

Item 8-1  
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By: SD

## **"PROTEST PETITION"**

### **"Swainson's Hawk Arbor Subdivision (SHAS)"**

"Please deliver mail or e-mail your signed "Protest Petition" with all additional signatures you can collect to the Nampa City Council, 411 3rd Street South, Nampa, ID 83651"

**TO: Mayor Debbie Kling**

City of Nampa, 411 3rd St. S., Nampa, ID 83651  
(208)468-5401, [www.cityofnampa.us](http://www.cityofnampa.us)

**Nampa City Council**

City of Nampa, 411 3rd St. S., Nampa, ID 83651  
(208)468-4413, [www.cityofnampa.us](http://www.cityofnampa.us)

**Rodney Ashby, Director of Planning and Zoning**

City of Nampa, 500 12th Ave. S., Nampa, ID 83651  
(208) 468-4430, [pzall@cityofnampa.us](mailto:pzall@cityofnampa.us)

**HEARING DATE:** December 2nd, 2024, at Nampa City Hall, 411 3rd Street South, Nampa, ID 83651

**"NEW DEVELOPMENT(S) MUST PAY THEIR OWN WAY":** We, the undersigned, do hereby protest the annexation and development of the Swainsons Hawk Arbor Subdivision as it is proposed by Bailey Engineering, Inc., and do respectfully request the Nampa City Council **DENY THEIR REQUEST for annexation** as long as the Developer and property seller are allowed to push the cost of developing Greenhurst Road off on future taxpayers. **Additionally**, we request the developer/contractor limit the properties adjoining the RS-7 subdivisions by restricting the structures to a single story in height.

**MAJOR CONCERNS:** If allowed as proposed, Swainson's Hawk Arbor Subdivision will begin its' existence as a burden to future taxpayers.

**Greenhurst Road is a major arterial/truck route that's in need of major upgrades, including a round-about at Midland and Greenhurst and those improvements are need NOW. In 2012 the City of Nampa "HIGHWAY MASTER PLAN", showed there were paved streets in Nampa that needed to be turned back to gravel because the funding to maintain the hard surfaces was not there. The funding picture has not improved with the explosive growth and it is time to make these developers pay their own way.**

Herron Springs II on the west and Sands Point Subdivisions on the east sit as bookends to the proposed SHAS development. **Both of these subdivisions were fully developed with streets, curbs, gutter, sidewalk and beautiful landscaping strips bringing beauty and an increased quality of life to our community. They were done right by responsible developers. Holding SHAS to the same standard will complete a section of Greenhurst Road that Nampa can be held out as an example of how to do it right, at no cost to Nampa's taxpayers.**

**The City of Nampa has one and only one opportunity to get this right but if SHAS gets annexed before these improvements, improvements matching the developments on either side are agreed upon as "Conditions of Development", **existing taxpayers will bear the burden of the costs at some point in the future. Additionally, pushing pedestrians, bike riders, school children and persons with disabilities into the traffic lanes on Greenhurst Road, violates the American's with Disability Act (ADA) and must not be allowed.****

Where the adjoining subdivision(s) are zoned RS-7, the existing property owners should be protected by **eliminating the construction of any multi-story dwellings** along those property boundaries. **Many of us have invested and bought into a lifestyle where larger lots are desirable and don't want multi-story homes staring into our back yards.** Please

**note that the SHAS lots along the RS-7 zoned subdivisions, are larger lots that will accommodate single story homes nicely.**

**As part of the consideration for SHAS annexation, the City should move the development of the round-about at Midland and Greenhurst Road up as a priority. While it may not be feasible to complete the round-about during the first phase, it most definitely should be finished by the time the 2nd phase is completed. There are no less that 3 public hearing notices for new subdivisions within a quarter mile of Midland and Greenhurst, bringing hundreds of new homes and their traffic into the Greenhurst and Midland intersection. The time for action is now.**

**If the City continues to let these developers skate on their responsibilities, tax increases will be needed to hire more police, build more fire stations and fix the already suffering roads. SHAS, is designed to maximize the profits of the developer and property seller and decrease the quality of life for existing citizens on all sides of this property. Please do not annex until the above conditions are agreed upon and conditional to the development of this property. **THANK YOU****

#### **EXHIBIT "A"**

##### **Additional Comments/Concerns**

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### **EXHIBIT "A"**

#### **Additional Comments/Concerns**

~~Whats going to happen to the traffic on Greenhurst, once school buses start dropping off children that will be living in this new development? Where do you expect children to walk once dropped off the school bus if there is no sidewalk? Why should we be expected to pay for future road and sidewalk installations that the developer should be paying for in the first place. Why should this developer get away with not having to install sidewalks and widen the road when all the other developers on Greenhurst had to.~~

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**EXHIBIT "B"**  
**SIGNATORIES TO THE ATTACHED "PROTEST PETITION"**

Date

Printed Name

Address

Signature

11/25/2024

John Ruskowsky

2201 S Herron Dr.



Please use the back if additional space is needed. Thank you for your support.

## Exhibit "C"

### Protest Petition of "Swainson's Hawk Arbor Subdivision (SHAS)"

The following pages contain measurement information about the roadway construction on West Greenhurst between intersections of South Herron on the West and South Kona on the East. The proposed SHAS project lies between.

1. The width of Greenhurst road at the Kona **intersection is 47 feet and squeezes down to 25 feet** before reaching the proposed development **within 345 feet** going West.
2. The roadway then **remains 25 feet in width for 1209 feet**, which includes the entirety of the southern edge of the proposed SHAS development.
3. Continuing West, Greenhurst then **expands to only 35 feet in width** at Herron intersection.
4. The opposite side of Herron has **width of 51 feet going west** to S. Middleton Rd.

It is recommended that SHAS fund the installation of roadway surface of 47 feet width across their entire proposed southern boundary. It must include an intersection of the same dimensions as the S. Herron intersection. As stated in this petition, the entire cost including green space and sidewalks on both sides must be covered by Swainson's Hawk Arbor Subdivision and not the taxpayers.

The city (if SHAS is to be annexed) then must endure the cost of extending the width of 47 feet to the west to Herron and then 47 feet to Kona on the east.

In addition to widening the roadway, you ought to establish left turn lanes going both directions on Greenhurst. Currently, you apparently only allow left turns when going west.

Page 2 includes measurements faithfully taken within the last several days.

Page 3 includes photos taken above the S. Herron intersection

Page 4 includes photos taken above the S. Kona intersection





S. Herron Intersection facing East



S. Herron Intersection



S. Herron Intersection facing West





S. Kona Intersection facing West



S. Kona Intersection



S Kona Intersection facing East



