

Kena Champion

From: Marilee Pospahala <mpospahala@live.com>
Sent: Tuesday, January 31, 2023 2:36 PM
To: planning
Cc: Marilee Pospahala
Subject: Zoning Change Application for the Residences at River Club SAPFY2023-0001

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Greetings Garden Development Services and City Council Members:

I am writing to you as a 26 year resident of the Plantation Subdivision on the River Club Golf course in Garden City. My subdivision is adjacent to the planned development of the Residences at River Club and therefore I am an affected property owner.

First of all, my husband and I have been members of the Plantation/River Club Golf Course since 1989. I love the golf course, the members and staff, it's just a wonderful place. It is an historic and unique course, and a "Gem of open space" in Garden City. Will Gustafson has done a wonderful job improving the amenities and events at the River Club, and I understand the right to develop a portion of the course. But I was disappointed when I heard he sold the golf course to someone else.

The Residences at River Club submitted an application (SAPFY2023-0001) to Garden City, requesting a change to the zoning of 22.68 acres from R2 to a Specific Area Plan (SAP). After a review of the December 19, 2022, SAP Application and the January 9, 2023 revisions, I wish to submit my comments.

There are 9 Requirements for an SAP:

The first is "Implement the goals and objectives of Garden City's Comprehensive Plan (CP). The Vision Statement of the CP includes "A city that nurtures its natural and built environments, and serves its residents, visitors and businesses with quality public facilities and services ". To implement this vision, The CP contains 12 Goals.

Other SAP requirements include:

3. Development that is highly respectful of the natural setting and ensures neighborhood compatibility;
5. Result in a contribution of amenities to the community;
6. Designate and protect open site area in perpetuity;

I believe that many changes need to be made to the master plan before it would meet the goals, objectives, and requirements of an SAP, as follows:

- a. The proposed development will remove 22 acres from existing open space impacting wildlife habitat and the environment. This does not nurture the natural environment. I suggest that at least 1/3 of this 22 acre parcel remain open space, e.g. parks, play grounds, swimming pool, walking and bike paths (not including parking) to maintain the dwindling open space in Garden City; meet the requirements of either R2 or SAP; and provide some amenities to the new residents.

- b. As stated above, requirement #6 is “Designate and protect open site area in perpetuity.” Once the current open space is gone, it is gone FOREVER! Although the Master Plan does contain some “Linear Park” with pathways facing golf course, it needs more open space. I believe that at least 1/3 of these 22 acres should be designated and protected as open space for perpetuity.
- c. Since this development will remove a large portion of open space that is available for flood mitigation, I am concerned that this development will increase the flooding potential of the existing residences between the site and the Boise River.
- d. Requirement #5 is “Contribution of amenities to the Community”. There are no amenities, or public gathering spaces in this 22-acre Master Plan. No amenities are added to the Community-not for the new residents, or for the existing neighborhood. I suggest the addition of amenities (e.g., restaurant with patio sitting and music, etc.), that the current neighborhood and new residents could enjoy and bring them together.
- e. There is nothing unique about 4 or 5 story apartment buildings-there are already lots of them in Boise and Garden City. Let's do something unique and creative.
- f. The 4 or 5 story buildings are not compatible with the existing neighborhood of 1 and 2 story homes and townhouses. I recommend that any buildings be limited to no more than 4 stories, and the ones next to existing neighborhood be only 2 stories and a 100 ft. set back be established for ALL adjacent residential property, and evergreen trees planted for privacy.
- g. I also suggest that there only be 2 multi-family buildings located along State Street (not on the East end) and they be Condominiums-not apartments to be compatible with the existing Plantation neighborhood.
- h. The 4 story buildings along State Street could have restaurants, retail, etc. on the main level so they provide some amenities to the existing Plantation neighborhood, and the residents of the new development. The restaurants could contain a public gathering place with patio seating.
- i. Also, to not adversely impact the Plantation neighborhood, there needs to be an overabundance of parking for the retail spaces, residents, visitors, bus riders, etc. All residences should have a minimum of 1 parking space for 1 bedroom; 2 parking spaces for 2 and 3 bedrooms and include extra for visitors/guest parking.

j. The golf course is not part of the Master Plan and the 22 acres, so the golf course amenities, open space, etc. shouldn't be considered when reviewing this SAP Application. However, maybe after changes to the SAP Application are made, a condition of approval is that the golf course would remain in perpetuity!

Thank you for taking the time to consider my input. The existing site is already one of Garden City's "natural setting"! Let's make sure the development of this Garden City "Gem" doesn't destroy it with apartments, like so many in Boise, but create a unique area that we can be proud of that enhances the site to the benefit of everyone!

And Thank You for your service to Garden City Residents!

Sincerely,

Marilee Pospahala

6103 W Plantation Lane

Garden City, ID 83703

mpospahala@live.com

208-724-3726

PS: I wish to be kept informed of any additional future meeting dates and documents.

Total Control Panel

[Login](#)

To: planning@gardencityidaho.org

Message Score: 50

High (60): Pass

From: mpospahala@live.com

My Spam Blocking Level: High

Medium (75): Pass

Low (90): Pass

[Block](#) this sender

[Block](#) live.com

This message was delivered because the content filter score did not exceed your filter level.

SAPFY2023-0001 – Specific Area Plan

Your Name Marilee Pospahala Date 1-14-2023

Your Physical Address: 6103 W. Plantation Lane

(Please select) I wish to be kept informed of any additional future meeting dates:

Yes

No

Email: mpospahala@live.com

(Please select) Regarding this application I:

Support the Application

Am Neutral

?

Oppose the Request

Comments:

I support/neutral to the SAP, but oppose the density and the type of units (apartments) proposed. See attached letter.

Signature:

Marilee Pospahala

01/30/2023

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Sincerely,



Marilee Pospahala

6103 W Plantation Lane

Garden City, ID 83703

mpospahala@live.com

208-724-3726

PS: I wish to be kept informed of any additional future meeting dates and documents.

Kena Champion

From: Jenah Thornborrow
Sent: Monday, January 23, 2023 3:39 PM
To: planning
Subject: SAP: Comments from State Street - Noise & Pollution Patient
Attachments: 2023 Notice V2 Re State Golf w Exh..pdf

Follow Up Flag: Follow up
Flag Status: Flagged

From: David Rae <davidrae6607@gmail.com>
Sent: Monday, January 23, 2023 3:37 PM
To: Austin Milleer <amiller@achdidaho.org>; Brian Perkins <brian.perkins@crtkl.com>; Jason Densmer <jason@thelandgroupinc.com>; Jenah Thornborrow <jthorn@GARDENCITYIDAHO.ORG>; John Ringert <jringert@kittelson.com>; Derek Rizzo <drisso@ecosystemsciences.com>; Doug Russell <doug@thelandgroup.com>; Carl Miller <cmiller@compassidaho.org>; JoAnn Butler <jbutler@butlerspink.com>; Robert Taunton <bobtaunton@tauntongroup.com>; contact@preserveplantation.com; Lisa Itkonen <litkonen@compassidaho.org>; Traver Nicoll <tdnicoll@lpc.com>
Subject: Comments from State Street - Noise & Pollution Patient

My Comments are attached -- after 30+ years experience with participants-

David Rae
personal: davidrae6607@gmail.com
business: david@imresponsible.com
blog: <https://www.teamfixes.com>
Cell: 208-861-7150

Note: For PDF Reader install: <https://get.adobe.com/reader/>

(I Send PDFs **FORMS** with emails. The Chrome Browser, Google Apps and Mac OS do not open PDF forms. Use link shown above and install Free Adobe PDF Reader. Download PDF Forms to local drive. Open with Reader. (Note: Don't forget - double clicking mouse is needed sometimes!)

