

blueprint Boise



Boise's Comprehensive Plan



Exhibit #31
Project #201400281 CPA-ZC-ZOA

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ACKNOWLEDGMENTS

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LIST OF COMMON TERMS AND ACRONYMS

The following terms and acronyms are used throughout this plan:

Ada County Highway Department (ACHD)
Area of City Impact (AOCI)
Bicycle Pedestrian Transition Plan (BPTP)
Boise State University (BSU)
Bus Rapid Transit (BRT)
Capital City Development Corporation (CCDC)
Code Enforcement Advisory Committee (CEAC)
College of Western Idaho (CWI)
Community Planning Association (COMPASS)
Covenants, Conditions, and Restrictions (CC&Rs)
Floor Area Ratios (FARs)
Idaho Department of Environmental Quality (IDEQ)
Idaho Department of Water Resources (IDWR)
Idaho Transportation Department (ITD)
Leadership in Energy and Environmental Design (LEED)
Livable Streets Design Guide (LSDG)
National Interagency Fire Center (NIFC)
Ordinance Review Committee (ORC)
Transportation Management Association (TMA)
Travel Demand Management (TDM)
Treasure Valley Electric Plan (TVEP)
Uniform Plumbing Code (UPC)
United States Bureau of Land Management (BLM)
United States Department of Housing and Urban Development (HUD)
Valley Regional Transit (VRT)
Vehicle Miles Traveled (VMT)

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LIST OF PLANS ADOPTED BY REFERENCE

Plan	Lead Agency	Date Adopted
ACHD Complete Streets Policy	ACHD	2009
ACHD Pedestrian-Bicycle Transportation Plan	ACHD	2003
Airport Master Plan	Boise City	2010
Airport Noise Compatibility Plan	Boise City	2004
Barber Valley Specific Plan	Boise City	2007
Bench-Valley Transportation Plan	ACHD	1995
Blueprint for Good Growth	Ada County	Phase 1 adopted 2006
Boise Downtown Urban Design Plan – Framework Master Plan and Design Guidelines	CCDC	2004
BSU Framework Master Plan	BSU	2005
Big Sky Neighborhood Plan	Boise City	2004
Central Rim Neighborhood Plan	Boise City	2007
Collister Neighborhood Plan	Boise City	2007
Communities in Motion Long-Range Regional Transportation Plan	COMPASS	2006
Comprehensive Parks and Recreation System Plan	Boise City	2004
Depot Bench Neighborhood Plan	Boise City	2007
Downtown Boise Elements of Continuity	CCDC	2007
Downtown Boise Mobility Study	VRT	2005
Downtown Boise Plan	CCDC	1993
Downtown Boise Streetscape Standards	CCDC	2007
Downtown Cultural District Master Plan	Boise City	1998
East End Policy Guide	Boise City	1999
Fire Department Master Site Plan	Boise City	2007
Foothills Policy Plan	Boise City	1997
Groundwater Protection Plan		
Harris Ranch Specific Plan	Boise City	2007
Highlands Neighborhood Plan	Boise City	2007
Historic Preservation Plan	Boise City	1979
Hyde Park Conservation District	Boise City	2006
Livable Streets Design Guide	ACHD	2009
Old Boise – East Side Master Plan	CCDC	2004
Master Street Map	ACHD	2010
Mayor’s Ten-year Plan to Reduce and Prevent Chronic Homelessness	Boise City	2007
North End Policy Guide	Boise City	1985
River Street – Myrtle Street Master Plan	CCDC	2004
State Street Corridor TOD Policy Guidelines	Boise City	2008

LIST OF PLANS ADOPTED BY REFERENCE

Plan	Lead Agency	Date Adopted
St. Luke’s Campus Master Plan	St. Luke’s Hospital	
Solid Waste Strategic Plan	Boise City	2008
Sycamore Neighborhood Plan	PDS	1998
Treasure Valley in Transit Plan	VRT	2006
Original South Boise Neighborhood Plan	Boise City	2003
Ridge to Rivers Pathway Plan	COMPASS	1996
St. Alphonsus Master Plan	St. Alphonsus	
Southwest Boise Transportation Study	ACHD	2007
Southwest Community Comprehensive Plan	PDS	1991
Sunrise Rim Neighborhood Plan	Boise City	2003
Ustick Neighborhood Plan	Boise City	1998
Ustick Concept Master Plan	Boise City	1998
Veterans Park Neighborhood Policy Guide	Boise City	1992
Veterans Park Neighborhood Plan	Boise City	1999
Vista Neighborhood Plan	Boise City	1999
Westside Downtown Framework Master Plan	Boise City	2001
West Valley Community Center Plan	Boise City	2002
West Valley Neighborhood Plan	Boise City	1999
30 th Street Master Plan	Boise City	2011

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Foreword

Clarence Darrow on Boise, 1907:

Boise was approached from the east through hundreds of miles of dreary, dusty desert with no living thing in sight but gophers and sage-brush. During the trip one deliberates whether to keep the car-window tightly closed and die for want of air or raise it ever so little and be suffocated with the clouds of powdered alkali. I always did both, one after the other. Through the whole region of desert waste, a long strip of green wound and twisted its tortuous way in loops and zigzags across the desolate plain..... As we neared Boise the scene changed. The fields were fresh and green, the orchards were luxuriant, the town was resplendent with lawns and flowers, shrubs and trees; the houses were neat and up-to-date. The Snake River had been intersected with dikes, which irrigated the barren wilderness and made it a beautiful garden-spot. The landscape was most pleasing, and out beyond, a circle of mountains enclosed the little city; so that after the long, wearisome journey Boise seemed like a bright green gem in a setting of blue. It is the capital of the State, with attractive public and private buildings, and a good library Boise had a pride in its town and people and culture, and could rightly be called the Athens of the sage-brush.

Excerpted from "Athens of the Sage-Brush" in The Literature of Idaho: An Anthology, James H. Maguire, ed. (Boise: Hemingway Western Studies Center, Boise State University, 1986), pp. 168-172.

Boise's pride in its town, people, and culture is still evident more than 100 years after Clarence Darrow's visit. The expansive park and open space system, Boise River Greenbelt, foothills protection, diverse neighborhoods, numerous business start-ups and cultural activities don't happen by accident but by the hard work and contributions of citizens. As Boise strives to be the most livable city in the United States, we continually set high standards for new growth. While many places are tempted to relax standards during uncertain economic times, our high expectations will hold value many decades later. This plan focuses on how to sustain the livability we enjoy today as Boise grows as an important regional center of housing and employment.

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Chapter 1: A VISION FOR BOISE CITY

Boise will continue to grow in stature as a world-class city with valued neighborhoods; outstanding natural, scenic, recreational, educational, historical, and cultural amenities; and economic vitality. Boise's growth will happen in a sustainable, efficient, and responsible manner that maintains and enhances its treasured quality of life, while meeting the challenges of the future. Boise is committed to becoming a more sustainable community by taking steps to enhance the local, regional, and global environment. A sustainable community is one where the integrated economic, social, and environmental systems are structured to support healthy, productive, and meaningful lives for its residents, while laying the foundation for a high quality of life without compromising the ability of future generations to meet their own needs.

Boise will be known for:

- Environmental stewardship;
- A predictable development pattern;
- Stable neighborhoods and mixed-use activity centers;
- Being a connected community;
- Being a community that values its culture, education, arts, and history,
- Having a strong, diverse economy; and
- Being a safe, healthy, caring community.

INTRODUCTION

Background

Citizen input provided the basis for the city's 1997 Comprehensive Plan and for the generalized vision that guided its development. Based on extensive community input received as part of recent regional planning efforts, such as the Blueprint for Good Growth and Communities in Motion, as well as part of the Blueprint Boise process, many of the ideals embedded in the 1997 vision still ring true. Those ideals have been expanded and refined in this updated Comprehensive Plan to reflect the changes that Boise City has experienced during the last ten years and those it is likely to face during the *next* ten to twenty years.

Blueprint Boise Objectives

Four “big picture” objectives were identified to guide the Blueprint Boise process:

- Create a clear vision for the future;
- Establish a strong linkage between land use, transportation, and urban design;
- Provide clear guidance at the planning-area level; and
- Synchronize regulations with the community's vision.

An explanation of each objective is provided below.

Create a clear vision for the future

Although many of the vision, concepts and policies contained in the city's 1997 plan remain valid today, newer concepts (e.g., transit-oriented development, mixed-use activity centers) introduced by recent regional planning efforts highlighted the need for

Boise City to clearly define how regional policies would play out at a local level from a community vision, policy, and regulatory standpoint. In addition to unifying local and regional planning efforts, the Blueprint Boise process was also tasked with reinforcing the concept of Boise as a unified community in itself and defining a clear vision for the city's future, both of which play a key role in helping to preserve the quality of life that residents value.

Establish a strong linkage between land use, transportation, the environment, and urban design

The need to define a more integrated approach to land use and transportation was a major objective of the Blueprint Boise process. As with the vision, significant momentum had been established with regional efforts; however, additional work was needed

to translate regional land use and transportation concepts, such as mixed-use activity centers and transit corridors, to Boise specifically. Because Boise City streets fall under the jurisdiction of the Ada County Highway District (ACHD), close coordination was and will continue to be required. To help address these and other issues, ACHD developed a plan for the implementation of the Blueprint for Good Growth effort entitled the Transportation and Livable Streets Design Guide (LSDG). Coordination with ACHD on LSDG occurred throughout the Blueprint Boise process and a foundation established for the two plans to work in unison once complete.

Boise City residents clearly value the livability and character of their community. While a strong emphasis has been placed in recent years on the design and character of the urban fabric within Downtown, the role of urban design in other areas of the community has been less clear. The importance of linking urban design with Blueprint Boise planning efforts was raised within the context of ensuring future growth is supportive of mass transit (e.g., density in appropriate locations, pedestrian-oriented design, public spaces) as well as a means of ensuring that future infill is viewed as a positive rather than a negative change within the city's existing fabric.

Provide clear guidance at the planning-area level

Although the role of the Comprehensive Plan is primarily to address citywide planning issues, it sometimes can be challenging to reassure neighborhoods about the impacts—or lack thereof—of citywide policies on their area of the city. To help increase the level of predictability for Boiseans about the potential for future changes in their “backyards” and steer the development community to areas where future development activity may be most desirable, the Blueprint Boise process was designed to proactively seek feedback from residents in different planning areas. Feedback received as a result of this targeted outreach strategy was used to develop the more detailed policies for each planning area contained in Chapter 4. Although each planning area is distinct in its character and specific issues, planning area policies are clearly linked to the citywide vision and policies contained in Chapter 2.

Synchronize regulations with the community's vision

The city's limited set of land use tools has led to uncertainty for both neighborhood residents and the development community and often resulted in

unwarranted controversy for projects that were supported by the 1997 Comprehensive Plan.

In order to make sure the city had the right tools in place to implement its new Comprehensive Plan, Boise City committed to take on an update of its Development Code concurrently. This ambitious effort demonstrates Boise's strong commitment to the implementation of the community's vision and the overall health of the region.

State Requirements

In addition to this introduction, the *Comprehensive Plan* is organized into four chapters that address the 13 elements mandated by Section 67-6508 of the Idaho State Code. Table 1 on the following page identifies chapter locations for each state-mandated element. Many of the elements are addressed to some degree in multiple locations throughout the plan. Table 1 on the following page identifies locations within the plan where each element is most directly addressed.

Table 1: Location of Required Elements in this Comprehensive Plan

Comprehensive Plan Elements Required by Section 67-6508 of the Idaho State Code	Chapter 2: Vision and Policies							Chapter 3: Community Structure and Design	Chapter 4: Planning Area Policies	Chapter 5: Action Plan	Appendix A: Plans and Property Rights	Appendix B: Glossary of Comprehensive Plan Terms	Appendix C: Areas of Stability and Change Maps
	#1: Environmental Stewardship	#2: A Predictable Development Pattern	#3: Stable Neighborhoods and Mixed-use Activity Centers	#4: A Connected Community	#5: A Community That Values its Culture, Education, Arts, and History	#6: A Strong, Diverse Economy	#7: A Safe, Healthy, and Caring Community						
Land Use		•	•					•	•				•
School Facilities				•	•								
Agriculture	•		•										
Population		•											
Transportation				•				•	•				
Housing	•		•			•							
Economic Development						•							
Recreation				•	•		•						
Natural Resources	•												
Public Services, Facilities, and Utilities	•	•		•			•						
Natural Hazards							•						
Hazardous Areas							•						
Growth Management (optional)		•	•	•									
Community Design	•		•		•			•	•				
Special Areas or Sites									•				•
Property Rights										•			
Implementation										•			

Blueprint Boise Process

Extensive public outreach was conducted as part of the Blueprint Boise process. Outreach efforts focused at several levels to ensure different geographic areas of the community and different interest groups were represented, as well. In addition to feedback received during the many community meetings and from the project website, the following groups met regularly with the project team:

Committee of Champions

A Committee of Champions was appointed by the Mayor and endorsed by the City Council to serve as a

sounding board for the planning team throughout the development of the plan—reviewing draft work products and providing strategic direction to the process. The Committee included a diverse group of community leaders with the proven ability to provide strategic direction and leadership in their particular area of expertise. Committee members provided representation in the areas of health care, education, real estate, neighborhoods, development, engineering, and many others.



A Neighborhood Council helped shape the Comprehensive Plan during numerous workshops held as part of the planning process.

Neighborhood Council

A Neighborhood Council was established to review draft work products and provide feedback on issues specific to each of the city's eleven planning areas. The Council was composed of neighborhood representatives in each planning area. Materials for Neighborhood Council meetings were tailored to each planning area to allow for focused input. In addition, planners from Planning and Development Services were appointed to each Planning Area to work directly with residents and neighborhood representatives. Materials provided at meetings were also made available to neighborhood groups that wished to seek input and have discussions with other residents in their neighborhood outside of the Council meetings.

Ordinance Review Committee

An Ordinance Review Committee (ORC) was established to provide targeted input on the Development Code update portion of the Blueprint Boise process. The ORC consists of 28 members representing a cross-section of professionals who use the code on a regular basis, such as architects, engineers, developers, and surveyors, as well as representatives at the neighborhood level, Boise City staff, and elected officials. During the Comprehensive Plan process, the ORC met as often as bi-monthly and focused primarily on the reorganization of the existing code. The group will also play a key role in the Blueprint Boise process by providing feedback on substantive updates to the reorganized code that will be needed to implement many of the concepts in this Comprehensive Plan.

**Planning and Zoning Commission/
City Council Study Sessions**

Joint and individual study sessions with the City Council and the Planning and Zoning Commission were held at key points during the process. Sessions were used by the project team to provide progress updates, present preliminary findings and alternative solutions, and to seek policy and regulatory direction.

Project updates, meeting announcements and results, interim work products, and on-line surveys and other input tools were also posted on the city's website for those not able to attend meetings.

Relationship to the Boise City Zoning Ordinance

Section 67-6511 of the Idaho State Code states that "zoning districts shall be in accordance with the adopted plan." Since the principal method for the implementation of the *Comprehensive Plan* is the city's Zoning Ordinance, the term "in accordance with" is defined as follows:

A development approved or undertaken shall be in accordance with the *Comprehensive Plan* if the land uses, densities or intensities, capacity or size, timing, and other aspects of the development are compatible with and further the goals, objectives, policies, and programs of the *Comprehensive Plan* as it existed on the date of the application to the City.

Relationship to Ada County Planning Processes

Over the last twenty years, Ada County has adopted the Boise City Comprehensive Plan to apply to lands outside the Boise city limits but within the Area of City Impact (AOCI). The AOCI is an area where the city expects to annex, and its creation is governed by the provisions of Idaho Code 67-6528. Boise City and Ada County have a mutually adopted agreement on the administration of land use decisions with the AOCI. In addition to the application of the Boise City Comprehensive Plan to land use decisions, other important provisions include a requirement that development adjacent to city limits must first request annexation to Boise City, the imposition of police, fire and park impact fees, and the processes for mutual amendments to the city and county comprehensive plans and zoning ordinances.

