

September 19, 2026

Honorable Mayor Bill Jacobs, Council President James Page, and Members of the Council

Via: planning@gardencityidaho.org · Development Services, 6015 Glenwood Street

Re: Draft 6, Ordinance 1071-26, SAPD-02 — Service access, unit mix, Greenbelt load, and access to Chinden Boulevard and Veterans Memorial Parkway

This comment is separate from my infrastructure letter on heating and cooling networks, spare communications conduit, and street poles. It asks that the Regulatory Master Plan treat *how goods, trash, and people arrive* as part of first-phase design. The aim is a quieter public realm, less pavement wear, and a Greenbelt that is not used as a service drive or the default way out of the district.

Why this belongs in the plan

Keeping heavy service vehicles off the pedestrian spine, local streets, and the Greenbelt has clear benefits: less damage to new pavement, fewer backing conflicts with people on foot and on bikes, a safer 36th Street bridge approach, and a mixed-use street that can stay open for customers instead of trucks. Existing Prospect Way and Adams Street restaurants in the Waterfront District already receive food deliveries and commercial refuse before dawn (as early as 4:30 a.m.). Those trips are necessary. They work better when they use a shared court at the edge of the block, on hours compatible with housing, rather than circulating through every frontage. Heron Commons will add kitchens next to homes. Designing for centralized deliveries and refuse removal now is cheaper than retrofitting streets later.

At full build-out the district will hold far more residents, workers, and daily trips than the present maintenance yard. Almost all of that extra movement will reach the rest of the city through two signalized outlets—36th Street at Chinden Boulevard, and Adams Street at Veterans Memorial Parkway—or along the Greenbelt and the 36th Street pedestrian bridge. The draft already requires an internal street network and, if Adams Street is connected, a calming plan. It does not yet require a traffic and access study that assigns build-out trips to those two signals or shows how people on foot and on bikes reach Chinden and Veterans without using the Greenbelt as a bypass. Intersection work on those corridors is an Ada County Highway District and Idaho Transportation Department project to be scoped from that study. It is not a reason to hold this ordinance.

Requested Regulatory Master Plan items

1. **Shared service court and hours.** Show alleys or one collection court so food deliveries, compactors, recycling, and grease / used-oil trucks do not use the pedestrian spine, Greenbelt, or required open space. Confine diesel trucks to that edge. Set hours for heavy commercial service that fit housing (for example, no dumpster or grease service before 7:00 a.m. on the river side). A reserved court also allows quieter last-mile tools—electric carts or robots such as HARR-E ([Hail-able Autonomous Refuse Robot – Electric](#)), or later pneumatic collection—to move material to the dock. Reserve the space; do not pick a vendor.
2. **Pick-up and drop-off off the path.** Designate curb space for accessible drop-off, ride-hail, and small-parcel delivery off the spine and Greenbelt. Design that space so a short-dwell vehicle—including a future automated drop-off—can stop without blocking the path. Off-site parking and any shuttle only if a traffic study shows they are needed, and not as a substitute for the service court. Bicycle and scooter parking shall not narrow the multi-use path.
3. **A mix of unit sizes, not a subsidy program.** The Regulatory Master Plan should allow residential intensity to be shown by building form and average unit size, not only by dwellings per acre; allow parking stalls to be leased separately from units where a parking study supports it; and provide an administrative path for attached houses, stacked flats, and accessory dwellings consistent with Idaho’s 2026 housing statutes. The aim is a mix of unit sizes that some households can afford without a separate subsidy program.
4. **Study Greenbelt load and the two signalized outlets.** Assess added walking and bicycling demand on the Greenbelt and the 36th Street bridge, and vehicle trips at 36th Street and Chinden Boulevard and at Adams Street and Veterans Memorial Parkway. Identify whether a second crossing or a stronger parallel route is the better path relief. Measured counts should precede any capital project.
5. **Adams Street should not become a cut-through—or a truck route.** The draft plan is right to keep Adams Street from carrying through traffic unless the Ada County Highway District requires a connection. This comment supports that approach. If a connection is required, it should be calmed and should not carry dumpsters, grease trucks, or wholesale deliveries.

Proposed addition: “The Regulatory Master Plan shall identify shared service access and hours; pick-up and drop-off off the spine and Greenbelt; intensity by form and unit size with optional unbundled parking; an assessment of Greenbelt and 36th Street bridge demand; and a traffic and access study assigning build-out trips to 36th Street at Chinden Boulevard and Adams Street at Veterans Memorial Parkway.”

Please include this letter in the official record for Draft 6, Ordinance 1071-26, SAPD-02 (file SAPFY2026-0001).

Respectfully submitted,
Ken Pyle
3598 N. Prospect Way, Garden City