Total Control Panel

[Login](#)

To: jthorn@gardencityidaho.org [Remove](#) this sender from my allow list
From: davidrae6607@gmail.com

You received this message because the sender is on your allow list.

RIVER CLUB PLAN

**Dave made his comments on the following pages
BUT could not let this go!**



PEDESTRIAN EXPERIENCE

CRTKL

This Exhibit is Contained in the Plan

The ODDS of the

**A.C.H.D. - DEVELOPER – REALTOR –
GOLF COURSE - or GARDEN CITY**

Delivering what the exhibit shows is = 0

(Naivety? – Ignorance? – Fraud?)

Plan = Between Residents and State St. = 10'

This document presents facts to each reader that are pertinent to the RiverClub development. The primary intent of the author is to establish an understanding of existing and possible issues. In this way, participants can develop realistic expectations. Hopefully, awareness will provoke constructive and responsible attitudes, behaviors and solutions. History will illustrate that the odds of that happening are questionable.

Cities and Developers “side step” traffic issues – because it is in the A.C.H.D. domain – and it is convenient to avoid involvement. Instead of partnerships that solve problems, we have independent fiefdoms - concentrating on their bottom lines – instead of developing effective citizen focused solutions. Most noise and pollution is created by traffic; however, another source of pollution are mismanaged drainage and unused/unmaintained A.C.H.D. land.

This document's focus is to look at transportation needs. A discussion about historical actions is also included. Transportation needs are important to City Dwellers but City management and developers don't seem to be their partners. The unique role(s) of the A.C.H.D. also results in “buffered” solutions.

David Rae has been a homeowner in an “Next to State Street property” for several decades. He is, therefore, a certified expert in government contributions and A.C.H.D. efforts.

During this time, these changes have been made:

>> Addition of suicide lane

- >> No reduction in highway entrances or exits == accident rate change is unknown.
- >> Limited lane management = Scary driving

>> Addition of traffic lights.

- >> Lack of traffic light synchronization has increased:
 - >> the number of immobile, idling, pollution creators
 - >> the difficulties in changing lanes
 - >> the number of drivers that want to “beat” the RED and miss their next 3-5 minute nap.
 - >> the wait to from Lakeside Dr – east on State – to 5-10 minutes

>> Sidewalk sections were added to the sides of State Street.

- >> Results do not meet requirements or known standards for sidewalks and need a Q.C. study.

State Street Noises exceed legal decibel levels (Verified = Portable Meter and Personal experience)

A.C.H.D - Published policy = “No Federal Fund Use = No need for Study” (Need or Safety -Irrelevant)

D.O.T. has completed studies on highway work that have comparable traffic statistics.

Traffic = State – 39389 (No Study), Chinden = 36689 (DOT Study), Eagle = 46762 (Freeway Access)(DOT Study)

EAP Guidelines: (Closer to Traffic = increased Illness/Death) (Local Cities & Real Estate = 10' from road = OK))

Note: “River Club” publishes guidelines preventing residents from creating Noise and Vibration.

- >> This guideline is meaningless as continuous road noise breaks this rule..
- >> Buyers or Renters need notices warning that street noises will interfere with family living

Federally Defined Road Diets (e.g. Chinden Blvd – Eagle Road)

Federal Description of “Road Diets” Levels of highway traffic noise typically range from 70 to 80 dB(A) at a distance of 15 meters (50 feet) from the highway. These levels affect a majority of people, interrupting concentration, increasing heart rates, or limiting the ability to carry on a conversation. The noise generated by a conversation between two people standing 1 meter (3 feet) apart is usually in the range of 60-65 dB(A). Most people prefer the noise levels in their homes to be in the 40-45 dB(A) range, similar to the levels found in a small office. A reduction of sound from 65 to 55 dB(A) reduces the loudness of the sound by one half, while a reduction of sound from 65 to 45 dB(A) results in a loudness reduction of one quarter.

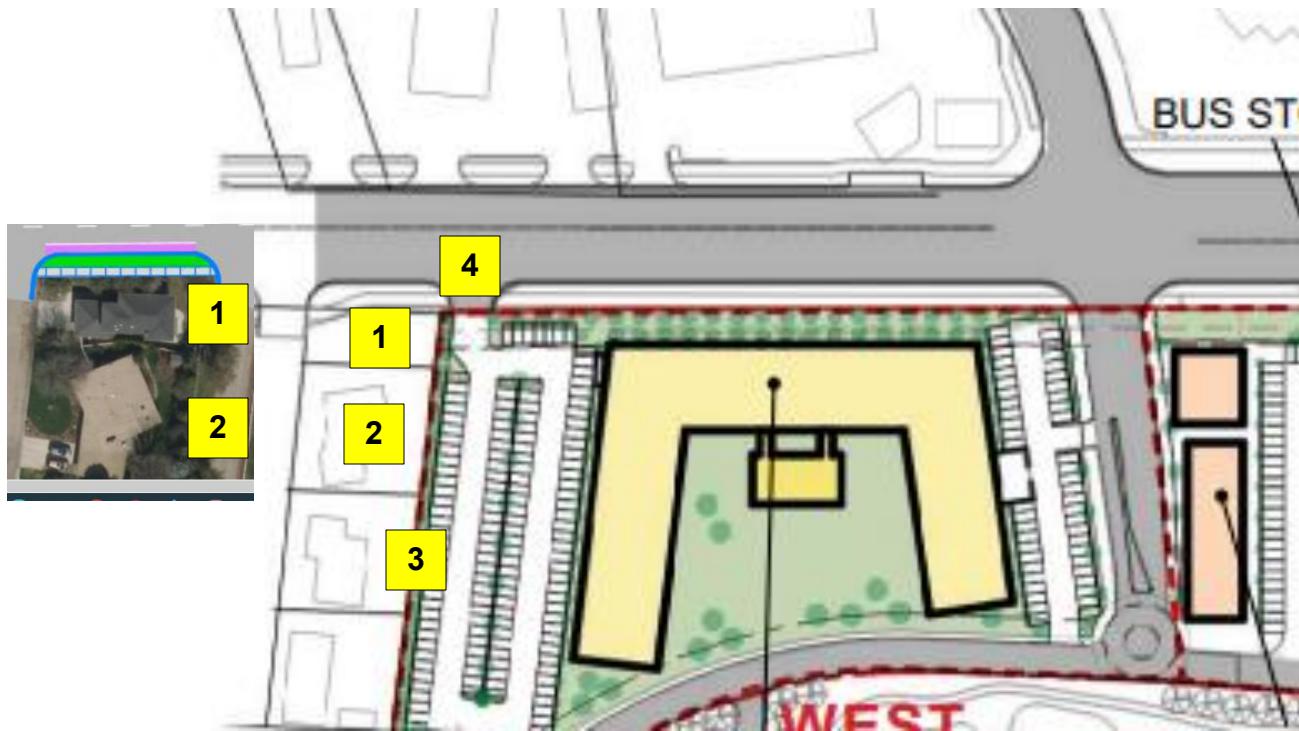
What is the maximum traffic volume for a four-lane to three-lane Road Diet conversion?

Several agencies have developed guidelines for selecting candidate Road Diet locations to mitigate any negative effect on traffic operations. (Traffic = State – 39389, Chinden = 36689, Eagle = 46762 (Freeway Access))

Greater than 20,000 ADT: Agencies should complete a feasibility study to determine whether the location is a good candidate. Some agencies have had success with Road Diets at higher traffic volumes.