With an AOCI, land use authority is still retained by Ada County. Boise City will recommend the county

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apply whichever existing zoning standards and reasonable conditions that the county has at its disposal to most closely match the intent of the Boise City Comprehensive Plan. The City of Boise operates and maintains a public sewer system both inside and outside the Boise City Limits. Boise City desires to use existing sewer to the greatest extent possible while minimizing the expense of new pipeline construction. To that end, when development is proposed within the Area of City Impact, Boise City will require a recommendation of approval by the Boise City Council and confirmation of the County adopting the Boise City Council's recommended conditions of approval prior to approval of sewer extension within the impact area. The Boise City Council recommendation is based on compliance of the proposal with the Comprehensive Plan.

The city will also work with Ada County in an effort to develop complementary implementing ordinances. Annual city reviews of the Comprehensive Plan shall evaluate goals and policies in light of any newly adopted County or regional plans or studies and the city will seek to amend the Comprehensive Plan as appropriate to remain consistent with those studies.

In 2008 the Blueprint for Good Growth Consortium of local elected officials adopted a standardized process to guide the expansion of areas of city impact. The primary goal is to ensure that cities expand only when appropriate levels of urban services are planned and/or provided within a reasonable time.

Comprehensive Plan Amendments

The *Comprehensive Plan* text and map may be amended as provided by Section 67-6509 of the Idaho Code and the Boise City Zoning Ordinance. No amendment to the *Comprehensive Plan* shall be recommended by the Planning and Zoning Commission or approved by the Mayor and City Council unless such an amendment is internally consistent with the other components of the *Comprehensive Plan*, including the Land Use Map and the goals, objectives and policies of the plan, or the amendment is also designed to change goals, objectives, and policies of the plan in such a way as to maintain internal consistency.

Any amendment proposed that is inconsistent with the *Comprehensive Plan* shall include proposed additions, revisions, or deletions to the *Comprehensive Plan*. The Planning and Zoning Commission may recommend map amendments to

the plan to the Mayor and City Council not more frequently than every six months.

Plan Amendment Criteria

A plan amendment may be approved if the City Council makes the following specific findings:

- ❑ That the amendment is required for the public convenience or necessity, or for the general welfare of the community; and
- ❑ That the amendment is necessary to address changes in conditions within the community that have occurred since the Comprehensive Plan was adopted; or is necessary to correct one or more deficiencies that exist in the Plan;
- ❑ That the amendment is in compliance with and will further the goals, objectives and policies of the Plan; and
- ❑ That the amendment will not create inconsistencies between the goals, objectives and policies within or between any chapter of the Plan; and
- ❑ That 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.

Monitoring the Comprehensive Plan

The *Comprehensive Plan* should be reviewed annually and revised as necessary to reflect the availability of new implementation tools, changes in state and federal law, changes in funding sources, and the results of monitoring the effectiveness of existing policies and the impacts of past decisions. In addition to reporting on the above elements, the annual review process should include a component addressing the progress of other plans and studies that are related to the Comprehensive Plan. In concert with the city's Planning and Zoning Commission, the Planning and Development Services Department shall report annually to the council on the status of the plan and progress made in its implementation. Annual reviews of the Comprehensive Plan should include an element detailing activities associated with updates to the Zoning Ordinance. The Housing Element must be reviewed every year as required by the United States Department of Housing and Urban Development (HUD) in conjunction with the update of the Consolidated Housing Plan and revised as necessary to reflect new conditions, shifting local attitudes, and technological advances.

Plan Organization and Administration

Following this introduction, there are four chapters that constitute this plan as follows:

- *Chapter 2: Citywide Vision and Policies* – outlines the city's vision for the future through seven themes with corresponding principles, goals, and policies.
- *Chapter 3: Community Structure and Design* – includes the Land Use Map and describes the types of places the community would like to promote. This chapter also includes design principles to guide future development in each of these places.
- *Chapter 4: Planning Area Policies* – includes the future land use, goals, and policies for Boise City's 11 planning areas.
- *Chapter 5: Action Plan* – defines priority actions to facilitate the implementation of this plan over the next one to three years.

In addition to the above chapters, there are three appendices. Appendix A describes property rights applicable to this plan as prescribed by the Fifth Amendment to the United States Constitution and State Regulations. Appendix B serves as a glossary of terms used in this Comprehensive Plan. Appendix C contains the Area of Change and Stability Maps for all 11 planning areas.

The city's official Land Use Map is available through the Planning and Development Services Department and on the city's website.

A Note About Specificity

As discussed in this chapter, this Comprehensive Plan was developed based on input from a wide range of participants over several years. It contains many new policies to reflect this broad input, but also carries forward many policies that were included in the 1997 Comprehensive Plan and remain valid today. As a result, the reader may notice that policies vary, sometimes significantly, in their level of specificity. This variation is intentional—it reflects the many voices that have helped shape this plan, highlights particular areas of focus for the community where additional specificity was needed, and reinforces the ongoing evolution of the city's growth and policy direction.

Chapter 2: Citywide Policies

Quality of Life

When asked to describe what they value about their community, residents of Boise City resoundingly responded—*quality of life*. While “quality of life” can mean different things to different people—whether views of the foothills, a quiet neighborhood, safety, access to parks and recreation, good schools, cultural amenities, being able to walk to work, frequent transit service, or something altogether different—Boise City residents were able to agree on seven common themes that will help protect their quality of life as the city prepares to welcome many new residents over the next ten to 20 years. As noted in Chapter 1, these seven themes represent the city’s vision for the future. Of equal weight and in no particular order, the seven themes are as follows:

- #1: Environmental Stewardship;
- #2: A Predictable Development Pattern;
- #3: A Community of Stable Neighborhoods and Vibrant Mixed-Use Activity Centers;
- #4: A Connected Community;
- #5: A Community that Values its Culture, Education, Arts, and History;
- #6: A Strong, Diverse Economy; and
- #7: A Healthy, Safe, and Caring Community.

The process of achieving this vision will be approached holistically—not as a series of separate actions. In many cases, some rely directly on others; for example, the city will not be able to achieve its goal of protecting air quality if its land use decisions do not support increased transit usage and ultimately reduce vehicle miles traveled. Nor will the process of achieving this vision be something the city can accomplish through its actions alone.

The ideals set forth by the community for Boise City clearly reinforce the ideals captured by regional planning efforts such as Blueprint for Good Growth, Communities in Motion, and the Transportation and the Livable Streets Design Guide that preceded or paralleled this planning effort. As a result, their applicability does not end at the city’s Area of City Impact (AOCI) boundary. Implementation of these ideals will require continued diligence and

cooperation on the part of Boise City and its many regional partners. The reward for these efforts will be a better quality of life—not just for Boise residents, but for residents throughout the Treasure Valley.

Because the themes are closely interrelated, a balanced approach to decision-making should be employed in the day-to-day application of this Comprehensive Plan. Careful consideration should be given to the extent to which each decision relates to one or more of the seven themes. Generally, decisions should be supportive of the overall philosophy embodied in each theme.

Themes and Guiding Principles

An overview of each theme and its corresponding guiding principles is provided below.



#1: ENVIRONMENTAL STEWARDSHIP

Boise is committed to becoming a more sustainable community by taking steps to reduce its impact on the environment. In addition to establishing a strong foundation for a more sustainable pattern of growth through its land use and transportation policies, the city will also strive to address many other aspects of sustainability, such as climate change, air and water quality, waste reduction, energy conservation and alternative energy production, and the protection of environmentally sensitive areas, within the context of its comprehensive plan and development code. Boise City is committed to “think globally” and “act locally” by doing its part to address these issues.

CITYWIDE VISION AND POLICIES

Goals and policies to further Boise's commitment to becoming a more sustainable community are based on the following principles:

- Preserve and enhance natural resources;
- Promote the use of environmentally friendly development practices;
- Promote energy conservation and alternative energy production;
- Preserve opportunities for urban agriculture;
- Inform and educate members of the community on their role in a sustainable future; and
- Monitor progress towards becoming a more sustainable community.



#2: A PREDICTABLE DEVELOPMENT PATTERN

Boise will strive to maintain a predictable development pattern in which each part of the community has a distinct character and style. Growth will be planned in a manner that protects the quality of life valued by the city's residents and helps the city maintain fiscal health. The city will be home to a range of housing choices, retail and service uses, and employment centers that serve the community's needs. Activity centers throughout the city have been chosen for their ability to potentially reduce vehicle miles traveled by single occupant vehicles, resulting in an increase in pedestrian/bicycle travel and transit users. This objective must be approached at both the local and regional levels. At a local level, the city will reinforce the region's goal of promoting more responsible growth by identifying opportunities for infill and redevelopment within established parts of the city and encouraging a more compact pattern of new growth throughout the AOCI. At a regional level, the city will continue to work with its regional

partners to promote an integrated approach to land use and transportation planning.

Goals and policies to achieve a predictable development pattern are derived from the following principles:

- Encourage compact growth;
- Plan for and coordinate growth within the city's AOCI; and
- Use and expand public facilities and services efficiently.



#3: A COMMUNITY OF STABLE NEIGHBORHOODS AND VIBRANT MIXED-USE ACTIVITY CENTERS

Boise residents value the safety, quality, and character of their neighborhoods and the accessibility of parks, open space, and basic services. New neighborhoods will incorporate the best features of the city's existing neighborhoods and be integrated with the surrounding community; be developed to include a mix of housing types and a pedestrian-oriented scale; and have access to a mixed-use activity center and indoor and outdoor spaces for residents to gather. Existing auto-oriented commercial centers will be revitalized as mixed-use activity centers over time to serve adjacent neighborhoods, increase housing options, and establish a more transit-supportive pattern of growth. Historic resources will be protected and enhanced as an important component of the city's past and future.

Goals and policies to achieve stable neighborhoods and vibrant activity centers are derived from the following principles:

- Ensure neighborhoods are served by a hierarchy of mixed-use activity centers including schools;

- Protect stable neighborhoods;
- Provide a variety of housing choices;
- Emphasize the importance of high-quality urban design in the built environment; and
- Protect the city's historic resources.



#4: A CONNECTED COMMUNITY

To residents of Boise, being a “connected community” extends beyond the physical connections implied by multi-modal transportation objectives. It encompasses a community that is connected technologically and socially as well.

As a region, Boise and its partners have indicated a desire to strive for a connected Treasure Valley that provides safe and efficient facilities for pedestrians, bicycles, vehicles, and transit. The city also acknowledges the important role that transportation plays in its long-term sustainability. The city will further these objectives first through ongoing regional coordination and thoughtful land use decisions that support the expansion of the region’s transit network over time, encouraging the use of a wide range of travel options, and promoting an overall reduction in regional traffic congestion and vehicle miles traveled.

Second, the city will encourage continued expansion of a reliable technology infrastructure to serve and connect the community. Continued expansion of the city’s technology infrastructure will increase access to information and foster better communication between residents, businesses, institutions, and city government. Better technology connections will increase areas within the city where residents have the capability to work from home or in a live/work setting.

Finally, the city will support social connectivity in the community through its ongoing support of various

social service organizations and by encouraging land use patterns and creating gathering places that attract people and promote social interaction.

Goals and policies that promote a physically, technologically, and socially connected community are based on the following principles:

- Promote an integrated approach to land use and transportation planning;
- Expand the city's non-motorized transportation options;
- Expand the city's transit options; and
- Support technological and social connectivity.



#5: A COMMUNITY THAT VALUES ITS CULTURE, EDUCATION, ARTS, AND HISTORY

The quality of Boise’s cultural and performance facilities is a source of community pride. Arts and culture, including visual arts, performing arts, and local history, are integral to the city’s community identity and can be found in community celebrations and events, neighborhoods, and public institutions. The city noted the importance of supporting cultural endeavors when it created the Department of Arts and History in March 2008.

Similarly, educational facilities are a source of great pride for residents, including the city’s public and private schools as well as Boise State University (BSU), Idaho State University, and University of Idaho.

Goals and policies to promote the role of cultural activities, education, arts, and history in Boise are based on the following principles:

- Reinforce the role of visual and performing arts and history within the community;

CITYWIDE VISION AND POLICIES

- Support the development of public spaces that promote community gatherings and cultural events;
- Promote quality schools to serve the community;
- Support institutions of higher education that meet the changing needs of Boise's residents and business community; and
- Provide high-quality library services for city residents.



#6: A STRONG, DIVERSE ECONOMY

Boise serves as the economic hub of southwest Idaho—providing financial, medical, and commercial services for the most populous part of the state. The city should strive to maintain its current position and continue to identify opportunities to strengthen the economic base of the community. Additional efforts should continue to focus on Downtown, which is recognized as a unique area of the community whose long-term health and viability are critical to the economic success of the community and region. Opportunities to diversify the city's economic base through the retention and expansion of smaller, "knowledge-based" and cottage industries should also be encouraged, in addition to supporting the region's larger employers.

The city and its citizens will foster a strong and diverse economy through activities that are directly targeted at economic development as well as those undertaken for other reasons that also strengthen the economy. Examples of activities directed at economic development include allocating land for employment and commercial uses and planning for infrastructure needed to support such uses. Examples of activities with secondary benefits for economic development include providing an efficient and diverse transportation system that includes high-frequency transit, supporting the arts and cultural activity, encouraging high-quality schools, planning for a

range of housing needs, promoting the creation of mixed-use activity centers throughout the community, and providing parks and recreational opportunities that improve quality of life and community health and make Boise attractive to employers. Goals and policies in this chapter are centered on the following principles:

- Maintain and enhance the city's primary job base diversity;
- Leverage the city's concentration of state and federal activities; and
- Reinforce the role of Downtown Boise as the city, state's, and region's civic, cultural, and employment center.



#7: A SAFE, HEALTHY, AND CARING COMMUNITY

Boise residents rely on the city's police and fire departments to keep them safe and to protect their property. Monitoring existing growth patterns and carefully planning for future growth helps to ensure that the city's emergency personnel have the equipment and manpower necessary to respond to calls throughout the community. Careful planning also ensures that the city's neighborhoods, schools, work places, and other gathering places are sited so as to minimize risks to life and property from natural hazards such as flooding and wildfires.

In addition to ensuring the safety of the community, Boise seeks to promote the health and wellness of its residents by ensuring health care services are accessible to the community, encouraging active lifestyles, and ensuring residents have access to a range of indoor and outdoor recreational activities. Lastly, Boise strives to be a caring community—a community that values the health and wellness of each of its residents and that seeks to provide the range of social services necessary to address a full spectrum of need.

Goals and policies in this chapter are based on the following principles:

- Protect life and property from natural hazards;
- Promote a safe community;
- Promote active living and healthy lifestyles;
- Provide access to health care services; and
- Support a range of health and social services.

How to Use this Chapter

This chapter contains the citywide principles, goals, and policies that will guide Boise City in its decision making over the next ten to 20 years. Each of the comprehensive plan elements required by Idaho statutes is addressed within the context of the seven

themes described above, as identified in Table 1. Table 2 illustrates the interconnected nature of the themes and the principles that accompany them. Many of the goals and policies listed under a particular theme support more than one theme. This table is intended as a tool for quickly locating policies related to a specific topic.

These citywide policies are intended to be applied in conjunction with the Land Use Plan and design principles contained in Chapter 3 and the planning area policies contained in Chapter 4.

