workshop.
5. Please clarify the delta in footages (commercial, office, non-residential) and quantities (dwelling units) already entitled in SP-01 vs. what you propose in the SP amendment.
6. Bridge Connection to Greenbelt. We note that the updated 2 May narrative letter responds to the City Planner request for you to “Describe how the proposed amendment will benefit the public convenience or general welfare.” The response highlights “Enhanced Access to Greenbelt” and suggests the proposed plan “includes an active connection to the trails located directly across Warm Springs - likely by a bridge spanning the roadway....”. Is a bridge part of your scope?
7. SP Amendment (and subsequent) Process. The legacy zoning code is somewhat difficult for us to follow regarding the specific approval process for SP amendments and whether subsequent entitlements would be necessary allowing for public input. Please advise what the neighborhood can expect next for *this* amendment application and what process will take place *subsequently*. Specifically, will there be public testimony opportunities beyond this application?
8. Streetscape Design and Dimensions. The dimensions for protected bike lanes, street tree zones and several sidewalks appear to be too narrow. A protected bike lane will likely need 3' buffer from angled parking due to vehicle overhang. A similar buffer is needed to protect vehicles from hitting street trees where there is no protected bike lane. A bike lane is also typically buffered from the furnishing zone where street trees are proposed. Tree wells should be a min of 4' wide outside the limits of either sidewalk or bike lane. If these standards are contrary to what’s already in the adopted Specific Plan, would the applicant be willing to use this amendment to improve the current SP with updated streetscape standards? We believe the street sections require revision to incorporate the current standards identified above to address the deficiencies.
9. Angled Parking Landscaping. Where lengthy sections of angled parking are proposed we believe the project would be enhanced with periodic landscaping peninsulas/"fingers" which serve to break up the parking row (e.g. a peninsula every ~8-10 stalls).
10. Roundabouts. The ACHD Master Street Map shows a roundabout at WSA/Old Hickory. Will the roundabout *at this location* be phased into the development of the TC, or is High Rhodes waiting for ACHD to budget for and build this roundabout?"
11. Streetscape 7A. The City Planner inquired about the proposed streetscape on Barnside adjacent to TC5. We have the same question and are confused by the response in the 2 May narrative letter which states “The proposed plan does provide protected bike lanes on the town center side of the street. The current bike lane remains on the opposite side of the street adjacent to the existing residential homes.” This

doesn't appear to align with the Specific Plan Section Revisions dated 28 November 2023 which describes and depicts section 7A as a Two-Lane Collector with Angled Parking on One Side (i.e. No bike lane).

- 12. Community Infrastructure District Funding. There was some discussion of the perceived inequities of the HRCID at our last neighborhood meeting. We asked the neighbors to respect that this issue is in the hands of the Idaho Supreme Court, and we'll get a ruling in the future. In the interim, it may be helpful to those CID-focused neighbors to address which parts of the Town Center may be funded by the CID.
- 13. All block prototypes have the following new note: "Block Prototypes 13, 14, 15, 17ABCD&E, and 19ABCD may be combined with HRRB approval." Please elaborate on what this means and why it is a necessary modification.

The following comments are 'out of scope' for this application (ZOA23-00010). However, the opportunities to amend and improve a Specific Plan are infrequent (the last SP-01 amendment was 2019). We'd appreciate consideration of these suggestions to align SP-01 more fully with the current City of Boise Modern Zoning Code. We recognize this isn't required for the Town Center amendment project, but these changes may improve the code and future SP-01 projects if included in this application. Inclusion by the applicant would allow the City Planner to effectively analyze these requests and include them in the project report for consideration by the Planning and Zoning Commission and City Council.

- A. Master Street Map. Will the already approved changes to the Master Street Map such as 3 versus 5-lane right of way, and single lane roundabouts be annotated in this Amendment 7.1? We were under the impression this would be included.
- B. Accessory Dwelling Units. Accessory Dwellings are not allowed uses on the Town Center blocks. However, would the applicant agree to add the following change to 11-013-01(12a) that serves to align SP-01 with Boise Legacy and Modern Zoning Code? *"That the footprint of the accessory dwelling is not larger than 10 percent of the lot area or 750 900 sq. ft., whichever is less, and that the accessory dwelling has not more than 1 bedroom. Where practical, the 10 percent or 750 900 sq. ft. standard may be altered to accommodate logical expansions or internal conversions. Examples of this include, without limitation, the addition of a second floor to a detached garage or the separation of a basement as an accessory dwelling."*
- C. Bike Parking. The current zoning code calls for a percentage of required bicycle parking to be covered. We believe bicycle traffic to the Town Center will be enhanced if covered AND SECURE bicycle parking was required by the Specific Plan. More bike traffic leads to less vehicle parking problems and aligns with the vision of a walkable and bike-able urban environment in the Harris Ranch Town Center. Would the applicant consider adding updated code requirements for bicycle parking?

We look forward to seeing you on Wednesday.

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