Introduction – Evidence Based Experience with A.C.H.D. and Golf Courses

David & Carol Rae – 6607 Lakeside Drive – davidrae6607@gmail.com



Undependable Agency Solutions (A.C.H.D. & City of Garden City (City =All Solutions = Re-active)

Note: No sound, environmental, safety, pollution or other studies have been completed by A.C.H.D. on State Street modifications. (Comprehensive studies were completed by D.O.T. on Eagle and Chinden Road modifications. These roads have traffic counts comparable to State Street. (Eagle = 46762, State St. = 39389, Chinden = 36689) Developer/Owner(s) need to detail noise/environment and relay this information to renters or owners. Results are unacceptable.

State and Local Rules and Abatement Policy (A.C.H.D.)

In Idaho and Ada County there are no requirements for evaluation or mitigation of noise impacts due to traffic except when federal aid is involved in the project in which case the federal regulations are followed: "We will provide customer based solutions when we are forced to".

#1 A next door two Story home was purchased and demolished by A.C.H.D. Site clean up was ignored until I sent pictures and threatened a law suit. Pro-active site maintenance, after home destruction, was non existent. Weeds needed to be waist high and complaints logged. Lot is currently serving as a car sales lot, parking for golf course and trash collection site. i.e. Long term A.C.H.D. maintenance = low priority.

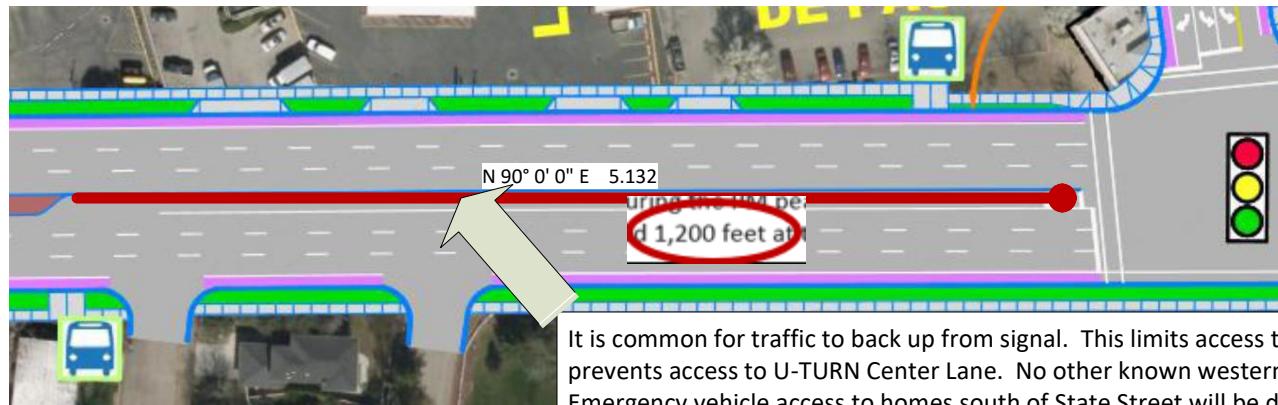
#2 Current Rae resident. Portable sound recordings verify that authorized safety studies need to be completed. Recordings from State St and Plantation Road show decibel levels that exceed EPA environmental recommendations. They also verify that current residential occupants are subject to premature illness and death. [Would trade for new Town Home – with added insulation – before I die]

#3 Current buffer between Plantation Dr. and property boundaries is more than 8-10 feet and includes existing vegetation that should be considered. An 8" foot sound barrier fence should be installed.

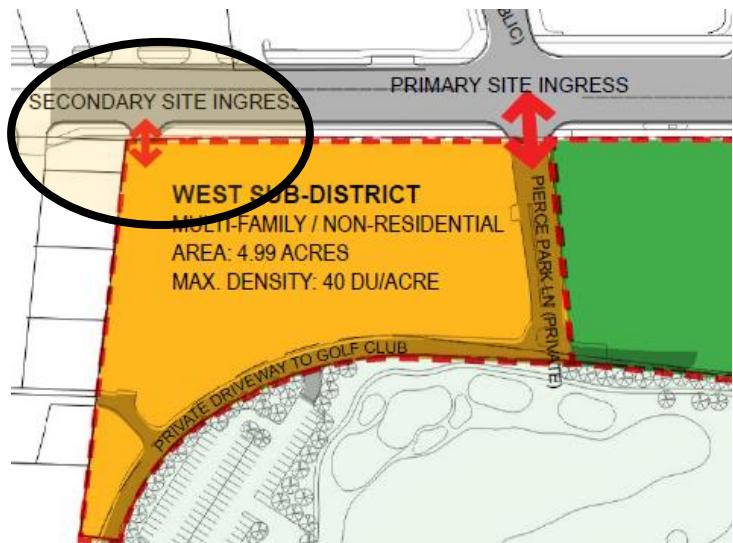
#4 Right turn options; Right turn cars from State St will use parking lot as shortcut to course. A.C.H.D. shows 6' Sidewalk, 8' Landscape and 6' Bike lane. "Secondary Site Ingress needs more study."

>>City, Developer and Golf course need to work with three adjacent property owners to create resolution to all participants needs. Pro-active solutions are appropriate and seem possible.

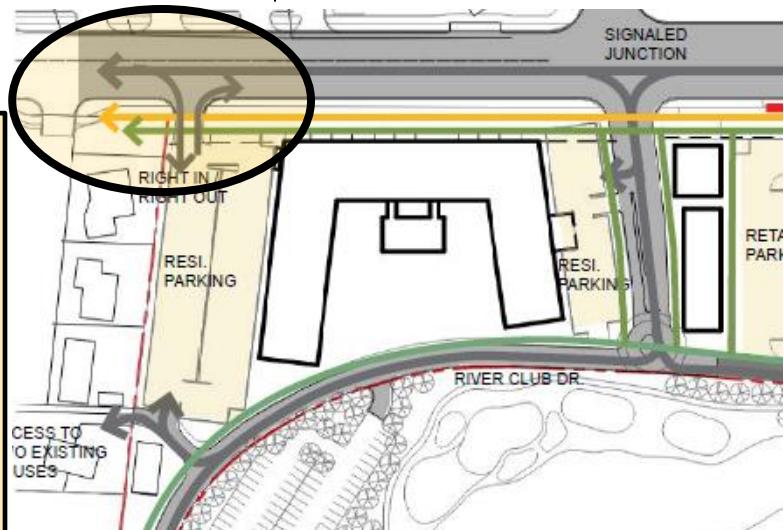
Exhibits: Support claims made herein.



It is common for traffic to back up from signal. This limits access to all lanes and prevents access to U-TURN Center Lane. No other known western access to State St. Emergency vehicle access to homes south of State Street will be difficult and may not meet published regulations. See below = 1,200 (Now) Pierce Park Work = ????