Table 2: Themes and Principles

THEMES AND PRINCIPLES	Comprehensive Plan Elements													
	Land Use	School Facilities	Population	Transportation	Housing	Economic Development	Recreation	Natural Resources	Public Services, Facilities, and Utilities	Natural Hazard	Hazardous Areas	Growth Management	Community Design	Special Areas or Sites
#1: Environmental Stewardship														
Preserve and enhance natural resources	●						●	●		●	●	●		●
Promote the use of environmentally-friendly development practices	●							●		●	●	●		●
Promote energy conservation and alternative energy production								●	●	●	●			
Preserve opportunities for urban agriculture	●					●		●				●		
Inform and educate the community on their role in a sustainable future	●		●			●	●	●				●		
Monitor progress towards becoming a more sustainable community	●		●				●	●		●	●	●		
#2: A Predictable Development Pattern														
Encourage compact growth	●			●	●	●						●	●	
Plan for and coordinate growth within the city's AOCI	●	●										●	●	●
Use and expand public facilities and services efficiently	●	●		●					●					●
#3: A Community of Stable Neighborhoods and Vibrant Mixed-Use Activity Centers														
Ensure neighborhoods are served by a hierarchy of mixed-use activity centers, including schools	●	●				●						●	●	
Protect stable neighborhoods	●				●							●	●	●
Encourage a variety of housing choices			●		●								●	
Emphasize the importance of high-quality urban design in the built environment	●												●	
Protect the city's historic resources	●								●				●	●
#4: A Connected Community														
Promote an integrated approach to land use and transportation planning	●		●	●	●							●	●	
Expand city's the non-motorized transportation options	●		●	●	●								●	
Expand the city's transit options	●			●									●	
Support technological and social connectivity		●					●		●					

THEMES AND PRINCIPLES	Comprehensive Plan Elements													
	Land Use	School Facilities	Population	Transportation	Housing	Economic Development	Recreation	Natural Resources	Public Services, Facilities, and Utilities	Natural Hazards	Hazardous Areas	Growth Management	Community Design	Special Areas or Sites
#5: A Community That Values Its Culture, Education, Arts, and History														
Reinforce the role of visual and performing arts within the community							●						●	
Support the development of public spaces that promote community gatherings and cultural events							●		●				●	
Promote quality schools to serve the community		●				●			●					
Support institutions of higher education that meet the changing needs of Boise’s residents and business community		●				●			●					
Provide high-quality library services for city residents							●		●				●	
#6: A Strong, Diverse Economy														
Maintain and enhance primary job base diversity			●			●								
Leverage the city’s concentration of state and federal activities						●								
Reinforce the role of Downtown Boise as the city, region’s and state’s civic, cultural, and employment center						●	●						●	
#7: A Safe, Healthy, and Caring Community														
Protect life and property from natural hazards	●		●					●		●	●	●		●
Promote a safe community			●	●		●		●					●	
Promote active living and healthy lifestyles	●	●				●		●					●	
Provide access to health care services	●		●					●						
Support a range of health and social services	●		●					●						

#1: Environmental Stewardship



Boise is committed to becoming a more sustainable community by taking steps to reduce its impact on the environment. A sustainable community is one where the economic, social, and environmental systems are in balance, so as to provide a healthy, productive, and meaningful life for its residents without compromising the ability of future generations to meet their own needs. Many aspects of sustainability—energy, climate change, biodiversity—are viewed as global in nature, and it can be challenging to envision how local planning policies can affect these issues in a meaningful way. In actuality, the cumulative effects of local and regional decisions play a significant role in the sustainability not only of the community but the entire planet. Traditional elements of the city’s comprehensive plan, such as land use, transportation, growth management, and environmental protection, provide a foundation for establishing a more sustainable pattern of growth at the local level. It is within the context of these traditional comprehensive plan elements that issues such as climate change, air

and water quality, waste reduction, energy conservation, and alternative energy production should be considered. Boise City is committed to “think globally” and “act locally,” by doing its part to address these issues. Goals and policies to further Boise’s commitment to becoming a more sustainable community are based on the following principles:

- Preserve and enhance natural resources;
- Promote the use of environmentally-friendly development practices;
- Promote energy conservation and alternative energy production;
- Preserve opportunities for urban agriculture;
- Inform and educate members of the community on their role in a sustainable future; and
- Monitor our progress towards a more sustainable community.

Principles, Goals, and Policies for Environmental Stewardship (ES):

PRESERVE AND ENHANCE NATURAL RESOURCES

Preservation of the city's natural resources—air, water, and environmentally sensitive areas—is a key factor in promoting sustainability and protecting quality of life. Efforts to manage the surrounding foothills and the Boise River corridor in a sustainable manner have already been under way for several years. Building on these successes, the city will continue to preserve the economic, social, and environmental resources associated with the large tracts of land in the foothills and in high desert areas and riparian and flood prone areas. In addition, the city realizes numerous and significant benefits from the protection of human health and the environment, particularly related to air and water quality.

Goal ES1: Protect and enhance air quality and minimize health hazards associated with air pollution.



Clean air is vital to a healthy community.

ES1.1: BURNING BANS

Publicize voluntary burning bans when PM_{2.5} exceeds 80 micrograms per centimeter (mcg/cm) and require compulsory no-burn days when PM_{2.5} levels exceed 100 mcg/cm.

ES1.2: VEHICLE EMISSIONS

(a) Support emission testing programs in seeking new technologies for testing and reducing vehicle emissions.

(b) Coordinate with ACHD and Idaho Transportation Department (ITD) to improve traffic flow and minimize vehicle time spent idling and accelerating.

(c) Support anti-idling programs throughout the Treasure Valley

ES1.3: REGIONAL AWARENESS

Coordinate with the Idaho Department of Environmental Quality (IDEQ), local jurisdictions, the Ada County Air Quality Board, the Clean Cities Coalition and the ACHD to:

- Raise awareness about ozone issues;
- Work toward a better understanding of local ozone issues; and
- Develop necessary control measures.

ES1.4: DEVELOPMENT PATTERNS

Promote compact, walkable development patterns that support transit and reduce carbon emissions from vehicles and discourage development patterns that rely solely on vehicles for transportation in an effort to reduce vehicle miles traveled.

Goal ES2: Protect surface water quality by enhancing natural watershed processes and promoting efficient water use.

ES2.1: STORMWATER INFRASTRUCTURE MANAGEMENT

- (a) Encourage high-quality design and maintenance of stormwater management infrastructure and development of practices to significantly reduce runoff, erosion, and flooding, and to meet other drainage management needs. Design should include wetland restoration where appropriate.
- (b) Explore opportunities for a comprehensive green streets program and the benefits associated with replacing detention pond standards with standards for green streets.

ES2.2: STORMWATER CONVEYANCE PROTECTION

(a) Support strategies for flood mitigation in flood-prone areas, such as the creation of flood storage areas.

(b) Pursue the restoration of floodplains and flood conveyance capacities, with preferences given to non-structural and vegetated stabilization measures (e.g., setbacks, preservation of riparian areas and other types of open space).

ES2.3: INTRA-JURISDICTION COORDINATION AND COOPERATION

(a) Support intra-jurisdictional efforts to aggressively pursue treatment of pollutants on site or through natural filtration and management of urban runoff.

(b) Identify and develop funding mechanisms to plan, construct, monitor, map, maintain, improve, expand, operate, and inspect stormwater infrastructure.

ES2.4: EFFICIENT WATER USE AND REUSE

(a) Encourage efficient water use and reuse for all development.

(b) Support the co-location of infiltration infrastructure into landscaping as a method to “stack” multiple environmental and economic benefits.

ES2.5: MINIMIZE URBAN RUNOFF

Encourage aggressive use of “green infrastructure” that maximizes stormwater retention on-site and land development designs for urban runoff that minimize flooding and the need for additional or expanded flood control and conveyance facilities.

ES2.6: HIGH-FLOW CONVEYANCE MANAGEMENT & PROTECTION

Support the application of best conventional engineering to manage high flows and associated efforts to replace, repair, and improve aging stormwater infrastructure.



Native vegetation helps purify water and minimizes water pollution.

ES2.7: PRESERVE NATIVE VEGETATION LAND COVER AND FUNCTION

Pursue land use action to preserve a high percent of native vegetation and encourage appropriate use of native landscape materials; support landscape areas that minimize polluted runoff and mimic natural watershed processes.

ES2.8: REDUCE POLLUTANTS IN STORMWATER

Minimize sources of water pollutants in urban runoff through stormwater retention, on-site water treatment technologies, and the implementation of pollution prevention programs.



On-site retention helps purify water before it becomes ground water.

Goal ES3: Protect groundwater quality and quantity.

ES3.1: GROUNDWATER PROTECTION PLAN

Participate with the state in implementing the Groundwater Protection Plan and adopt appropriate implementing ordinances.

ES3.2: GROUNDWATER MANAGEMENT

Protect identified groundwater management areas, including the Southeast Boise Groundwater Management Area and Boise Front Groundwater Management Area, through proper land use and site planning. Development in these areas must comply with the adopted management plans and policies as applicable.

ES3.3: BEST MANAGEMENT PRACTICES

Promote implementation of Best Management Practices for residential, commercial, industrial, and construction activities to protect ground water quality.

ES3.4: LANDSCAPE MATERIALS

(a) Promote landscape plant materials that require minimal use of pesticides and fertilizers.

(b) Encourage use of organic pesticides and fertilizers to reduce impacts on area groundwater.

ES3.5: AQUIFER RECHARGE

(a) Explore the contribution of unlined irrigation canals and drainage ditches in aquifer recharge and coordinate with the drainage districts and canal companies to ensure that these facilities remain unlined.

(b) Support the use and preservation of natural groundwater resources for recharge.

ES3.6: CITY OPERATIONS

(a) Explore the expansion of Integrated Pest Management practices to all city-owned properties.

(b) Develop specific goals for the reduction of pesticides.

Goal ES4: Identify areas of groundwater contamination and support remediation where feasible.**ES4.1: CONTAMINATION STATUS AND RESPONSE**

Assess areas of potential groundwater contamination and assist all appropriate agencies in prompt, adequate, and efficient response to incidents of contamination.

ES4.2: REMEDIATION AGREEMENTS

Review all development applications for evidence of groundwater contamination sources. If contamination is found, require the developer to work with the state to prepare a remediation agreement.

ES4.3: WELLHEAD PROTECTION

Coordinate with the Idaho Department of Water Resources (IDWR) and IDEQ in the identification of wellhead protection areas and apply principles for wellhead protection through the subdivision plat review process.

ES4.4: INTERAGENCY RESPONSE

Facilitate interagency responses to groundwater issues within the AOCl.

Goal ES5: Reduce the amount of solid waste being landfilled or incinerated.**ES5.1: SOLID WASTE STRATEGIC PLAN**

Implement the city's Solid Waste Strategic Plan, specifically recommendations related to:

- Waste reduction and recycling;

- Waste transfer;
- Promotion, education, and outreach; and
- Administration/organization.

ES5.2: WASTE STREAM REDUCTION

Reduce the community's solid waste stream through the implementation of the 2008 Solid Waste Management Plan. Community goals for waste stream reduction are as follows:

- 30% diversion rate by 2012;
- 50% diversion rate by 2016; and
- 70% diversion rate by 2020.

ES5.3: CITY OPERATIONS

Reduce waste and lead by example in the city's day-to-day operations by creating a waste reduction plan for city government.

ES5.4: COMPOSTABLE MATERIALS

Support composting through:

- Seasonal collection programs for yard waste and Christmas trees;
- Coordination with Ada County to periodically evaluate the benefits of collecting compostable materials using the current EPA model for greenhouse gases; and/or
- Creation of permanent community compost sites if further reduction of the city's carbon footprint would be achieved.

ES5.5: HAZARDOUS WASTE

Offer curbside hazardous waste collection to ensure the proper disposal of materials.

ES5.6: INTERAGENCY COOPERATION

Support planning and implementation of solid waste management programs through interagency cooperative efforts. Research the role of the City in Ada County's Eco-park efforts.

Goal ES6: Promote a healthy urban forest to enhance the city's environment, air quality, and appearance.



The city's urban forest improves the appearance and energy efficiency of the built environment, improves air quality, and enhances the overall character of the community.

ES6.1: TREE CANOPY

Complete a citywide tree canopy analysis to identify where significant gaps exist and trees are most needed to shade streets and parking lots. Based on the analysis:

- Develop a strategy for the city's tree canopy to increase shade in the public right-of-way;
- Focus tree planting efforts, such as ReLeaf Boise, in areas demonstrated to have the greatest need; and
- Develop educational materials on the benefits of maintaining tree canopy on private property by using Class II and III trees.

ES6.2: MAINTENANCE AND REHABILITATION

Rehabilitate, restructure, and enhance the public urban forest through efforts to:

- Preserve healthy specimens of mature, robust, and long-living species;
- Ensure the health and survival of all intermediate-aged trees;
- Plant new juvenile trees to increase the quantity, distribution, and diversity of trees;
- Support the implementation of the city's Comprehensive Planting Plan;
- Develop a tree care program for the city's most urban areas, such as in Downtown and in designated activity centers, that includes partnering with developers, ACHD, Capital City Development Corporation (CCDC), and others; and

- Develop a pilot project to demonstrate available tree care alternatives and increasing soil volume for trees in public rights-of-way and parking lots.

ES6.3: COMMUNITY EDUCATION AND OUTREACH

Emphasize the significant role trees play in achieving a more sustainable community by expanding Boise City Forestry's education and outreach program to include efforts to:

- Partner with other city departments, state agencies, neighborhood associations, schools, and other institutions; and
- Provide information to contractors, educators, and homeowners that explains the benefits of planting deciduous trees on the south side of homes and commercial buildings, identifies appropriate species, and provides planting and care specifications.

ES6.4: TREE PROTECTION

Expand the Boise Tree Ordinance to promote tree retention and replacement.

Goal ES7: Protect and enhance the natural environment.

ES7.1: BOISE RIVER SYSTEM ORDINANCE

(a) Implement and periodically update the Boise River System Ordinance to achieve the goals of flood protection, fish and wildlife protection, pollution and runoff control, recreation, and development opportunities.

(b) Place priority on the protection of environmentally significant areas and waterways, identified as Class A and Class B in the Ordinance, in that order.

(c) Allow for urban interface with the river when there is no demonstrated adverse impact on wildlife habitat.

ES7.2: HABITAT STUDIES AND MAPPING

(a) Conduct analysis to define and map habitat areas along perennial and intermittent waterways that are not addressed by the Boise River System Ordinance, including Five and Eight Mile Creeks, Warm Springs Creek, Cottonwood Creek, Crane Creek, Freestone Creek, Stuart Gulch, existing gravel pits, irrigation canals, and feeder canals.

(b) Condition development to provide interim setbacks from these waterways until detailed mapping is completed and permanent setbacks are established.

(c) Assess mapped lands for significant wildlife value and possible preservation through studies and regulations.



Urban access to the Boise River should be allowed where there is no demonstrated adverse impact on wildlife habitat.

ES7.3 WINTERING BALD EAGLES

- (a) Implement the goals and program recommendations including setbacks and use restrictions to the extent defensible by law of the Wintering Bald Eagle Conservation Plan dated May 1995.
- (b) Increase public awareness of Boise’s wintering bald eagle population and its habitat needs by encouraging public and private cooperation to protect, maintain and enhance riparian lands along the Boise River to provide long-term availability of wintering bald eagle habitat.
- (c) Maintain and enhance riparian plant communities, particularly black cottonwood forest, along the Boise River and its side channels to provide protection and long term availability of wintering bald eagle perching and roosting habitat, including screening vegetation. Preserve wintering eagle day-use habitat and protect perching eagles from human disturbance and maintain healthy diverse aquatic habitat in the Boise River to support wintering bald eagles.
- (d) Accommodate the rookery and feeding requirements of great blue herons in conjunction with other programs enacted on behalf of wintering bald eagles.

ES7.5: PROPERTY REVIEW

Review all public sales, purchases, or trades of properties in the Boise Front Foothills for consistency with this plan.

ES7.6: PUBLIC ACQUISITION

Explore public purchase of land, easements, and development rights in the Boise River floodplain, Boise Front Foothills, and along selected waterways.

Give priority to lands identified in the Heritage Preservation Report.

ES7.7: GIFT DEEDS

Expand opportunities for open space protection provided by the Foothills Levy, by accepting gift deeds of foothills land in the mapped areas and other areas that are consistent with the public acquisition program.

ES7.8: SPECIAL RESOURCE WATER DESIGNATION

Retain the designation of Special Resource Water conferred by the State of Idaho on the Boise River from Lucky Peak Dam to Veterans Park.



The Boise River provides critical wildlife habitat and is a significant resource for the community.