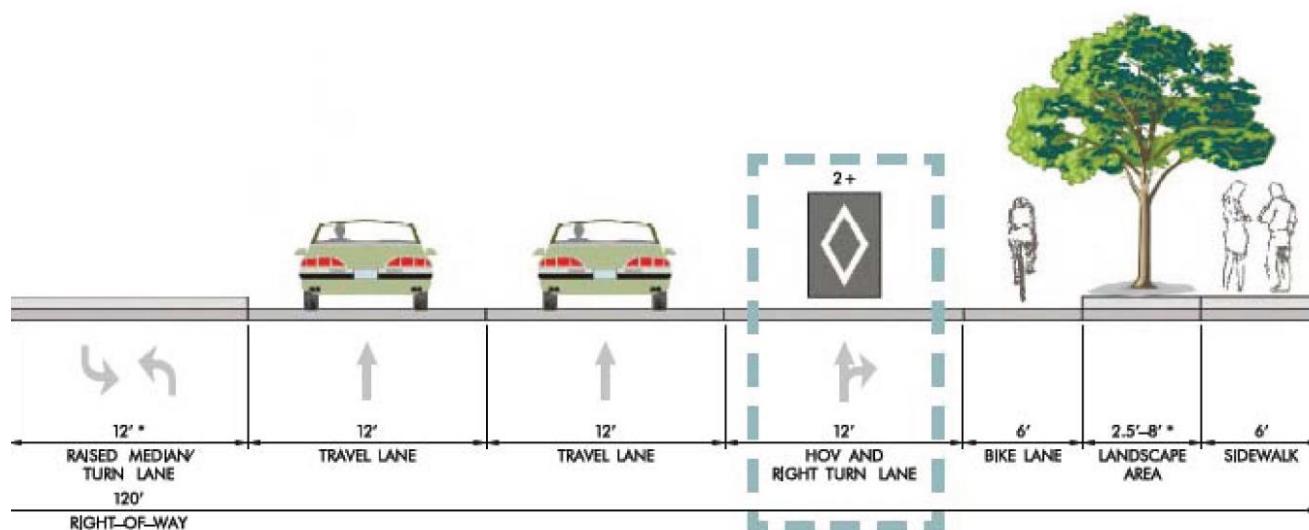
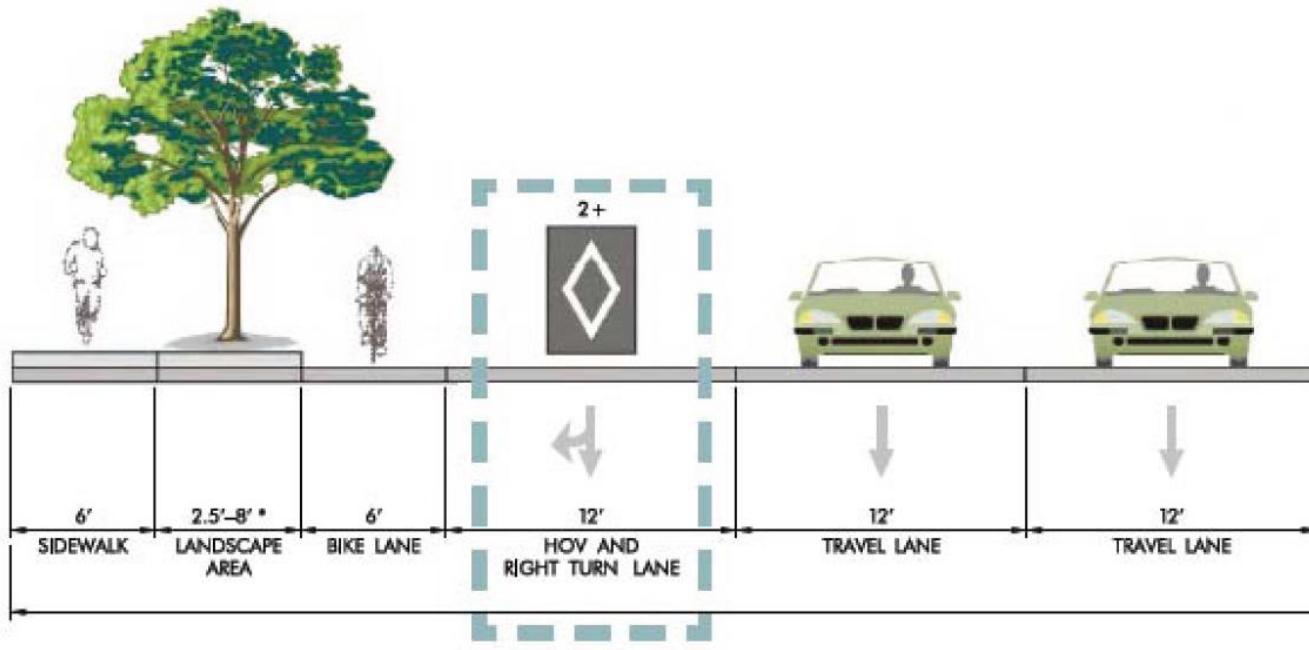
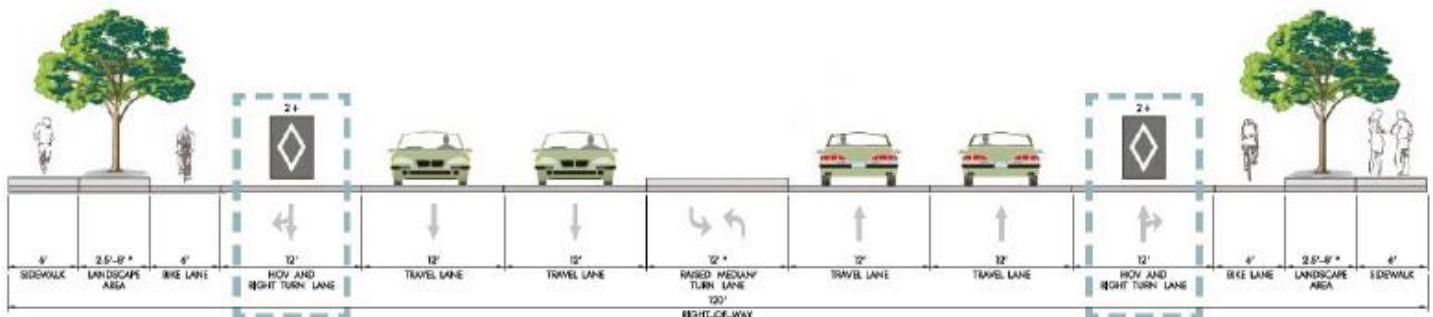
1. Variables and options need more study
2. Lanes on ACHD descriptions seem to vary and do not match these creations.
3. Secondary site ingress needs to be re-evaluated and cooperation with three adjacent homes needs to occur.
4. Club members might use parking lot as shortcut to club.



2.2 Traffic Operations

A traffic analysis was conducted to evaluate the existing operation of the intersections within the project area. Turning movement volumes from 2015 were provided by ACHD for both the AM and PM peak hours.

The analysis results show the overall intersection is operating at an acceptable Level of Service (LOS) for both AM and PM peak hours (see Table 1). However, some movements show congestion and back-up. For example, during the PM peak hour, the queues for the westbound movement on State Street are shown to exceed 1,200 feet at times. See Appendix A for the complete traffic memo.