ES7.9: PROTECT NIGHT SKIES

Minimize light trespass from developed areas, reduce sky-glow to increase night sky access, improve nighttime visibility through glare reduction, and reduce development impact on nocturnal environments by adoption of night-sky lighting standards.

Goal ES8: Prevent and mitigate adverse impacts of excessive noise exposure.

ES8.1: NOISE MONITORING

- (a) Monitor and update available data on existing and projected ambient and stationary noise levels.
- (b) Conduct a noise study to determine noise contours in 5-decibel (A-Weighted Sound Level) increments along arterials and highways, railroad tracks, and around other noise generators.

ES8.2: NOISE REGULATIONS

Modify and update noise ordinances, regulations, and guidelines as required by state and federal

requirements and the adopted Airport Master Plan, and based on noise monitoring.

ES8.3: UNIFORM BUILDING CODE

Enforce provisions of the Uniform Building Code that prevent noise impacts between individual tenants and businesses in commercial structures, and between individual dwelling units in multifamily residential structures.

ES8.4: NOISE MITIGATION

Require mitigation measures for development of “noise-sensitive” land uses (such as single-family residences, hospitals, and schools) where noise studies show existing or future noise levels exceed an Ldn of 60 dB(A) exterior and an Ldn of 45 dB(A) interior. This policy is not intended to restrict multi-level or high-rise construction that cannot be protected with standard noise mitigation measures.

ES8.5: STREET IMPROVEMENTS

(a) Assess potential noise impacts on adjacent “noise-sensitive” land uses when expanding arterial and collector streets.

(b) Require noise abatement when impacts are projected to exceed standards.

ES8.6: CONSTRUCTION ACTIVITIES

Require that construction activities adjacent to “noise-sensitive” land uses be regulated or conditioned, as necessary, to prevent adverse or excessive noise impacts.

PROMOTE THE USE OF ENVIRONMENTALLY FRIENDLY DEVELOPMENT PRACTICES

The city will continue to explore initiatives, incentives, and requirements within its policies and development regulations that will help further the community's sustainability objectives. Sustainable site design and construction techniques such as orienting streets and buildings to optimize solar access and promote energy conservation, utilizing sustainable stormwater management practices, and others will be encouraged at a policy and regulatory level, as appropriate, to achieve better decision-making that balances attention to the economy, the environment, and the community.

To have a meaningful effect, these techniques and practices must be applied in conjunction with a strong linkage between land use and transportation, as embodied in the mixed-use and transit-supportive principles contained in this Comprehensive Plan.. The benefits of energy-efficient buildings will be lost if the future occupants of those buildings must drive twenty minutes to the nearest grocery store and commute an hour each way to work. The goals and policies outlined below establish a range of ways— beyond encouraging a more compact pattern of development— in which future development and redevelopment can be designed to reduce its overall impact on the environment.

Goal ES9: Reduce water and energy consumption in new and existing development.



The library at Ustick and Cole is landscaped with drought tolerant and native vegetation to help conserve water.

ES9.1: WATER CONSERVATION

Promote water conservation through ordinance revisions and public education activities that encourage the use of low-flow plumbing fixtures, drought-tolerant and native vegetation, and other low-impact site development techniques in new development and rehabilitation projects.

ES9.2: RESIDENTIAL CONSTRUCTION

Promote efficiency in new residential development through incentives for documented energy and water use reductions that:

- (a) Meet minimum energy efficiency levels equal to EnergyStar NW requirements; and
- (b) Support efforts to achieve net zero energy use in new residential construction by 2030.

ES9.3: COMMERCIAL CONSTRUCTION

Promote efficiency in new commercial construction, through incentives for documented energy and water use reductions that:

- (a) Exceed the 2006 International Energy Conservation Code by a minimum of 20 percent; and
- (b) Increase water efficiency above the adopted Uniform Plumbing Code (UPC) by at least 30 percent.

ES9.4 RETROFIT INCENTIVES

(a) Provide incentives for residential and commercial retrofits that reduce energy use and water consumption.

(b) Place the highest priority on providing incentives for retrofits that will result in the most significant decrease in energy or water use, such as the installation of high-efficiency furnaces, air conditioners, and water heaters, and low-flow plumbing fixtures.

ES9.5 REUSE OF BUILDINGS

Promote the adaptive reuse of historic buildings rather than demolition to promote energy conservation, conservation of imbedded energy and the reuse of building materials.

PROMOTE ENERGY CONSERVATION AND ALTERNATIVE ENERGY PRODUCTION

Promoting energy conservation is a key component of any sustainable community. Boise City has already taken many steps to promote energy conservation in its day-to-day operations by incorporating hybrid cars into its automobile fleet, providing incentives for its employees to ride the bus, walk and bicycle to work, and instituting recycling programs. However, the city is committed to exploring additional opportunities to promote energy conservation at the community-wide level through the creation of energy efficiency standards and incentives, demonstration projects, and through partnerships with utility companies and building associations, among others. The city is also committed to fostering the use of renewable energy and will ensure that its policies and regulations are supportive of alternative energy production at both the regional and local level. The goals and policies outlined below are intended to encourage energy conservation and improve the ease with which alternative energy production can be accomplished.

Goal ES10: Reduce water and energy usage in municipal buildings and facilities.

ES10.1: EXISTING MUNICIPAL FACILITIES

- (a) Audit existing municipal facilities to establish a baseline of current energy and water use and identify opportunities for reductions.
- (b) Implement all solutions with a demonstrated pay-back of seven years or less.
- (c) Monitor energy and water costs at all facilities and compare consumption based on similar parameters, such as square footage.
- (d) Share costs and other data from the city's experience with the development and construction community.
- (e) Consider use of the Environmental Management System, ISO 14001, as a method to assess and track opportunities for meeting the city's sustainability objectives.



Amity Elementary school is designed with earth cover as well as solar panels.

ES10.2: MUNICIPAL BUILDING DESIGN

- (a) Design new municipal buildings to meet, at a minimum, Leadership in Energy and Environmental Design (LEED) Silver standards.
- (b) Require the integration of features that will maximize energy reduction and water conservation.

ES10.3: SHADING

Install green roofs, "living walls" (including vine applications), and trees to shade municipal buildings and paving.

ES10.4: GREEN POWER

- (a) Source a minimum of ten percent of the electricity consumption in city facilities from non-hydro, renewable sources, such as purchased green power and power generated on-site.
- (b) Consider integration and net metering of on-site renewable energy production and use in municipal

facilities, such as small-scale wind turbines and hydroelectric, geothermal, bio-energy, and solar sources.

(c) Explore opportunities for the city to become a purveyor of alternative energy.



Solar panels can be installed on almost any rooftop and are a great source for green power.

ES10.5: SOIL CARBON SEQUESTRATION

Investigate soil carbon sequestration at Twenty-Mile South Farm and implement reasonable options.

ES10.6: SUSTAINABLE PURCHASING POLICIES

(a) Implement sustainable purchasing policies for the city such as energy-efficient appliances and equipment, recyclable materials, and items with recyclable content.

(b) Track and review purchases on an annual basis to find reduction opportunities.

Goal ES11: Promote increased use of geothermal systems and protection of the city's geothermal resources.

ES11.1: USAGE/MONITORING

(a) Encourage and create incentives for the use of geothermal systems in new development and the retrofit of existing development.

(b) Monitor the geothermal aquifer and manage development to ensure current and future usage does not diminish the long-term capabilities of the resource.

ES11.2: IMPROVEMENTS

(a) Increase the efficiency and capacity of the city's geothermal resources, through support for ongoing improvements.

(b) Explore funding and seek partners for further expansion of the system.

ES11.3: CONSERVATION MEASURES

Develop and implement conservation measures in coordination with other water programs to maintain the health of the geothermal system.

Goal ES12: Promote increased use of renewable energy.

ES12.1: INCENTIVES

Establish incentives for the use of non-hydro, renewable energy, such as solar and wind, in new development and the retrofit of existing development.

ES12.3: REMOVE REGULATORY BARRIERS

Remove regulatory barriers to renewable energy usage and production in new development and the retrofit of existing development:

- Identify appropriate locations for and allow for small and large scale renewable energy facilities;
- Establish development standards to mitigate potential impacts from renewable energy facilities; and
- Establish guidelines for subdivision Covenants, Conditions, and Restrictions (CC&Rs) that prevent barriers to sustainable building design and energy-saving installations.

PRESERVE OPPORTUNITIES FOR URBAN AGRICULTURE

As the city continues to grow, opportunities for small-scale urban agriculture will be preserved and residential food production encouraged. Providing opportunities for community gardens, small-scale farms, and other food production within the AOCI will help reduce the community’s reliance on outside food sources, support the local economy, promote community interaction, increase access to fresh produce, promote community health, and help Boise City maintain an identity that is distinct from other communities. The goals and policies outlined below are intended to promote community-based and local food production and promote a healthy community. Theme #7, A Safe, Healthy, and Caring Community, supports this principle with goals and policies related to health care, social services, and other factors that contribute to the overall health of the community.

Goal ES13: Promote community-based and local food production.

ES13.1: LOCAL FOOD PRODUCTION

- (a) Designate appropriate public lands for community gardens within new and established neighborhoods.
- (b) Work with other public agencies such as ACHD to allow for use of community gardens on public lands.
- (c) Encourage public and private schools to allow community gardens and demonstration projects on school property.
- (d) Provide incentives for the incorporation of community gardens and urban agriculture in residential development.



Community gardens promote community-based and local food production and encourage interaction among neighborhood residents.

ES13.2: INCENTIVES

(a) Encourage food production in the city through targeted zoning amendments that address allowed uses, their location, and use conditions to ensure compatibility with surrounding neighborhoods.

ES13.3: FARMERS MARKETS

Allow farmers markets by-right in designated activity centers.



Farmers markets provide local business opportunities as well as fresh food options for residents. They also serve as community gathering places.

Goal ES14: Protect access to and promote use of the city’s canal system.

ES14.1: CANAL ACCESS AND FUNCTIONS

Coordinate with irrigation companies in the review of development applications on lands adjacent to canals for maintenance of access and canal operations.

ES14.2: WATER RIGHTS

Require the use of existing water rights as new development occurs, particularly to support urban agriculture and community gardens.

ES14.3: DISTRIBUTION SYSTEMS

Promote the use of separate distribution systems for irrigation in new developments.

ES14.4: RETROFIT OF EXISTING IRRIGATION SYSTEMS

Develop a program to retrofit existing development with irrigation from canals where water rights are still available or can be obtained.

INFORM AND EDUCATE THE COMMUNITY ON THEIR ROLE IN A SUSTAINABLE FUTURE

One of things Boise City can do to promote both local and global sustainability is to educate its citizens on the impacts of their day-to-day actions. The city will provide information to citizens about current practices such as recycling, energy conservation, and storm water runoff—as well as the overarching vision embodied in this Comprehensive Plan and the important role that land use plays in the sustainability of the city—as an important step toward encouraging action. The city will continue to expand the use of its web site, department newsletters, and other tools to educate residents and businesses on sustainable practices they can employ as well as on city initiatives related to sustainability. The city will also explore opportunities to partner with utility providers and regional agencies on its educational efforts. The goals and polices outlined below are intended to guide education and public information efforts related to the city’s sustainability objectives.

Goal ES15: Expand public education programs to promote sustainable practices in the community.



Public education campaigns can be used to expand awareness of the city’s efforts to reduce waste through composting, keeping yard waste on site, and other strategies.

ES15.1: COORDINATION OF SUSTAINABILITY EFFORTS

Explore options to improve coordination of sustainability efforts, including cooperative efforts with other agencies, businesses, cities and inter-departmental committees, and the appointment of a sustainability coordinator to provide leadership within the city and community and oversee public education efforts.

ES15.2: HOMEOWNER AND BUSINESS OWNER OUTREACH

- (a) Establish education programs to promote energy and water use reduction and groundwater protection for homeowners and existing commercial building owners.
- (b) Coordinate the programs with organizations such as utility providers, state and federal agencies, building associations, and interest groups.

ES15.3: OUTREACH PROGRAM

Implement an outreach program for residential developers, home builders, and other housing providers in partnership with local utility providers. The program should:

- Demonstrate how to build and market energy-efficient homes;
- Provide education on designing homes to facilitate the use of renewable energy including, but not limited to: pre-wiring and pre-plumbing for potential solar installations and small-scale wind production; and
- Provide information on the role of Smart Growth and LEED for Neighborhood Development principles in the implementation of this comprehensive plan.

ES15.4: DEMONSTRATION PROJECT

Consider a demonstration project to develop plans for homes of different sizes that implement the best energy and water conservation practices pertinent to the city’s climate zone. As part of this effort, explore opportunities to:

- Coordinate with builders associations and housing providers;

- Work with utility providers to jointly fund the perceived additional cost items;
- Monitor energy use for a period of two years; and
- Publish the results of the demonstration project.

ES15.5: RECYCLING AWARENESS

(a) Expand the city's public education programs by promoting the "Rethink, Reduce, Reuse, and Recycle" slogan.

(b) Provide incentives for residences, businesses, and local schools to generate less trash and increase the amount of materials recycled.

ES15.6: YARD WASTE

(a) Provide public education and outreach about the benefits of keeping yard waste on site.

(b) Work with retailers to provide information to customers and publicize specific methods, such as:

- Retention of grass clippings on lawns for grass-recycling;
- Use of mulching mowers; and
- Use of backyard composting.



Marking storm drains increases public awareness of the relationship between stormwater runoff and the health of the Boise River.

ES15.7: BOISE RIVER PROTECTION

Educate the public on measures to keep pollution from the Boise River through programs, such as:

- "Partners For Clean Water";
- The "Riversweep" annual volunteer river cleanup;
- Publication of "Streamlines" periodical;
- The Foothills Education Center;
- The Watershed Center; and
- Marking of storm drains.

MONITOR OUR PROGRESS TOWARD A MORE SUSTAINABLE COMMUNITY

Becoming a more sustainable city will require an ongoing commitment to the implementation of this Comprehensive Plan, to coordination with the city’s partners in the region, and a willingness to change as new concepts and technologies evolve. As part of this commitment, the city will establish clear benchmarks to measure its progress towards the implementation of specific sustainability initiatives and the comprehensive plan as a whole. The goals and policies outlined below establish a framework for ongoing monitoring efforts.

Goal ES17: Develop indicators to monitor progress on sustainability initiatives and the implementation of the comprehensive plan.

ES17.1: SUSTAINABILITY INDICATORS

(a) Work with partner agencies and internal city departments to establish indicators to monitor the community’s progress toward the implementation of the comprehensive plan. Indicators should include measurements in each of the categories below, as data becomes available:

- Land Use and Development Trends;
- Alternative Energy;
- Alternative Transportation;
- Energy Conservation;
- Green Building Practices;
- Waste Reduction and Recycling;
- Parks and Open Space; and
- Water Conservation.

(b) Base indicators on quantitative rather than qualitative information to the extent possible.

(c) Use data points already being tracked by the city or by a partner agency, or those that can readily be tracked in the future to ensure indicators can be easily established and maintained.

(d) Establish unique indicators for city facilities and operations versus the community as a whole.



The “ Sustainable Boise ” section of the city’s website promotes awareness of the city’s progress on a variety of sustainability initiatives.

ES17.2: SUSTAINABLE BOISE WEBSITE

Expand the “Sustainable Boise” section of the city’s website to include:

- Real-time tracking of the community’s progress on key sustainability initiatives;
- Separate indicators for city facilities and operations and the community as a whole;
- Comparative information from peer communities in the Treasure Valley and across the United States, as data becomes available; and
- A graphical interface that presents information in clear and interactive way.

2: A Predictable Development Pattern



Boise will strive to maintain a predictable development pattern in which each part of the community has a distinct character and style. Growth should be planned in a manner that protects the quality of life valued by the city's residents and helps the city maintain fiscal health. The city will be home to a range of housing choices, retail and service uses, and employment centers that serve the community's needs.