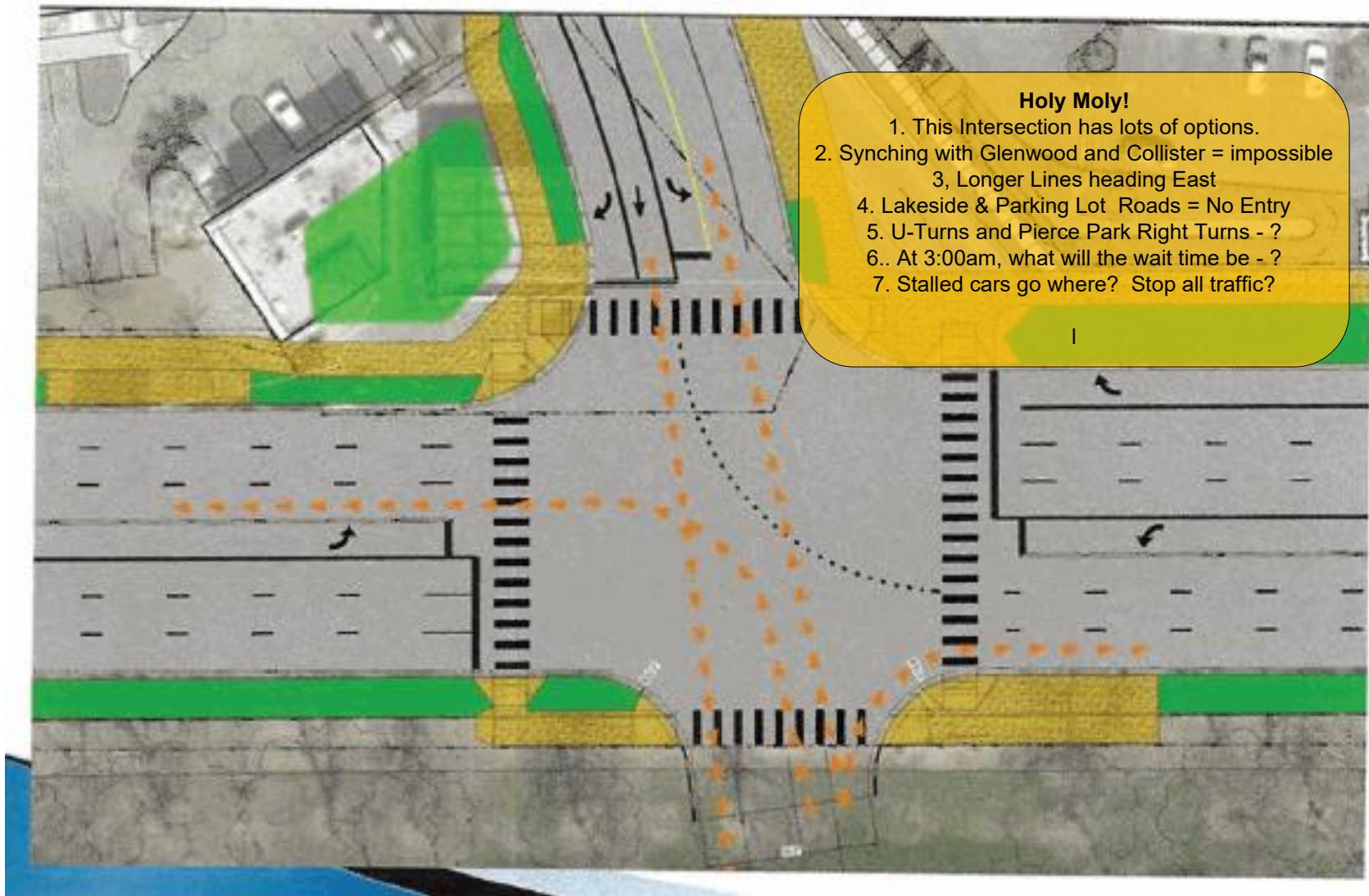


Does not match other exhibits
 Where do stalled or Delivery vehicles go?
 Do we still have same number of exits and entrances?

Intersection Design

Parametric
Parametric is a registered trademark of Bentley Systems, Inc.
The Parametric Project, Inc. 201-391-8000 • 800-547-2747
www.parametric.com

STATE STREET & PIERCE PARK LANE



From: [Austin Miller](#)
To: [Jenah Thornborrow](#)
Subject: RE: Gramercy Lane and Plantation River Drive
Date: Thursday, June 4, 2020 9:37:32 AM
Attachments: [image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)

Hi Jenah,

I understand the confusion. There is a mix of private and public streets in this area.

However, Gramercy Lane and Plantation River Drive are both public streets maintained by ACHD.

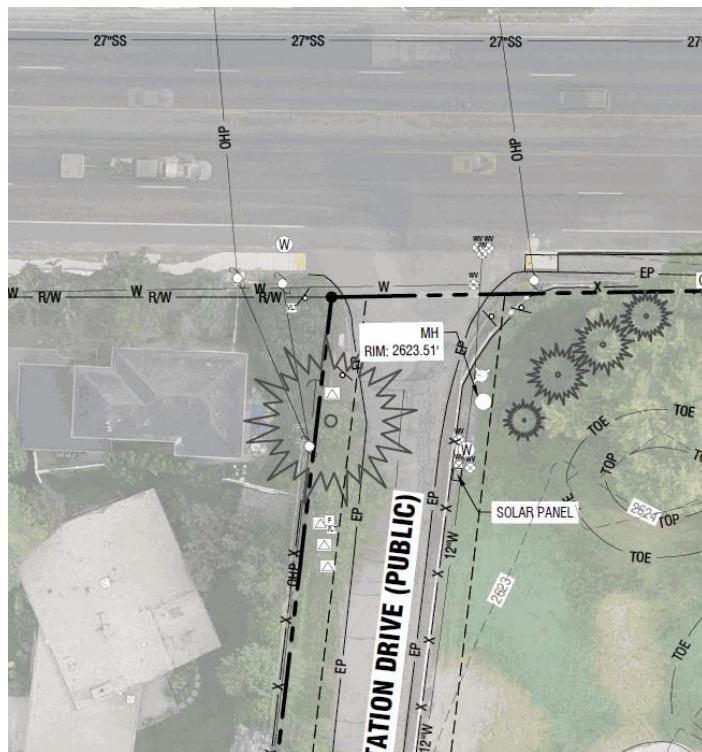
Thank you,

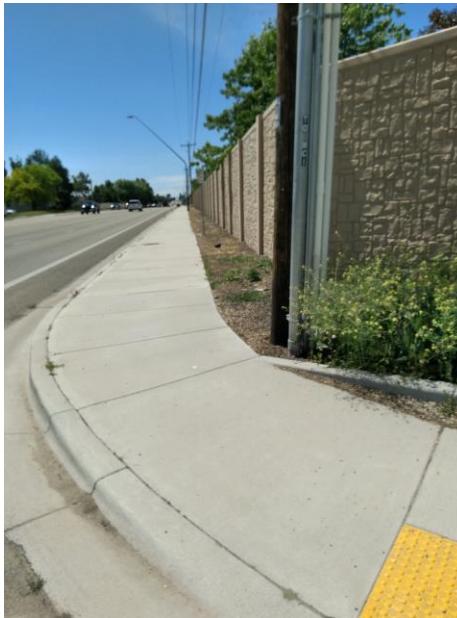
Austin Miller
Ada County Highway District
Planner II, Development Services
1301 N. Orchard St. Ste. 200
Phone: (208) 387-6335



From: Jenah Thornborrow <jthorn@GARDENCITYIDAHO.ORG>
Sent: Thursday, June 04, 2020 9:23 AM
To: Austin Miller <Amiller@achdidaho.org>
Subject: Gramercy Lane and Plantation River Drive

- 1. Who owns Plantation Drive under new River Club?
- 2. Did ACHD or Garden City sell rights?
?????
- 3. River Club shows this as second entrance to Appts.
Drivers will use this entrance to Club vs waiting at Pierce Park





Noise and Pollution are Real World Problems.
Noise and Pollution Issues are conscientiously
dealt with in some regulations and by some
developers and agencies

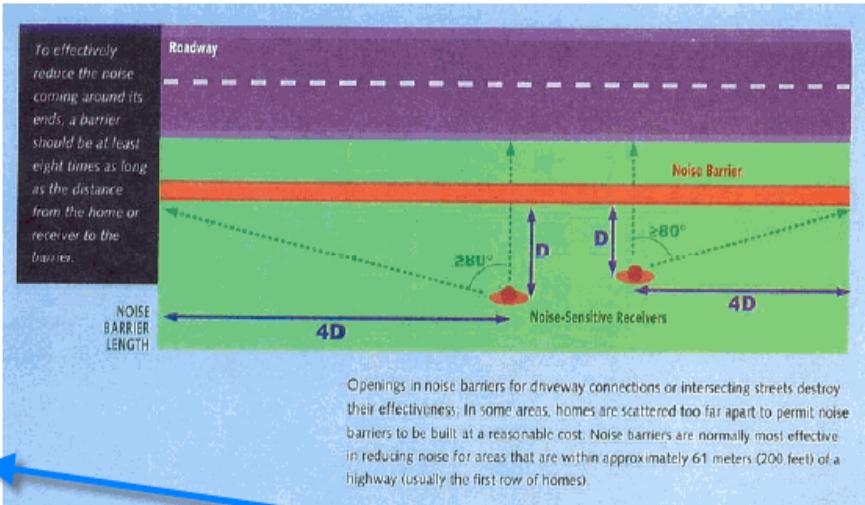


This extract is from an ACHD document given to me by a cooperative employee. I was seeking information on building a fence between State St and our property. This document is policy and no discussion was suggested. Future correspondence was ignored. **Biased Management Attitudes become Department regulations.**

A.C.H.D.