This objective must be approached at both the local and regional levels. At a local level, the city will reinforce the region's goal of promoting more responsible growth by encouraging a more compact pattern of growth throughout the AOI and identifying opportunities for infill and redevelopment within established parts of the city. The benefits of infill and redevelopment are not intended to come at the expense of the city's historic resources. At a regional level, the city will continue to work with its regional partners to implement Blueprint for Good

Growth and Communities in Motion and promote an integrated approach to land use and transportation planning.

Goals and policies to achieve a predictable development pattern are derived from the following principles:

- Encourage compact growth;
- Plan for and coordinate growth within the city's AOI; and
- Use and expand public facilities and services efficiently.

Principles, Goals, and Policies for a Predictable Development Pattern (PDP):

ENCOURAGE COMPACT GROWTH

A variety of opportunities for future growth exist within the AOCI— ranging from larger greenfield development sites outside the city limits to small infill and redevelopment sites within established areas of the community. The city will promote a responsible and sustainable pattern of growth by encouraging a more compact pattern of development throughout the AOCI. One of the most effective means of achieving a more compact growth pattern is to identify opportunities to accommodate future growth within the city’s existing “footprint,” either on vacant sites or through the redevelopment of obsolete buildings or uses. In Boise, these opportunities will be concentrated in the Downtown, along existing and future transit corridors, and within designated activity centers; however, small-scale residential and mixed-use infill projects will continue to occur with appropriate protections for historic neighborhoods. The goals and policies outlined below establish broad parameters to encourage compact growth. Guidance regarding the desired character, form, and function of development within the AOCI is provided by goals and policies related to Theme# 3: Neighborhoods and Activity Centers and Theme #4: A Connected Community, as well as the land use policies and design principles contained in Chapter 3: Community Structure and Design.

Goal PDP1: Identify priority areas and establish incentives for infill and redevelopment.

PDP1.1: INFILL PRIORITY AREAS

Recognize the Downtown, designated mixed-use activity centers, major travel corridors, and other potential areas of change identified at the planning-area level as priorities for infill and redevelopment. (Planning-area policies contained in Chapter 4 should be applied to infill development, as applicable.)

PDP1.2: INCENTIVES

Establish incentives to encourage the production of housing and mixed-use development in infill priority areas. Incentives may include, but not be limited to:

- Density bonuses for infill projects based on a site’s proximity to specified existing services and infrastructure facilities;
- Reduced impact fees for infill development ;
- Accelerated development review as compared to greenfield development;
- Expansion of zoning allowances for high-density residential, mixed-use development, and accessory dwelling units; and
- Others incentives as appropriate.

PDP1.3: PRIORITIZE CAPITAL IMPROVEMENTS

To ensure adequate public infrastructure is in place to accommodate increased densities, place a high priority on public investments in transportation facilities, necessary water and wastewater improvements, and other essential urban services in areas targeted for infill and redevelopment as identified in this Comprehensive Plan.

PDP1.4 PUBLIC EDUCATION

Educate the public on the need and benefits of infill development.

Goal PDP2: Maintain and distribute information regarding housing demand and the availability of buildable land.

PDP2.1: VACANT AND UNDERDEVELOPED LAND DATABASE

(a) Establish a GIS-based database to monitor the availability of developable land within the AOCI and track the implementation of this Comprehensive Plan. The database should include the following information as available:

- Total acres of developable land within the city limits and AOCI;
- The location and size of vacant, infill, and potentially redevelopable sites;
- Current zoning and future land use designation for sites identified;
- Recent housing sales and trends;

- Pending and proposed developments;
- List of incentives available;
- General availability of utilities; and
- Other pertinent information.

Summarize data to allow users to quickly review information regarding different types of sites (e.g., large scale, small scale, and re-developable and vacant infill sites).

(b) Update database regularly and make information available to the public through the city's website or other means, as appropriate.



Creating an inventory of vacant and underdeveloped land such as this may encourage interest in infill and redevelopment.

PLAN FOR AND COORDINATE GROWTH WITHIN THE CITY’S AREA OF IMPACT

The city will take a leadership role in planning for unincorporated areas within its AOCI to ensure future development is consistent with the community’s vision and meets city standards for infrastructure and services. Sub-area plans will be prepared (or updated) where necessary and other tools established to guide new development to ensure it is supportive of the city’s vision for these areas. The goals and policies outlined below establish a broad framework for decision-making related to regional planning efforts and planning within or adjacent to the AOCI. Guidance regarding the desired character, form, and function of development within the AOCI is provided by goals and policies related to Theme #3: Neighborhoods and Activity Centers and Theme #4: A Connected Community, as well as the land use policies and design principles contained in Chapter 3: Community Structure and Design.

Goal PDP3: Plan for a coordinated and sustainable pattern of growth within the AOCI.

PDP3.1: FUTURE LAND USE PLAN

Maintain a Future Land Use Plan and map that clearly identify the location and distribution of densities and preferred uses.

PDP3.2: AOCI ANNEXATION AREAS

Annex lands within AOCI when it can be demonstrated that the proposed annexation is consistent with the goals and policies of the Comprehensive Plan. Consistency with the Comprehensive Plan includes substantial compliance with the level-of-service standards identified in Table 3.

PDP3.3: EAST COLUMBIA AREA

Develop a sub-area plan for the East Columbia area.

PDP3.4: AOCI FUTURE EXPANSION

Future expansions of the AOCI should be considered as part of coordinated regional planning efforts.

Goal PDP4: Take a leadership role in planning for and coordinating regional growth.

PDP4.1: REGIONAL COORDINATION

Maintain working relationships with other local governments in Ada, Canyon, and other contiguous counties to adopt regional policies regarding growth and development.

PDP4.2: REGIONAL PLANNING

Work with the Ada County Consortium, Community Planning Association (COMPASS), and other regional

entities to implement the goals and policies of Blueprint for Good Growth, Communities in Motion, and related regional planning efforts.

PDP4.3: SUB-AREA PLANNING

Facilitate sub-area planning efforts for areas outside of and adjacent to the AOCI to ensure future development is consistent with this Comprehensive Plan.

USE AND EXPAND PUBLIC FACILITIES AND SERVICES EFFICIENTLY

New growth will be encouraged only in areas where adequate public water, sewer, fire protection and emergency services, schools, transit, and roads are currently available or are planned. Infrastructure will be viewed as a tool to help manage growth, not as a service that is provided in reaction to growth pressures. Efforts will be made to improve the linkage between infrastructure planning and land use planning, and all new development should be required to be served with public facilities that meet minimum levels of service standards. The goals and policies outlined below provide guidance on required infrastructure improvements, level-of-service standards, coordination, and related planning documents.

Goal PDP5: Require adequate public facilities and infrastructure for all development.

PDP5.1: LEVEL OF SERVICE STANDARDS
Develop and maintain public services and facilities as defined in Table 3: Level of Service Standards for Community Services and Facilities.

PDP5.2: CENTRAL SEWAGE AND COLLECTION SYSTEMS
Install public sewage treatment and collection systems to be available for use coincident with new development, except as otherwise provided in the Foothills Plan.

PDP5.3: ON-SITE STORMWATER IMPROVEMENTS
(a) Require construction of adequate on-site treatment and/or storm-drain and flood-control facilities coincident with new development.
(b) Update the Subdivision Ordinance to address residential (subdivision) or public right-of-way drainage.



On-site stormwater improvements help reduce the amount of water in the city’s system during high precipitation while also removing pollutants.

PDP5.4: PHASING REQUIREMENTS
Approve developments for only the portion of the project that is consistent with Table 3: Level of Service Standards for Community Services and Facilities, and phase the remainder of the project to coincide with future availability of public facilities and services.

Goal PDP6: Plan for and coordinate the efficient expansion of public facilities and infrastructure to serve future growth.

PDP6.1: WASTEWATER FACILITIES PLAN 2020
(a) The Wastewater Facilities Plan 2020, as amended, is adopted by reference.
(b) Update the Wastewater Facilities Plan on a periodic basis to ensure consistency with this Comprehensive Plan.

PDP6.2: CAPITAL IMPROVEMENT PLANNING
Address the scheduling and funding of key facilities and services as part of the city’s five-year Capital Improvement Plan.

Goal PDP7: Coordinate with utility providers to develop plans for services and facilities for the long-term energy and utility needs of the City of Boise and the AOCl.

PDP7.1: TREASURE VALLEY ELECTRIC PLAN
Recognize the Treasure Valley Electric Plan (TVEP), developed by a local Community Advisory Committee, and support the build-out of electricity infrastructure detailed in the Plan.

PDP7.2: RENEWABLE ENERGY
Encourage enhancement of the capacity and reliability of renewable energy resources.

PDP7.3: ENERGY SERVICES AND PUBLIC UTILITY FACILITIES

Promote the development of energy services and public utility facilities to meet public needs.

PDP7.4: CONDITIONAL USE PERMITS

Develop criteria for longer-term conditional use permits for utility facilities to enable utility providers to purchase property for facilities in advance and to inform the public of planned facilities.

PDP7.5: UTILITY CORRIDOR SITING

(a) Encourage the multiple-use of utility corridors by utility providers.

(b) Support siting of utility corridors to ensure that they connect to similar facilities in adjacent jurisdictions.

(c) Support siting of utility corridors within identified or designated transportation corridors.

(d) Allow the appropriate placement of electric utility facilities on public rights-of-way.

PDP7.6: UNDERGROUND UTILITY DISTRICTS

Work with Idaho Power Company and affected property owners to establish underground utility districts for selected gateways and corridors.

PDP7.7: UTILITY CORRIDOR SITING

Support the protection of wetlands and other critical areas with recognition that utility corridors sometimes must cross these areas, and that access is essential for repair and maintenance of these facilities.

PDP7.8: NATURAL GAS

Work with Intermountain Gas Company to ensure that facilities are designed and sited to be compatible with adjacent land uses.

Goal PDP8: Require that the financial, safety and environmental impacts from development be addressed and mitigated.

PDP8.1: APPLICATION FEES

Require that development application fees cover a portion of the costs of processing and providing

services from the city departments responsible for application review.

PDP8.2: SPECIAL DISTRICTS

Create benefit assessment or community facilities districts, where appropriate, in which those who benefit from specific city improvements pay a proportionate share of the costs.

PDP8.3: DEVELOPER-PROVIDED SERVICES

Allow development where public services and infrastructure are not available or planned only when:

- The developer can provide them according to adopted service standards, and
- Where the development is in accordance with the Comprehensive Plan.

PDP8.4: FIRE STATION SITES

(a) Require donation of fire station sites as part of new development approval, when it is determined that a development is large enough or far enough from current facilities to create the need for added fire protection.

(b) Coordinate land acquisition for emergency services facilities with other city departments (e.g., Parks, Public Works, and Police) to maximize benefits to the city.

PDP8.5: TRAFFIC SIGNAL CONTROL DEVICES

Work with ACHD to install traffic control facilities at all appropriate intersections, and require developers to do so when necessary.

PDP8.6 DEVELOPMENT IMPACT FEES

Collect development impact fees that represent a development's proportionate share of costs for eligible public infrastructure needed to serve the new development.

Goal PDP9: Provide convenient access to public facilities and services.

PDP9.1: LOCATION AND TIMING

Work internally and with partner agencies to ensure that public facilities are well-located and are constructed in a timely manner.

Table 3: Level of Service for Community Services and Facilities required concurrent with the issuance of any development permit*

SERVICE AREA	SERVICE STANDARDS	SERVICE
Fire**	4 min. response, unless excepted by Fire Department	1.5 mile
Water	35 psi residential/1,500 gpm fire flow 40 psi non-residential/1,500 gpm fire flow	Community
Sewer	Available to site Treatment: Federal Standards + capacity Collection: capacity	Community
Schools	System capacity	Community
Streets	In accord with Master Street Map, adopted transportation plans, project concept plans, and transit plans. In accord with housing and employment forecasts used to prepare long-range regional transportation plan.	Community
Police	Available	Community
Solid Waste	Weekly pick-up	Community
Electricity	Available	Community
Telephone	Available	Community
Storm Drainage	Approved on site or public system	Community

*See Theme #1 for policies related to water, sewer, solid waste, and storm drainage; Theme #4 for policies related to streets; and Theme #7 for policies related to parks and open space, police, and fire.

**Fire Station “set-aside” shall be required within the AOCl.

Table 4: Level of Service for Community Services and Facilities for planning purposes*

SERVICE AREA	SERVICE STANDARDS**	SERVICE	
PARKS AND OPEN SPACE	LEVEL OF SERVICE STANDARDS PER 1,000 POPULATION		
	2010	2030	
Neighborhood Parks	1.1 acres	1.15 acres	½ mile radius
Community Parks	.71 acres	.81 acres	½ mile radius
Large Urban Parks	.69 acres	.92 acres	1 mile radius
Regional Parks	.43 acres	.49 acres	Region
Linear Parks	.83 acres	.62 acres	Region
Special Use Areas	2.55 acres	1.75 acres	Region
Natural Open Space	20.58 acres	16.02 acres	Community
FIRE			
Response Time	4 min. response, unless excepted by Fire Department	1.5 mile	
POLICE			
Response Time	Priority 1—3 min. response	Community	
Staffing	1.3 uniformed officers/1,000 population	Community	
SCHOOLS			
Elementary School	Site size should be based on educational needs.	Varies	
Jr. High School	Site size should be based on educational needs.	Varies	
High School	Site size should be based on educational needs.	Varies	
INFRASTRUCTURE			
Storm Drainage	Federal standard	Community	
Streets	Adherence to the Transportation and Land Use Integration Plan including the Livable Streets Design Guide and the Complete Streets Policy.	Community	

*See Theme #1 for policies related to storm drainage; Theme #4 for policies related to streets; and Theme #7 for policies related to parks and open space, police, and fire.

**Concurrence in any given service category may be excepted by the service provider for specific sites based on the findings that adherence to the adopted standards is undesirable or not intended for the area according to the plans of the service provider