Figure 5: Noise Barrier Length

"Affect" would be unbiased and factual comment. All barriers affect sound. See Federal Documents Included



The problem of openings for driveways and intersections that "destroy" the effectiveness of barriers is the primary reason why they are not practicable for use in an urban area. Also height problems and the fact that they cost \$1-3 Million per mile to construct are other major reasons why they are not normally used on ACHD roads.

**David Rae Estimate - 140 Feet of 8' Soundproof Wall = \$21,000 =
Boise River Fence**



1. Exit from Lakeside Dr & Appt Parking Lot can not reach center U-Turn turn lane to go West – Lanes Full - Don't move
2. Exit from Lakeside Dr -> Visibility West with Bus Stop - ?
3. Plantation Lane -> Second Entrance to Appts -> Bus Merge > Stalled Cars - ?
4. Right Turn on Pierce Park -> Bus Stop -> U-Turn – Stalled Cars - ?

Several years ago, A.C.H.D. purchased the home and lot between the Rae residence and State Street and demolished the building. These are photos of the condition of the property after the structure was removed. No pro-active clean-up occurred until I called, emailed and threatened a law suit. Lot is now used as an auto sales lot, golf course parking lot and trash repository.

Noise levels at our home increased dramatically without the house buffer. We asked A.C.H.D. for assistance in installing an 8' high sound fence and were told: (1) Fences are not effective and (2) Fences cost too much (Our local fence estimate was \$21,000 = 12% of fence estimates on A.C.H.D. publications and 6% of lot and home removal.) A.C.H.D. management runs a bureau focused on perpetuity – not – customer satisfaction.

Consistently, sounds from State Street AND Plantation Drive exceed legal levels and are “painful”. I am alarmed that the property owner and developer are moving ahead with the project without legitimate examination of the environment. I believe that any home or apartment sold without a sound and health warning is a fraudulent and criminal task.





Lot now has a variety of uses and provides the public with direct access to our property line and residence.

Attempts to purchase unused portion of lot, have been ignored by A.C.H.D.

Evidence Based practices of agency would indicate noise abatement, lot maintenance and other security issues will be ignored.



JIM & JACQUIE CLASSEN
6417 Plantation Lane, Boise, ID 83703 208-631-0755

January 20, 2023

Garden City Development Services
6015 N. Glenwood St.
Garden City, ID 83714

Gentlemen:

I am writing to express partial objection to the River Club development plan under consideration. We are Plantation residents for over 24 years and have no objection to the development of the golf club property along State Street. We do object to the significant, overwhelming density of apartments and townhouses within the plan.

Recent developments along this portion of State Street appear to be 3 stories high and we can accept that for further development. This plan includes 4 or 5 stories in part of the dwellings. We feel that approval of those heights will "tunnelize" State Street and cut off all views of the foothills along some of the development. The increase of traffic with full development of the plan will obviously have a significant effect in this area.

We suggest you reduce the height of the housing structures to 3 stories so as to better merge with existing State Street structures. We understand that the loss of one or two levels will reduce overall profitability of the developer, but progress needs to be balanced with aesthetics and life styles.

Respectfully submitted,



Jim Classen

Kena Champion

From: Charles Wadams
Sent: Wednesday, March 1, 2023 11:14 AM
To: Dave Leroy
Cc: planning; Jenah Thornborrow; Kena Champion; Joanna Ortega
Subject: RE: The River Club/ LEROY ACKNOWLEDGEMENT

I am going through my emails and forwarding public records regarding the River Club Specific Area Plan SAPFY2023-0001 to the Development Services Department for inclusion in the public record file. The application indicates it was submitted on December 19, 2022 so I am forwarding emails since that time for inclusion in the public file.

Unless a legal question, all written submittals regarding the River Club Specific Area Plan SAPFY2023-0001 should be sent to: planning@gardencityidaho.org.

For complete transparency, even public legal correspondence will be included in the public record for SAPFY2023-0001.

Thank you for your submittal.

This e-mail transmission is attorney privileged or attorney work product and is, in any event, confidential information belonging to the sender and intended only for the use of the individual or entity addressee named above. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution, or the taking of any action in reliance on the contents of this information is strictly prohibited. If you have received this e-mail in error, please immediately notify us by telephone at (208) 472-2915 to arrange for disposition of this e-mail.

From: Dave Leroy <dave@dleroy.com>
Sent: Tuesday, January 17, 2023 1:55 PM
To: Charles Wadams <cwadams@GARDENCITYIDAHO.ORG>
Subject: Re: The River Club/ LEROY ACKNOWLEDGEMENT

.....THANKS, CHARLIE.....GENERALLY, IS IT MORE PRODUCTIVE FOR THE PROCESS IF A GROUP LIKE MINE LISTENS TO THE WORK SESSION DIALOG AND THEN RESPONDS WITH REACTIONS OR SHOULD WE GET A WRITTEN EXPRESSION OF CONCERNS AND ISSUES IN EVEN BEFORE THE WORK SESSION???.....I WILL APPRECIATE THE FOLLOW UP CALL WHICH YOU DESCRIBED.....REGARDS, DAVE

From: Charles Wadams <cwadams@GARDENCITYIDAHO.ORG>
Sent: Tuesday, January 17, 2023 1:25 PM
To: Dave Leroy <dave@dleroy.com>
Subject: The River Club

Hey Dave:

Just got your vmail. I want to check with my development services director (Jenah) before I call you just so I understand exactly what is planned.

However, a Work Session is a public meeting of the Council that is generally held in a more informal manner or setting than in a Regular Meeting. They are only for informational purposes, and there should be no deliberations on a final vote regarding any code amendment or rezone. In general, final votes are not taken at a Work Session, but there can occasionally be procedural votes on the disposition of various matters.

I will make sure there are no deliberations so that I do not have any allegations of open meeting violations. Public hearings will take place before any deliberations on the project.

I will call you ASAP after I talk to Jenah.

Thanks, Charlie.

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From: dave@dleroy.com

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SAPFY2023-0001 - Specific Area Plan

Your Name RITA & Bob Franklin Date 1/12/2023

Your Physical Address: 4680 Savannah Lane, GC 83714

(Please select) I wish to be kept informed of any additional future meeting dates:

Yes No Email: rvfranklin52@gmail.com

(Please select) Regarding this application I:

Support the Application Am Neutral Oppose the Request

Comments:

① We are on Savannah Lane, a privately-owned street adjacent to the River Club Clubhouse. I recently read that Mr. Gustavson plans on re-routing the bike path down Plantation Drive to ultimately connect to the Greenbelt. Will he be able to use Savannah here? That would be extremely disruptive and concerning if our private street would be turned into a thoroughfare.