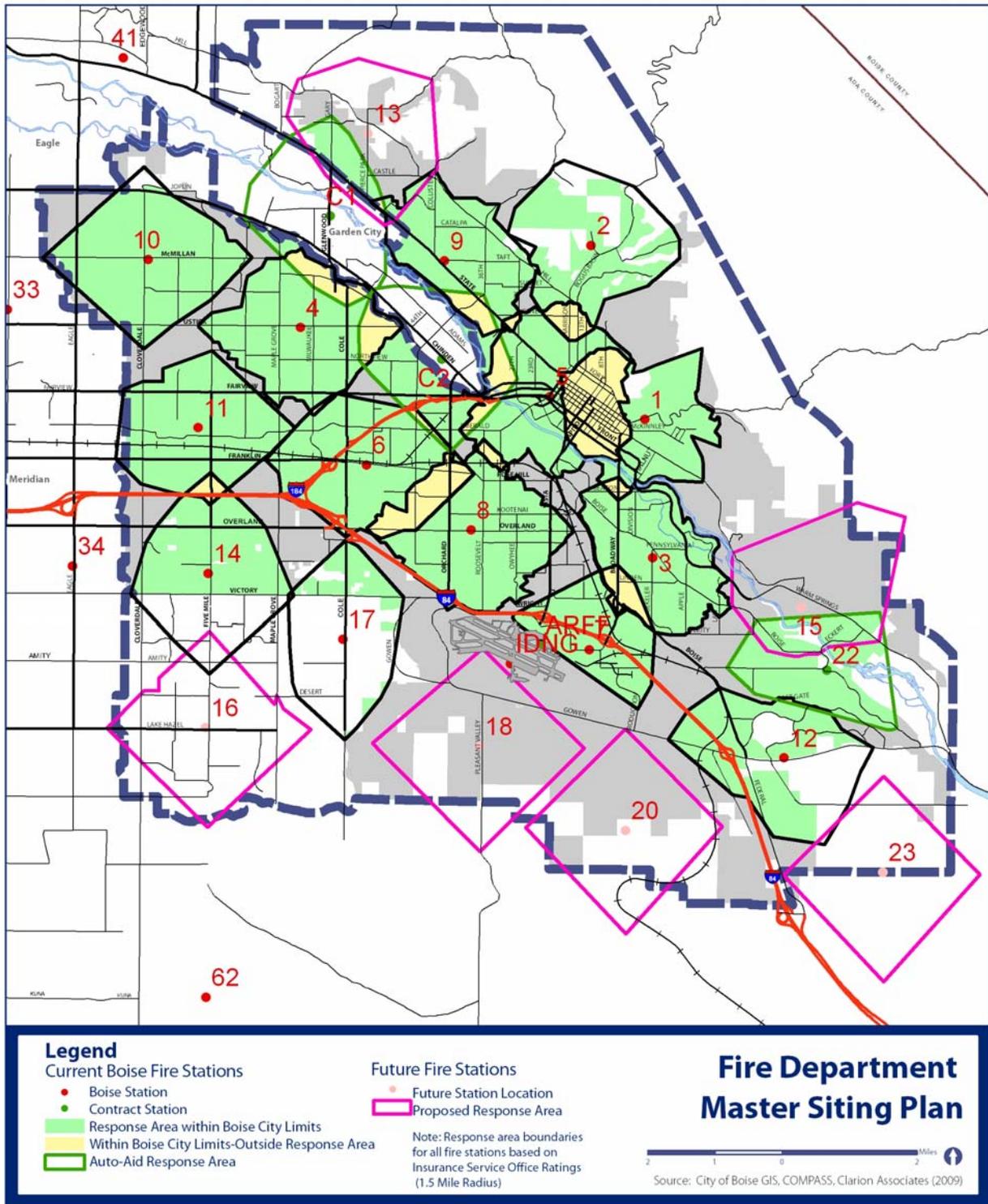


Figure 1: Fire Department Master Siting Plan

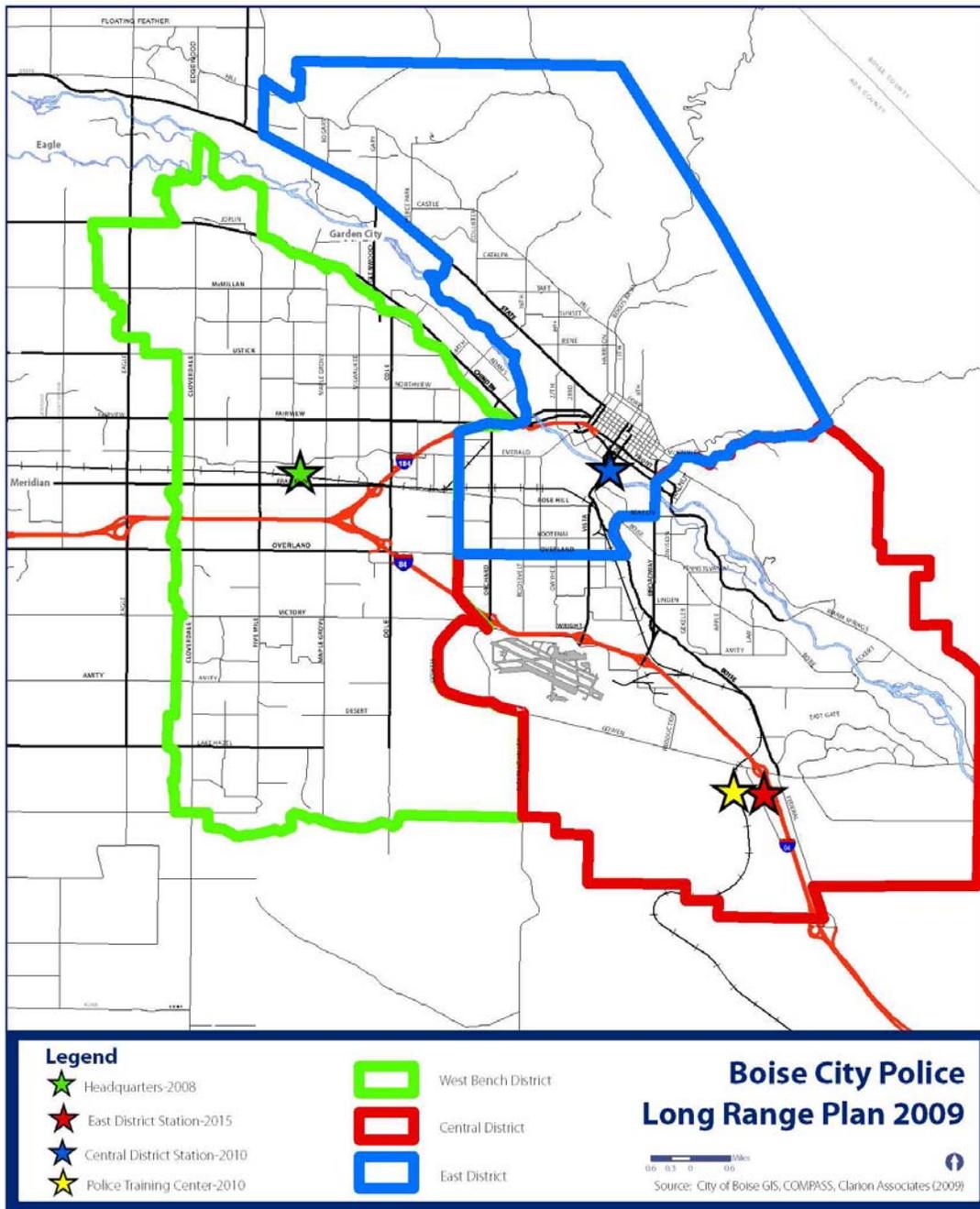


Figure 2: Police Long Range Plan

#3: A Community of Stable Neighborhoods and Vibrant Mixed-Use Activity Centers



Boise residents value the safety, quality, and character of their neighborhoods and the accessibility of parks, open space, and basic services. New neighborhoods should incorporate the best features of the city's existing neighborhoods and be integrated with the surrounding community; be developed to include a mix of housing types and a pedestrian-oriented scale; and have access to a mixed-use activity center and indoor and outdoor spaces for residents to gather. Existing automobile oriented commercial centers will be revitalized as mixed-use activity centers over time to serve adjacent neighborhoods, increase housing options, and establish a more transit-supportive pattern of growth. Historic resources will be protected and enhanced as an important component of the city's past and future.

Goals and policies to achieve stable neighborhoods and vibrant activity centers are derived from the following principles:

- Ensure neighborhoods are served by a hierarchy of mixed-use activity centers, including schools;
- Protect stable neighborhoods;
- Encourage a variety of housing choices;
- Emphasize the importance of high-quality urban design in the built environment; and
- Protect the city's historic resources.

Principles, Goals, and Policies for Stable Neighborhoods and Vibrant Mixed-Use Activity Centers (NAC):

ENSURE NEIGHBORHOODS ARE SERVED BY A HIERARCHY OF MIXED-USE ACTIVITY CENTERS, INCLUDING SCHOOLS

Boise’s traditional compact neighborhoods are particularly valued by residents for their close-in location, which allows them to walk to shopping, schools, parks, and, in some cases, jobs. New developments will be encouraged to include similar features, such as mixed-use centers, traditional neighborhood design, and other urban development concepts. Policies and regulations that promote the integration of mixed-use activity centers into or adjacent to new and established neighborhoods throughout the AOCI will help reinforce this ideal and streamline the ease with which the concept may be implemented. The goals and policies outlined below are intended to establish the location of new mixed-use activity centers and to promote the revitalization of existing centers over time. Chapter 3 contains detailed land use policies for different types of activity centers as well as design principles for mixed-use development (either within an activity center or along a designated transit corridor). Land use policies and design principles in Chapter 3 provide guidance on the desired scale, mix of uses, relationship to the surrounding neighborhood, and other factors that should be considered in conjunction with the goals and policies below.

Goal NAC1: Provide opportunities for residents to meet most daily needs within walking distance.

NAC1.1: DESIGNATED ACTIVITY CENTERS

Designate locations of existing and proposed Regional, Community, and Neighborhood Mixed-Use Activity Centers on the Land Use Map. Additional activity centers may be designated provided they are consistent with locational criteria contained in Policy NAC1.2.



Activity centers cluster retail and services providing for the daily needs of residents within close proximity.

NAC1.2: LOCATIONAL CRITERIA

Evaluate proposed activity centers based on the locational criteria outlined below. Designate additional activity centers that:

- Are comprised of a mix of uses and are of a scale that is compatible with the surrounding neighborhood (whether existing or proposed);
- Are located in an area where the topography is suitable for higher-intensity development;
- Will provide a range of commercial/retail services not currently available in the immediate neighborhood;
- Will be served by and/or focused around an existing or planned rapid transit stop; and
- Are consistent with the goals, policies, and principles contained in this Comprehensive Plan.

NAC1.3: AREAS OF CHANGE AND STABILITY

Give priority to proposed activity centers that are located in areas of potential change within the applicable planning area, as addressed in Appendix C of this Comprehensive Plan.

NAC1.4: SPECIFIC PLANS

Encourage the use of the Specific Plan tool for proposed mixed-use activity centers as a means of promoting creativity and flexibility in design.

Goal NAC2: Promote the addition of new centers and the revitalization of underutilized existing centers over time.

NAC2.1: MIXED-USE ZONE DISTRICTS

(a) Establish mixed-use zone districts suitable for regional, community, and neighborhood activity centers. Include opportunities for varied intensity and mix of uses based on the type of activity center and location.

(b) Encourage existing single-use centers to incorporate a greater mix of compatible uses, such as offices, housing, and live-work units, through infill, adaptive reuse, or redevelopment.

NAC2.2: INCORPORATE HOUSING

Encourage high-density residential development as part of new activity centers and the revitalization of existing centers, provided that the project is consistent with the Design Principles contained in Chapter 3.

NAC2.3: PHYSICAL ENHANCEMENTS AND REVITALIZATION

Encourage façade improvements, landscaping, and other physical enhancements to existing centers where redevelopment or major rehabilitation is not feasible in the near-term.



Façade improvements and landscaping can help improve the appearance of existing centers when major rehabilitation is not feasible in the near-term.

NAC2.4: ARTS AND CULTURE

Encourage the use of arts and culture to promote neighborhood identity in new centers and as a means for the revitalization of existing centers.

PROTECT STABLE NEIGHBORHOODS

Boise is characterized by its many strong, healthy neighborhoods that are well-defined by geography, history, unique design, and by the social interaction of the residents. There is a feeling of community in these neighborhoods, and individual identity has not been lost. The cultural diversity of these neighborhoods is accepted and encouraged. Although many of the city's neighborhoods will continue to evolve over time, protective measures may be necessary in some locations to ensure that each neighborhood's distinguishing characteristics are retained. Additional measures to help stabilize and revitalize established but declining neighborhoods may also be necessary. Goals and policies outlined below are intended to guide infill and redevelopment, rehabilitation, and planning efforts in the city's neighborhoods over time.

Goal NAC3: Enhance the character of established neighborhoods.



Infill development, such as the new home on the left, can complement the character of established neighborhoods.

NAC3.1: INFILL DESIGN PRINCIPLES

- (a) Encourage residential infill that complements the scale and character of the surrounding neighborhood by applying the Infill Design Principles contained in Chapter 3.
- (b) Develop zoning standards to implement the Infill Design Principles.

NAC3.2: AREAS OF CHANGE AND STABILITY

Direct residential infill and redevelopment to areas identified as suitable for change within each planning area, as addressed in Appendix C of this Comprehensive Plan.

Goal NAC4: Encourage the maintenance and rehabilitation of existing housing stock.

NAC4.1: HOUSING MAINTENANCE

Utilize programs that promote maintenance and improvement in the condition of existing housing, particularly dwellings occupied by households utilizing governmental and/or nonprofit housing assistance.

NAC4.2: PROPERTY OWNER AND RESIDENT AWARENESS

Promote awareness of the importance of property maintenance to long-term housing value and neighborhood stability through efforts such as the Code Enforcement Advisory Committee (CEAC).

NAC4.3: REHABILITATION ASSISTANCE

- (a) Establish target areas for future housing rehabilitation and maintenance programs.
- (b) Provide economic assistance, as funds are available, to improve physically deteriorated structures in priority areas.

NAC4.4: SUBSTANDARD UNITS

Work with property owners, neighborhood associations, and non-profit organizations to bring substandard units into compliance with city codes and improve overall housing conditions.

NAC4.5: IMPROVE BLIGHTED AREAS

Use the State Urban Renewal Law, the CEAC, and other techniques to replace or upgrade blighted conditions in the city.

Goal NAC5: Give all citizens the opportunity to participate in shaping the future of their neighborhoods.

NAC5.1: DEVELOP A FRAMEWORK FOR NEIGHBORHOOD PLANS

(a) Develop a framework for the completion and updating of neighborhood plans where appropriate. Neighborhood plans should reflect consistency with the Comprehensive Plan, neighborhood values, local conditions, history, neighborhood character, and specific needs.

(b) Initiate neighborhood plans with city support.

NAC5.2: PLAN CONSISTENCY

(a) Review neighborhood plans in concert with review of the Comprehensive Plan on an annual basis.

(b) Maintain consistency between neighborhood plans and the city's Comprehensive Plan. In the event of an inconsistency between the Comprehensive Plan and a proposed neighborhood plan, consider amendments to either the Comprehensive Plan or neighborhood plan to remain consistent with the core values of the Comprehensive Plan.

(c) Notify the neighborhood association of any inconsistencies.

NAC5.3: ADOPTED NEIGHBORHOOD PLANS

The following neighborhood plans are adopted by reference.

- Collister Neighborhood Plan (2007)
- Depot Bench Neighborhood Plan (2007)
- Highlands Neighborhood Plan (2005)
- Central Rim Neighborhood Plan (2004)
- Big Sky Sub-Area Plan (2004)
- Original South Boise Sub-Area Plan (2003)
- Sunrise Rim (2003)
- West Valley Neighborhood Plan (2002)
- Oregon Trail Parkway Plan (2001)
- East End Neighborhood Plan (1999)
- Veterans Park Neighborhood Plan (1999)
- Vista Neighborhood Plan (1999)
- Sycamore Sub-Area Plan (1998)
- Ustick Sub-Area Plan (1998)
- Ustick Concept Master Plan (1998)
- Southwest Community Comprehensive Plan (1991)
- North End Neighborhood Policy Guide (1985)

These plans will remain in effect as adopted, but in the event of conflicts between the neighborhood plans and the policies of this Comprehensive Plan, the Comprehensive Plan will take precedence.

NAC5.4: NEIGHBORHOOD PLAN REVIEW

Encourage neighborhood associations to review plans to ensure that they continue to reflect the needs and desires of neighborhood residents.

NAC5.5: NEIGHBORHOOD PLAN RECOMMENDATIONS

(a) Consider recommendations from neighborhood plans in the context of the city as a whole.

(b) Prioritize plan recommendations for capital expenditures and other actions in light of the city's legal, administrative, and fiscal constraints.

NAC5.6: COMMUNITY INVOLVEMENT

(a) Engage neighborhood associations in all facets of their community outside of the development review process.

(b) Encourage revitalization of the Neighborhood Alliance to facilitate communication and resource sharing across neighborhood boundaries.

(c) Conduct neighborhood conferences.

NAC5.7: NEIGHBORHOOD ASSOCIATIONS

Require that neighborhood associations prepare and adopt, with city support, articles of association or articles of incorporation and associated bylaws in order to be registered as a City Neighborhood Association.

Goal NAC6: Ensure that adequate resources are available for neighborhood planning purposes.

NAC6.1: NEIGHBORHOOD REINVESTMENT PROGRAM

Develop a project rating and ranking system for the Neighborhood Reinvestment Program in cooperation with neighborhood associations and the business community.

NAC6.2 NEIGHBORHOODS WITHOUT PLANS

Organize and develop plans for neighborhoods without plans as needed.

ENCOURAGE A VARIETY OF HOUSING CHOICES

Boise's average household size has been shrinking and is expected to continue to do so as the city's population ages. This trend has sparked a growing demand for a broader variety of housing types, particularly in Downtown and the city's older neighborhoods. The city will strive to balance its large inventory of detached single-family housing with a range of housing choices to meet the fiscal and functional needs of its residents. This range should include attached homes (duplexes, townhomes), multi-family dwellings (including condominiums), live/work opportunities, accessory dwellings, and housing included as part of mixed-use developments. As part of this objective, the city will seek ways to increase home ownership opportunities, utilize under-developed and re-developing lands for housing, and maintain a sufficient supply of workforce housing. The city will review and update existing regulations to ensure new housing types are consistent with its community character objectives for each neighborhood, providing for design characteristics that fit into existing neighborhoods. The goals and policies outlined below address at a broad level the desired mix and types of housing desired within the city. The land use policies and design principles contained in Chapter 3 provide a more detailed discussion about the density, location, and design of housing throughout the city.

Goal NAC7: Facilitate an integrated mix of housing types and price ranges in neighborhoods.

NAC7.1: MIX OF HOUSING

Encourage a mix of housing types and densities in residential neighborhoods, particularly for projects greater than two acres.



A variety in housing types and densities yields a range of price points and increases housing options for the community.

NAC7.2: MANUFACTURED HOUSING

Encourage the maintenance and improvement of existing manufactured housing and mobile home developments and allow for new manufactured housing development within the city.

NAC7.3: ZONING

(a) Allow a mix of housing types and densities by-right in areas designated as Mixed-Use Activity Centers, Compact, and High Density Residential on the Land Use Plan map.

(b) Implement standards that require a mix of housing types proportionate to the size of the development and provide incentives (e.g., density bonus or similar) for projects that exceed minimum requirements.

NAC7.4: DESIGN STANDARDS

Develop design standards to implement the principles outlined in Chapter 3 and that promote compatibility between housing of varied densities.

Goal NAC8: Provide residents the opportunity to seek housing in a neighborhood of their choice.

NAC8.1: FAIR-SHARE HOUSING PROGRAM

(a) Support fair-housing goals by cooperating in the establishment of a regional, fair-share housing program.

(b) Prohibit discrimination in the sale or rental of housing on the basis of age, race, color, religion, sex, familial status, national origin, or disability.

NAC8.2: PUBLIC AWARENESS

Inform the general public of their rights and obligations under fair-housing laws and the grievance procedures available in case of violation.

Goal NAC9: Assist in the provision of housing for low- and moderate-income households throughout the community.



Workforce housing should be distributed throughout the community.

NAC9.1: WORKFORCE HOUSING

- (a) Encourage an adequate supply of safe, sanitary housing at costs appropriate to the varied financial capabilities of city residents.
- (b) Encourage diversity in the type, density, and location of housing through partnerships with members of the real estate community and area employers.
- (c) Promote dispersal of low- and moderate- income housing throughout the city.
- (d) Consider incentives to support workforce housing, particularly within mixed-use activity centers and other areas that may be readily served by transit.

NAC9.2: MOBILE HOME PARKS

Grandfather the existing density of mobile home parks in the event of residential reuse to minimize the net loss of units in the city.

NAC9.3: HOUSING PROGRAMS

Encourage and support housing programs financed by other levels of government for low- and moderate-income and senior citizens.

NAC9.4: ACCESSIBLE UNITS

Encourage development of residential units that are accessible to persons with disabilities and adaptable for conversion to use by persons with disabilities consistent with requirements of the building code.

NAC9.5: NON-TRADITIONAL HOUSING

Explore the feasibility of nontraditional housing models such as cooperative housing and single-room occupancy units to provide affordable housing and temporary or transitional shelter for those with special needs such as for the abused, homeless and disabled.

NAC9.6: SELF-HELP HOUSING PROGRAMS

Encourage development of self-help housing programs through nonprofit organizations.

EMPHASIZE THE IMPORTANCE OF HIGH-QUALITY URBAN DESIGN IN THE BUILT ENVIRONMENT

As a community, Boise City has come to expect quality, creativity, and character in both new and infill development in its neighborhoods and activity centers. The city will clearly convey its expectations about the types of development desired for different areas of the city and ensure the appropriate tools are in place to implement its vision. In addition, the city will work with the Ada County Highway District to ensure that the design and appearance of its streets contribute to the overall character of the community. The goals and policies outlined below underscore the importance of high-quality urban design in Boise’s built environment. These goals and policies are supported by the detailed land use policies contained in Chapter 3 of this Comprehensive Plan, which address specific urban design objectives for development based on location and type.

Goal NAC10: Establish clear urban design objectives for development in different areas of the city.



Design standards must address infill and redevelopment as well as new development.

NAC10.1: DESIGN STANDARDS

Develop illustrative design standards that encourage creativity and performance based design for employment, mixed-use, commercial, and neighborhood development to implement the Community Design Principles contained in Chapter 4. Ensure design standards address infill and redevelopment as well as new development.

NAC10.2: NEIGHBORHOOD PLANNING

Ensure that neighborhood plans contain policies pertaining to desired urban design characteristics consistent with this Comprehensive Plan. Use these policies to supplement the Community Design Principles and Planning Area Policies contained in this Comprehensive Plan.

NAC10.3: PUBLIC FACILITIES

Require public facilities to be consistent with the Community Design Principles and other policies contained in this Comprehensive Plan so that they serve as a positive design example.

Goal NAC11: Promote creativity in urban design.

NAC11.1: INCENTIVES

Provide incentives for projects to exceed minimum design requirements on portions of the development visible from public spaces.

NAC11.2: SUSTAINABLE DESIGN

Reinforce the link between creative urban design, public art, and sustainable development practices by encouraging the use of new construction techniques and sustainable building materials.



The 36th Street Garden Center received a Silver LEED certification from the U.S. Green Building Council for its sustainable design.

NAC11.3: ZONING UPDATES

- (a) Ensure that the zoning districts are updated to reflect the goals and policies contained in this plan.
- (b) Remove barriers to desirable development patterns, particularly in those areas identified as areas of change in Chapter 4: Planning Area Policies.

NAC11.4: DESIGN REVIEW AWARDS

Recognize projects that incorporate exemplary urban design through the Mayor’s Excellence in Design Awards.

Goal NAC12: Promote high-quality, pedestrian-oriented design within the public realm.



High-quality, pedestrian-oriented design enhances the public realm.

PROTECT THE CITY'S HISTORIC RESOURCES

Boise has already taken steps to protect many of its historic resources through the creation of historic overlay districts, landmarks, and façade easements. The city will monitor and periodically update these districts to better serve existing and future residents and to ensure they may be easily enforced. The city will work to preserve the city's historical architecture, artifacts and information in order to maintain a sense of place for current and future generations. Historic preservation efforts should continue to be encouraged through the use of financial, building, and similar incentives for the restoration and rehabilitation of historic structures and facilities. The adaptive reuse of historic structures or properties no longer being used for their original purpose is also encouraged. The goals and policies outlined below are intended to reinforce the objectives outlined in the Historic Preservation Plan and to promote sensitivity to the city's historic resources in the context of day-to-day decision making processes.

Goal NAC13: Protect historically and culturally significant resources that contribute to community identity and history.



The city's many historic buildings contribute to the image and identity of the community and its neighborhoods.

NAC13.1: HISTORIC PRESERVATION PLAN

Periodically update the Historic Preservation Plan to reflect changes in city regulations, standards, and planning objectives.

NAC13.2: INVENTORY OF HISTORIC PLACES

Develop and maintain a comprehensive inventory of historic places in accordance with the goals of the Historic Preservation Plan.

NAC13.3: DESIGNATION OF HISTORIC PLACES

(a) Designate historic places based on the site's compliance with statutory requirements and the goals and policies of the Historic Preservation Plan.

(b) Identify and monitor areas with the potential to become historically significant over time.

NAC13.4: MONITORING OF EXCAVATION ACTIVITIES

Establish standards for on-site monitoring of excavation activities. Such standards shall be mandatory within historic districts and strongly suggested for other unprotected potential historic sites.

NAC13.5: SITES OF ARCHAEOLOGICAL INTEREST

Identify, inventory, and evaluate potential historic districts of particular archaeological interest.

NAC13.6: DESIGNATION OF DISTRICTS

Preserve the city's historic districts and resources by developing special protective measures, such as historic and conservation districts in accordance with the Historic Preservation Plan.

Goal NAC14: Protect, enhance, and preserve Boise's designated historic landmarks and districts.

NAC14.1: GOALS AND POLICIES FOR HISTORIC PRESERVATION

Develop goals and policies for historic preservation to be included in urban renewal and specific urban design plans of the city.

NAC14.2: ZONING

Recommend amendments to the zoning code that facilitate historic preservation and conservation of quality urban design.

NAC14.3: PROTECTIVE MEASURES

Recommend, as appropriate, actions such as acquisition of historic easements or facade easements; historic preservation and rehabilitation

through tax incentives; and, in emergency situations, lease or purchase of threatened or deteriorated property having significant historic or aesthetic merit.



The Union Block, completed in 1902, is listed on the National Register of Historic Places.

NAC14.4: PRIVATELY SPONSORED PROGRAMS

Encourage privately sponsored programs for historic preservation and rehabilitation when consistent with the public interest and to fulfill the purpose of the Historic Preservation Plan.

Goal NAC15: Promote public understanding and appreciation for Boise’s historic heritage.

NAC15.1: PUBLIC PARTICIPATION

(a) Solicit active participation and cooperation of people interested in the Historic Preservation Commission’s programs and Arts and History Department’s programs.

(b) Encourage volunteers to assist in implementing the Historic Preservation Ordinance, and Arts and History Department archival projects, particularly for compilation and research required for the inventory of historic places.

NAC15.2: INFORMATION SHARING

Make inventories, historical data, references, and other material developed by the Historic Preservation Commission and Arts and History Department available to researchers, writers, students, and other interested persons, with the exception of information that may be legally privileged.

NAC15.3: PROPERTY IDENTIFICATION

Encourage individual property owners and neighborhood associations to identify designated

Boise City Historic Districts, properties, or landmarks with appropriate signs or plaques.

NAC15.4: EDUCATIONAL AND INTERPRETIVE PROGRAMS

Promote opportunities for scholarship, publication, and academic credit to stimulate interest in and appreciation for Boise’s historic legacy through the Arts and History Department. Undertake original historical research and interpretation to further community understanding of Boise’s past.



Sites such as these promote appreciation for Boise’s historic heritage.

Goal NAC16: Integrate historic preservation and conservation into Boise’s public planning process.

NAC16.1: EDUCATIONAL AND INTERPRETIVE PROGRAMS

Explore options for additional funding of local historic and archaeological resource programs.

NAC16.2: NEIGHBORHOOD OUTREACH

Solicit the advice and assistance of neighborhood associations in developing the Historic Preservation Commission and Arts and History Department’s plans and programs and extend support to neighborhoods in preserving properties and conserving architectural character.

NAC16.3: COORDINATION

Integrate historic preservation with the city’s urban, land-use, and other public planning processes that relate to the visual, aesthetic, and cultural environment.

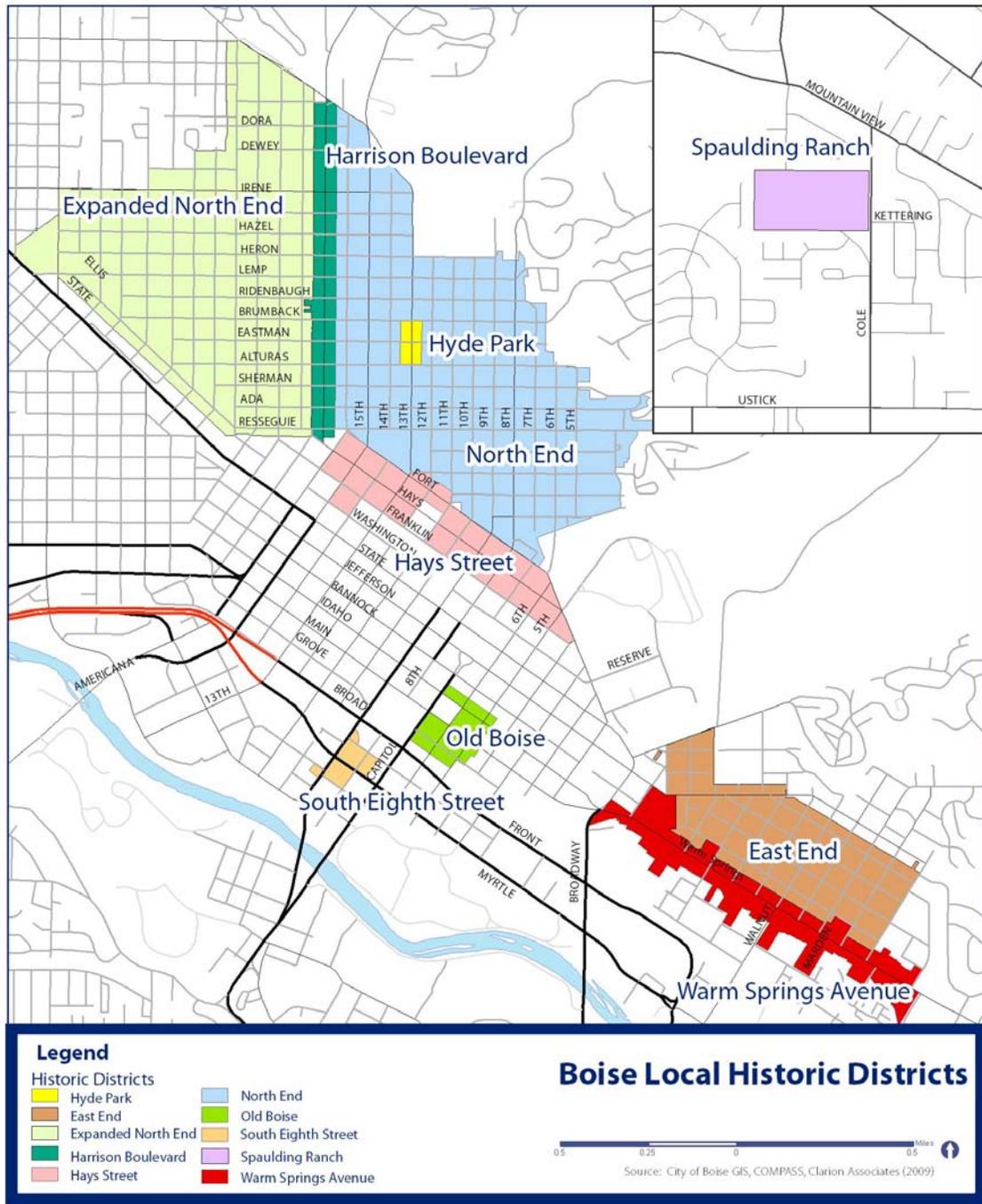


Figure 3: Boise Local Historic Districts

#4: A Connected Community



To residents of Boise, being a “connected community” extends beyond the physical connections implied by multi-modal transportation objectives. It encompasses a community that is connected technologically and socially as well.

As a region, Boise and its partners have indicated a desire to strive for a connected Treasure Valley that provides safe and efficient facilities for pedestrians, bicycles, vehicles, and transit. The city also acknowledges the important role that transportation plays in its long term sustainability. The city will further these objectives through ongoing regional coordination and thoughtful land use decisions that support the incremental expansion of the region’s transit network over time, encourage the use of a wide range of travel options, and promote an overall reduction in regional traffic congestion and vehicle miles traveled.

The city will also encourage continued expansion of a reliable technology infrastructure to serve and connect the community. Continued expansion of the city’s technology infrastructure will increase access to information and foster better communication among

residents, businesses, institutions, and city government. Better technology connections will increase areas within the city where residents have the capability to work from home or in a live/work setting.

Finally, the city will support social connectivity in the community through ongoing support of various social service organizations and by encouraging land use patterns and creating gathering places that attract people and promote social interaction.

Goals and policies that promote a physically, technologically, and socially connected community are based on the following principles:

- Promote an integrated approach to land use and transportation planning;
- Expand the city’s non-motorized transportation options;
- Expand the city’s transit system; and
- Support technological and social connections.