Signature Rita Franklin

② Is there going to be sufficient parking to accommodate 2 cars per apartment? Doesn't appear to be. A high-end, 55+ → complex doesn't seem to appeal to users of bus transit, so most of them will probably have 2 cars + visitors. Hoping developers have planned for that.

Kena Champion

From: Charles Wadams
Sent: Tuesday, January 10, 2023 4:47 PM
To: Ronald Wilper
Cc: planning; Jenah Thornborrow
Subject: FW: Residences at Riverclub application Public comment opportunity

Mr. Wilper:

I am forwarding your comments to the Development Services Director for inclusion in the River Club file. Thank you for your submittal.

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From: rjwilper@gmail.com <rjwilper@gmail.com>
Sent: Monday, January 9, 2023 3:23 PM
To: LegalStaff <legalstaff@GARDENCITYIDAHO.ORG>
Cc: robertcarolhamlin@gmail.com; bwmoore237@gmail.com; riverphilip@gmail.com
Subject: Residences at Riverclub application Public comment opportunity

Dear City Attorney-Garden City:

I am a homeowner in the Plantation subdivision and a member of the Investors Plantation on the River HOA. I live at 3411 N. Plantation River Drive.

I have briefly reviewed the River Club SAP Application-12212022.

Under Tab 3 Required Findings Page 10, wherein the applicant makes representations relevant to Trail System Through the Residences at River Club,

I noticed a substantial error. The applicant claims there is a "10 foot public easement between 2 lots" on Plantation River Drive. There is no such public easement.

The applicant points to a 10 foot wide lot owned in fee simple by the Investors Plantation on the River HOA.

The Ada County Highway District had recently come to believe our lot was a public easement and placed signs on the public road directing the public to access the River through our lot.

When HOA officials presented them with our deed to the lot, ACHD agreed it is not a public easement.

Would you please let me know how I can call this misrepresentation to the attention of P and Z or the City Council?
Thanks.

My phone number is (208)830-2320.

Ron Wilper

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To: legalstaff@gardencityidaho.org
From: rjwilper@gmail.com

Message Score: 1
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CERTIFICATE OF OWNERSHIP

UNKNOWN ALL PERSONS BY THESE PRESENTS: THAT PLANTATION PARTNERS ONE, AN IDAHO LIMITED PARTNERSHIP, BY FRAMEWORK INC., AS GENERAL PARTNER DO HEREBY CERTIFY THAT THEY ARE THE OWNERS OF THE REAL PROPERTY DESCRIBED AS FOLLOWS:

IT IS THE INTENTION OF THE UNINCORPORATED TO DEDICATE TO THE PUBLIC THE STREETS AS SHOWN ON THIS PLAT. THE EASEMENTS, AS SHOWN ON THIS PLAT, ARE PERMANENTLY RESERVED FOR THE USE AND ENJOYMENT OF THE PUBLIC. HOWEVER, THE RIGHT TO USE THESE EASEMENTS IS HEREBY TEMPORARILY RESERVED FOR THE USE OF THE PUBLIC UTILITIES AND SUCH OTHER USES AS DESIGNATED WITHIN THIS PLAT AND NO PERMANENT STRUCTURES ARE

PLANTATION PARTNERS ONE, AN IDAHO LIMITED PARTNERSHIP,
BY FRAMEWORK, INC., GENERAL PARTNER,
WILHELM MORTON, SECRETARY

PLANTATION PARTNERS ONE, AN IDAHO LIMITED PARTNERSHIP,
BY FRAMEWORK, INC., GENERAL PARTNER,
WILHELM MORTON, SECRETARY

CERTIFICATE OF SURVEYOR

UNDER MY DIRECT SUPERVISION AND ACCURATELY REPRESENTS THE POINTS PLATTED THEREON, AND IS IN CONFORMITY WITH THE STATE OF IDAHO CODE RELATING TO PLATS AND SURVEYS.

APPROVAL OF ADA COUNTY HIGHWAY DISTRICT
THE FOREGOING PLAN WAS ACCEPTED AND APPROVED BY THE BOARD OF ADA COUNTY HIGHWAY DISTRICT COMMISSIONERS
ON THE 15 DAY OF JULY, 1971

APPROVAL OF CENTRAL DISTRICT HEALTH DEPARTMENT
SANITARY RESTRICTIONS OR THIS PLAT ARE HEREBY REMOVED ACCORDING TO THE LETTER TO BE READ ON FILE WITH THE COUNTY RECORDER OR HIS AGENT LISTING THE CONDITIONS OF APPROVAL.

APPROVAL OF CITY ENGINEER
THE UNDERSIGNED CITY ENGINEER IN AND FOR THE CITY OF GARDEN CITY, ADA COUNTY, IDAHO, HEREBY APPROVE THIS PLAT.

I, THE UNDERSIGNED, CITY CLERK IN AND FOR THE CITY OF GARDEN CITY, ADA COUNTY, IDAHO, DO HEREBY CERTIFY THAT AT A REGULAR MEETING OF THE CITY COUNCIL HELD ON THE 12th DAY OF January, 1991, THIS PLAT WAS DULY ACCEPTED AND APPROVED.

APPROVAL OF COUNTY SURVEYOR _____
I, THE UNDERSIGNED COUNTY SURVEYOR, IN AND FOR ADA COUNTY, IDAHO, DO HEREBY CERTIFY THAT I HAVE CHECKED

W. H. COOPER & CO., INC., 100 BROADWAY, NEW YORK, N. Y.

RESIDING IN BUDA, 14

AGGREGATE EVIDENCE

M
D

1910
CITY OF BOISE, STATE OF IDAHO, COUNTY OF ADA, IDAHO, CERTIFICATE OF TAXES PAID
FOR THE PROPERTY OWNED BY [REDACTED] IN THE COUNTY OF ADA, IDAHO, FOR THE
YEAR 1910. THIS CERTIFICATE IS FULL. THIS CERTIFICATION IS VALID FOR THE
NEXT THIRTY (30) DAYS FROM THE DATE OF ISSUANCE.

SAPFY2023-0001 – Specific Area Plan

Your Name Jon Bolt Date 12/6/23

Your Physical Address: 6501 W. PLANTATION LN., GARDEN CITY, 83703

(Please select) I wish to be kept informed of any additional future meeting dates:

Yes No Email: IDAKITEMAN @ GMAIL.COM

(Please select) Regarding this application I:

Support the Application Am Neutral Oppose the Request

Comments:

THE PROPS SEE ATTACHMENT

Signature: 

The proposed project's excessive density and height, compared to adjacent housing, will adversely affect most all surrounding homeowners to varying degrees, some SEVERELY. On its eastern side, it is overbearing due to its height and too-close adjacency to existing homes, and it will SEVERELY damage the views, spacing, and privacy of many of the closest existing homes. This cannot help but degrade market values of affected homes (which, because of their views/locations were among the more expensive lots in the neighborhood). All other Plantation HOA homeowners will be adversely affected by the mass of new residents crammed into the small area. That high density packing will lead to its residents perpetually seeking ways to use surrounding spaces (e.g., walking without or with pets, recreation, or leisure) and there will be constant attempts to find passageways to the Boise River and Greenbelt that do not involve car trips on State Street. This will create a perpetual source of tension between these packed-in new residents and the existing Plantation HOA. Additionally, the proposed dwelling densities will lead to huge added numbers of daily car trips dumped on and off State St, right at one of the two entrances to the Plantation subdivision, and in close proximity to its other entrance. The long term plan for State St. already shows its maximum lane count is below the capacity needed to meet population growth (according to ACHD projections made before this new high density project was conceived). The tightly localized high density addition of traffic on/off State Street will escalate congestion problematically and degrade roadway safety. There is also the matter of impact to migrating wildlife, especially deer that migrate down from the foothills to the river at night. This project will completely block their existing route to the river. To avoid these adverse impacts and be consistent with surrounding neighborhoods, instead of damaging those neighborhoods, I feel the zoning, if altered, should require any dwelling plans be consistent with the present R2 zoning of surrounding neighborhoods. Also, Garden City leaders should think seriously about the long term character they wish for our town. What riverside greenspace shall be preserved for future residents and generations? As this project proposal shows, there will always be perpetual economic pressure to extract more revenue and profit from this land by converting more-and-more golfcourse open greenspace into crammed-in residential and commercial projects....until the golfcourse greenspace is gone. As a condition of SAP approval, the present owner declines to offer or accept any permanent zoning restrictions on the remainder of the golfcourse. It can perpetually be whittled away. Garden City leaders need to take a stand to preserve this extraordinary greenspace, habitat, and recreational asset within its boundaries. The golfcourse's owners bought the land fully knowing its zoning was R2, which requires residential uses and limited dwelling density....consistent with surrounding neighborhoods. Developers knew this R2 zoning prior to their purchase, and if they had aspirations to change it, they chose to proceed at their own risk. There is no obligation to award a zoning change, particularly not when such change adversely affects so many surrounding residents, all for the enrichment of a small few.

December 30, 2022

Dear Mayor Evans and Garden City Council Members;

I live at 6570 W. Plantation Lane on the River Club Golf Course, and this is my second letter expressing my concerns about the proposed zoning change and development by Lincoln Property Company (LPC). This letter will address my concerns now that a formal application by LPC has been submitted to the City of Garden City.

Beginning with LPC's vision of the Residences at River Club, on page 7:

4. Utilize open space and a connection to the Boise River as an organizing element in neighborhood design. **While a golf course is open space, it is not public open space to be used by pedestrians, dog walkers, or other recreationists. It is open space that can be looked at but not accessed by anyone but a golfer via the River Club.**
5. Establish residential densities that are transit-supportive combined with a commercial node at the TOD station location to encourage transit use. **The proposed density adds to an already congested State Street corridor. An attempt to force the use of public transportation will not, in my view, be widely accepted. There is a reason that the Valley Transit buses have the windows covered from public view—they don't want the public to see how few people ride the bus. I commute to downtown Boise every day for work and rarely see more than one person at any bus stop or more than three people riding on any bus at any time.**
6. Offer a diversity of housing choices to match consumer incomes, preferences and life stages. **What is the plan for this? Does this mean some units for the elderly, some for families with children, some for high income people, some will be subsidized housing? Each of these groups has very different needs.**
7. Create compatibility with existing residential development. **There is not a single way that the proposed development does this. 4-5 story buildings and an average of 33 units per acre is not compatible with the existing residential neighborhoods that are primarily single family homes on large lots, where there is pride of ownership from long-time residents.**
8. Create Project destinations and links that integrate the Project with existing neighborhoods. **What does this refer to? I immediately think of overflow parking because the proposed project doesn't have adequate parking for its residents. The streets in the existing neighborhoods will provide parking for the new residents?**
9. Provide multi-modal transportation choices to reduce reliance on vehicle trips. **I already covered this under number 5. Adding 750 units, assuming 2 people per unit, or 1500 new residents will not reduce reliance on vehicle trips. Even if each unit only has one car, which is highly unlikely, there will be significant negative impact to the State Street corridor.**
12. Contain all parking within the Project. **It does not appear that this is being accomplished with the proposed development. This is inconsistent with LPC's statement regarding parking on page 12—“LPC will reserve the option to construct a structured parking facility in the Central Planning Area. This facility is currently not economically feasible given the inflationary environment in 2022....”The economic environment is always changing. Is LPC's budget is so tight, or its profit margins so high that**

they can't provide adequate parking in the current economic environment? **The project should be scaled back to provide a minimum of 1 ½ parking spaces per unit, in my opinion. It is not the responsibility of Garden City or its tax payers to assure LPC a large profit.**

In addition to the above, LPC mentions in multiple places that the Residences at the River Club will "promote quality of life, open space, and recreation and may include: clubhouse, fitness facilities, pool, sports courts". Does this refer to the River Club amenities? The River Club is a private club and the last I checked they have a waiting list for membership.

The proposal also mentions a 40 foot wide pathway along the golf course. 40 feet may sound wide, but it is a little over 13 yards. Who would construct a walking path along a golf course? I live on the golf course and have errant shots land in my yard on a regular basis

LPC is also drawing comparisons to Bown Crossing in Boise. They even provide a picture. I don't see a single structure in the picture that is over three stories high. Park Center Blvd. is not State Street, and Park Center Blvd. doesn't carry nearly amount of traffic as State Street.

I attended both neighborhood meetings with the developers, LPC, the Taunton Group, and Mr. Gustafson, though I would have missed them if our HOA hadn't made me aware of them. There was no communication from the developers to the homeowners, unless the homeowners were also members of the River Club, which I am not. At the meetings, there was not a single mention of five stories for any structure. In fact, in the beginning planning stages, I believe 2-3 stories were being considered, then 3-4 stories, and now 4-5 stories. What is the plan, and **how is parking being provided?** Five stories is too high. I don't see any 5 story structures on State Street between Highway 55 and the North End of Boise.

The proposal mentions that any school age children will attend Boise Public Schools. Does Pierce Park Elementary have room for several hundred more children? Garden City doesn't have any public schools, to my knowledge. Who pays for public schools that are in Boise but attended by Garden City residents?

The West and Central phases of the proposal need to be reworked to a much smaller density and to provide adequate parking. Parking that is mandatory, not if LPC can *afford to do it*.

The East phase, in my opinion, should be declined all together. We were told at the neighborhood meetings that LPC approached the owner of the property just east of the Central Phase in an effort to acquire that property. The owner refused to sell, so that must be how the proposed East Phase ended up taking more of the golf course property and affecting the homeowners on Fair Oaks and Charleston, in such negative ways. 4-5 story buildings within feet of existing homes is irresponsible. Providing townhomes with golf course views while destroying the views of existing homes is irresponsible.

Regardless of the outcome of the SAP proposal, it is reasonable to expect that Garden City refuse any further development proposals until complete drawings are submitted for what will be left of an 18-hole golf course and that the 18-hole golf course will be zoned as green space or a golf course for future generations. There needs to be a long-term solution. There are cities in the United States that have prohibited development of golf courses. Perhaps Garden City could make this happen with the River Club Golf Course.

I have been a resident of Garden City for nearly 33 years. When people ask me if I live in Boise, I always tell them that I live in Garden City, and I explain that there is a big difference. We do not have to be like

Boise where high density is of the utmost importance. We can remain a small community where development plans and quality of life issues are considered in a thoughtful way.

This whole proposal is unfortunate, and it is just the beginning of multiple projects Mr. Gustafson has proposed for the golf course. Mark Johnson's recent interview of Mr. Gustafson was threatening and not helpful to the process of working out the proposed plan. One can't help but feel that big developers from Texas and California have come to Idaho to show us how the "big guys" do it. I understand this is a process, and I am hopeful that a compromise can be reached that preserves the golf course for future generations and maintains the beautiful neighborhoods many of us have called "home" for decades.

With continued respect and gratitude for your work for the citizens of Garden City.

Debra Riedel

6570 W. Plantation LN