Principles, Goals, and Policies for a Connected Community (CC):

PROMOTE AN INTEGRATED APPROACH TO LAND USE AND TRANSPORTATION PLANNING

The importance of integrating land use and transportation planning decisions has been emphasized in recent years through regional planning efforts such as Blueprint for Good Growth and the long-range transportation plan, Communities in Motion. The city's commitment to this integration is embodied in this Comprehensive Plan and will be paramount to its implementation and success. For example, land use policies outlined for Downtown Boise and the city's transit corridors and mixed-use activity centers, in particular, are intended to support existing and future transit and to enable more residents the ability to choose alternative modes of travel. Without the implementation of such land use policies—and the concentrations of housing, services, and jobs that will ultimately result from them—the viability of rapid transit will remain questionable in many locations, and fewer residents will be able to walk or ride their bikes to work, school, and other activities. The city will collaborate with the Ada County Highway District on land use polices and regulations to ensure future land use designations and adjacent street types and transit modes are mutually supportive. The goals and polices outlined below reflect the city's commitment to the integration of land use and transportation decisions at a variety of levels. They should be reviewed and applied in conjunction with the land use policies and design principles contained in Chapter 3 of this Comprehensive Plan.

Goal CC1: Minimize the impact of transportation systems on climate change.

CC1.1: REDUCE VEHICLE MILES TRAVELED (VMT)

- (a) Encourage infill development in order to avoid costly extensions of transportation facilities and to minimize travel distances.
- (b) Encourage compact development with a mix of uses as a means to decrease VMT.
- (c) Measure and manage the VMT by city fleet vehicles.

CC1.2: TRANSPORTATION INVESTMENTS

The city's top priority for investment of federal and local transportation dollars is to maintain the roadway, transit, and pedestrian/bicycle system. Expand the capacity of the transit system and the bicycle and pedestrian facilities. All improvements to the roadway system will be designed to accommodate all modes.



Transportation investments should be designed to accommodate pedestrians, bicyclists, and motor vehicles comfortably.

CC1.3: FUEL ECONOMY

- (a) Create incentives to encourage the use of efficient vehicles, such as free meter parking for hybrid, van pool, or car pool vehicles.
- (b) Pursue the acquisition of city fleet vehicles with better fuel economy.
- (c) Develop a database with information on fuel use and mileage records for each city vehicle.
- (d) Promote the use of low-emission motorcycles and scooters and non-motorized vehicles.

CC1.4: FUEL TYPE

(a) Use alternative fuels in fleet vehicles to decrease the level of carbon dioxide and other greenhouse gases (GHG) based on net energy usage.

- All alternative fuels should undergo quality analysis and biodiesel products should conform to appropriate international standards.
- Additionally, emissions from vehicles using alternative fuels should be evaluated to ascertain air quality impacts.

(b) Pursue acquisition of city fleet vehicles that operate on natural gas and/or other alternative fuels with lower emissions impacts, and encourage the acquisition of alternative fuel vehicles by Valley Regional Transit (VRT).

(c) Provide education and information about the location of service stations for the general public that provide alternative fuels.

CC1.5: EMISSIONS

(a) Implement recommendations of the Climate Protection Program Advisory Committee to decrease emissions.

(b) Coordinate with ACHD, ITD, and COMPASS to identify areas of high congestion and delay and to create solutions that improve traffic flow and minimize vehicle time spent idling and accelerating while balancing the needs of alternative transportation modes.

(c) Evaluate the results of the COMPASS annual Congestion Management Report for corridors where increased investments in transit and pedestrian and bicycle facilities may be needed to improve mobility.

CC1.6: REDUCE USE AND EMISSIONS

(a) Reduce fossil fuel use by 40% by 2014.

(b) Achieve emission levels seven percent lower than 1990 levels by the year 2012 consistent with the goals set by the U.S. Mayors Climate Protection Agreement.

Goal CC2: Create an interconnected network of complete streets that serve all modes of transportation.

CC2.1: CONNECTIVITY

(a) Develop a street network that interconnects and distributes vehicle, bicycle, and pedestrian traffic to multiple streets.

(b) Establish a connectivity measure to promote a connected system of roadways to alleviate traffic congestion, reduce travel distances, and increase travel options.

(c) Explore opportunities to improve connectivity in existing neighborhoods without widening existing streets.

(d) Prioritize maintenance of existing roadway facilities over construction of new roadways.

(e) Balance the needs of through freight movements and local transportation needs.

(f) Evaluate the city truck route system’s ability to serve current and future truck-related demand.



Extended corners protect pedestrians from vehicular traffic by narrowing the street and causing cars to slow down.

CC2.2: STREET DESIGN

(a) Use street typologies in the ACHD Transportation Land Use Integration Plan to guide how streets relate to adjacent land uses and how specific streets are intended to provide a high degree of mobility.

(b) Consider all travel modes in the design of streets. While vehicular traffic flow should be carefully considered, reasonable reduction in vehicular traffic capacities and level of service should be allowed at intersections and crossings with high pedestrian and bicycle activity to safely accommodate their crossing.

(c) Provide for street lights in accordance with the City’s Street Light Placement Policy.

- Provide street lights in local residential areas at a maximum spacing of 600 feet and at locations where street lighting will improve public safety. The 600 foot maximum spacing criteria applies in areas of relatively straight and level streets that have no locations of obvious traffic conflict. Street intersections and other locations of potential pedestrian or vehicle hazards may require increased levels of street lighting.
- Lighting along arterial and major collector streets located predominately industrial and commercial

areas are required to be in accordance with national standards established by the Illuminating Engineering Society and The American Association of State Highway and Traffic Officials.

- Both new and substantial remodels of commercial development are subject to the City’s Street Light Placement Policy.
- Special Lighting requirements apply to all development located within designated Historical Lighting Districts.

CC2.3: LEVEL-OF-SERVICE AND SAFETY STANDARDS

- (a) Evaluate the use of a variable or flexible vehicular level-of-service standard for roadways.
- (b) Create pedestrian and bicycle level-of-service standards.
- (c) Monitor crash data for all modes and for areas with higher-than-expected crash rates to identify needed improvements in design or safety controls.

CC2.4: ADOPTED TRANSPORTATION PLANS

The following plans are adopted by reference:

- Treasure Valley in Transit Plan;
- ACHD Complete Streets Policy; and
- Communities in Motion Long-Range Regional Transportation Plan.

CC2.5: MASTER STREETS MAP

- (a) The Master Street Map is adopted by reference.
- (b) Coordinate the implementation of the Master Street Map with ACHD, ITD, and VRT.

Goal CC3: Promote transit-ready development patterns.



Public transportation reduces traffic congestion and air pollution while providing residents an alternative mode of transportation.

CC3.1: NETWORK DEVELOPMENT

- (a) Work with ACHD and VRT to preserve right-of-way necessary for future public transit when planning or upgrading corridors.
- (b) Promote development patterns with high-intensity activity centers or nodes consistent with the regional long-range transportation plan, Communities in Motion, and the Blueprint for Good Growth.

CC3.2: TRANSIT FACILITIES

- (a) Identify appropriate sites for future transit development or expansion.
- (b) Integrate transit stops and stations into new and redeveloped sites and/or improve access to existing transit facilities.
- (c) Prioritize improvements of pedestrian and bicycle facilities in areas served by transit.
- (d) Follow best practices for pedestrian safety at intersection and crossing locations near transit stops.

CC3.3: PERFORMANCE AND MONITORING

Enhance the COMPASS Communities in Motion Performance Report to create a baseline and evaluate new transit investment’s impact on development activity, property values and lease rates, and residential and employment shifts.

Goal CC4: Improve the efficiency of Boise’s transportation system by using Travel Demand Management (TDM).

CC4.1: EDUCATION AND INFORMATION

Support Commuteride programs that promote TDM through advertising and direct outreach to businesses and workers.

CC4.2: RIDESHARING

(a) Coordinate with VRT, ITD, COMPASS, and ACHD Commuteride to develop a city-wide park-and-ride system to support and encourage transit use and ridesharing.

(b) Provide incentives for shared parking agreements to minimize the need for new surface lots.

(c) Broaden the number of routes and schedules.

CC4.3: EMPLOYER PROGRAMS

(a) Support Commuteride’s employer programs through referrals of new businesses.

(b) Promote and give public recognition to participants involved in successful trip conversion programs sponsored by agencies and companies.

(c) Rather than providing free employee parking, encourage employers to provide an employee transportation subsidy that can be applied toward the purchase of a transit pass, vanpool program, or a parking permit.

CC4.4: PARKING

(a) Create incentives, such as reduced parking requirements or deferred development impact fees, when specific TDM parking techniques are implemented.

(b) Work with ACHD and the ITD to reduce free on-street parking in non-residential areas that are well-served by transit. Review on-street parking meter prices and parking fines to discourage long-term (more than two hours) parking, especially in areas designated as transit corridors and transit-oriented development centers.

(c) To reduce the amount of parking required, establish maximum parking requirements for all non-residential uses. Parking standards should recognize:

- The availability and capacity of transit service;
- Availability of alternative commute modes;
- Access to off-site and on-street parking facilities; and
- The availability of joint-use parking in mixed-use areas.

(d) City-owned garages should provide a range of parking alternatives for Downtown employers.

CC4.5: SCHOOLS AND TDM

(a) Encourage transit ridership among high school students by distributing information to students on

alternative transportation options, locating new schools close to established transit routes, limiting student parking, and/or establishing closed campuses to reduce traffic impacts.

(b) Support the VRT program of reduced bus fares for students.

(c) Discourage and explore ways to reduce on-street parking by students and staff in adjacent residential neighborhoods.

(d) Establish parking overlay districts and neighborhood parking programs around schools where parking capacity problems exist.

(e) Coordinate the development of Safe Routes to School plans with the Boise School District and Meridian School District to identify obstacles to the use of sidewalks, bike lanes, and pathways for travel to school.

(f) Encourage schools to monitor the use of alternative modes of travel to school each year.

CC4.7 CAR-SHARING PROGRAM

Explore the feasibility of a car-sharing program to increase alternatives to car ownership.



Car-sharing programs, such as Flexcar, provide members with an alternative transportation option and the possibility of decreasing car ownership throughout the city.

Goal CC5: Promote safe and efficient rail service to the Boise area.

CC5.1: IMPLEMENTATION

(a) Ensure that zoning and development standards for properties adjacent to rail corridors are appropriate to avoid noise and encroachment impacts.

(b) Minimize at-grade crossings of the tracks for new projects.

- (c) Preserve rail corridors for a future multi-modal transportation system that includes light rail.
- (d) Encourage development of rail service in the Treasure Valley in partnership with other communities.

CC5.2: SAFETY

- (a) Coordinate with railroad companies and ACHD to provide appropriate signage, traffic controls, and public education to promote safety at rail crossings.
- (b) Monitor crash data to identify areas with high crash or fatality incidents.
- (c) Investigate need for design changes and/or public education.

Goal CC6: Protect the long-term viability of the Boise Air Terminal as part of the City’s multi-modal transportation system.

CC6.1: AIRPORT COMPATIBILITY

- (a) The Airport Master Plan is adopted by reference as amended.
- (b) Adopt land use, zoning, and subdivision standards necessary to prevent the establishment of uses that are noise-sensitive or conflict with safe operations of the airport.
- (c) Ensure the ability to expand the Boise Air Terminal as needed to meet regional air travel needs.
- (d) Provide access to the Boise Air Terminal for all modes of travel and improve public information and signs regarding public transportation service.



The Boise Air Terminal should be well-connected to the city by all modes of transportation, making it easy for residents and visitors to access the city and the airport.

CC6.2: ACCOMMODATE HIGH-OCCUPANCY VEHICLES

Incorporate high-occupancy vehicle facilities in future airport improvements, such as bus pullouts, loading platforms, shelters, and passenger information facilities.

CC6.3: ANNUAL REPORTS

Continue annual reporting of enplanements and roadway system demand in the vicinity of the airport to ensure convenient access to the airport is provided.

EXPAND THE CITY’S NON-MOTORIZED TRANSPORTATION OPTIONS

Many of Boise’s traditional neighborhoods were designed with walking and biking in mind. Continuous sidewalks and bike lanes and small, walkable blocks make the use of alternative modes safe and easy. As the city continues to grow, new neighborhoods should be designed with similar features that provide for high levels of connectivity. The city will review and update its regulations and policies to ensure its pedestrian and bicycle framework extends throughout the community—providing all residents with the ability to choose a non-motorized mode as their primary means of traveling to and from work, school, and other destinations. In addition, the city will ensure that that plans for pedestrian and bicycle facilities are coordinated with applicable land use and transportation decisions and this Comprehensive Plan to provide for an overall network of connected facilities. Goals and policies outlined below establish the city’s commitment to safe and efficient pedestrian and bicycle travel throughout the community.

Goal CC7: Enhance pedestrian connectivity and comfort.



Pedestrian pathways increase the recreation and transportation opportunities throughout the city while keeping pedestrians safe from motor vehicles.

CC7.1: PEDESTRIAN SYSTEM

- (a) Connect destinations with pedestrian facilities and encourage walking for a wide variety of trips by adding sidewalk connections, restoring damaged sidewalks, and requiring sidewalks as part of development approvals.
- (b) Collaborate with ACHD, ITD, neighborhood associations, and schools to fix “gaps” in the pedestrian system that were identified through the ACHD Pedestrian-Bicycle Transition Plan.
- (c) Partner with the Meridian and Boise School Districts, private schools, neighborhood associations, ACHD, and ITD to develop and implement Safety Improvement Plans to ensure safe routes to all schools.

- (d) Improve complementary accessory uses, such as restrooms, drinking water, and public telephones along major bicycle and pedestrian routes.

CC7.2: DESIGN FOR PEDESTRIAN COMFORT

- (a) Support new development designed with compact, mixed-use patterns that are conducive to walking and bicycling.
- (b) Minimize pedestrian conflict with vehicles by providing buffers between the sidewalk and automobile traffic and by combining adjacent property driveways to limit curb-cuts.
- (c) To protect the most vulnerable street users, maximize pedestrian safety and comfort in the design of pedestrian crossings
- (d) Design pedestrian pathways to be well-lit, secure, and with convenient connections between destinations. Avoid meandering pathways except where necessary to protect trees or avoid obstructions.

CC7.3: PERFORMANCE AND MONITORING

- (a) Use annual resident transportation surveys and biennial employee and university faculty, staff, and student transportation surveys to identify travel trends over time and track progress toward meeting mode share goals.
- (b) Monitor crash data for areas with high pedestrian crash or fatality incidents for design and safety improvements.
- (c) Create and use pedestrian level-of-service standards to evaluate the pedestrian network and prioritize improvements.
- (d) Evaluate progress in implementation of the ACHD Bicycle-Pedestrian Transition Plan (BTP) recommendations.

Goal CC8: Enhance bicycling connectivity and comfort.

CC8.1: CONNECTIVITY

(a) The ACHD Pedestrian-Bicycle Transition Plan and the ACHD Roadways to Bikeway Plan are adopted by reference as amended.

(b) Close “gaps” in the bicycle network and improve bicycle connectivity.



Bicycle routes can provide residents an easy and sustainable way to travel around town.

CC8.2: IMPROVE FACILITIES

(a) Coordinate with other governments to identify and program projects to improve complementary accessory uses, including but not limited to restrooms, drinking water, and emergency telephones along major bicycle and pedestrian routes.

(b) Promote the provision of safe, secure, appropriately designed, and conveniently located bicycle parking and shower/locker/storage facilities.

(c) Construct and upgrade bicycle routes to the standards described in the ACHD PBTP and the Roadways to Bikeways Plan.

CC8.3: USE AND SAFETY

(a) Use annual resident transportation surveys and biennial employee and university faculty, staff, and student transportation surveys to identify travel trends over time and track progress toward meeting mode share goals.

(b) Monitor accident data for areas with high bicycle crash or fatality incidents for design and safety improvements.

(c) Create and use bicycle level-of-service standards to evaluate the bicycle network and prioritize improvements.

(d) Evaluate progress implementing recommendations of the ACHD BPTP and the Roadways to Bikeways Plan.

CC8.4 PUBLIC EDUCATION

Provide information to the public about bicycle safety, laws, and routes.

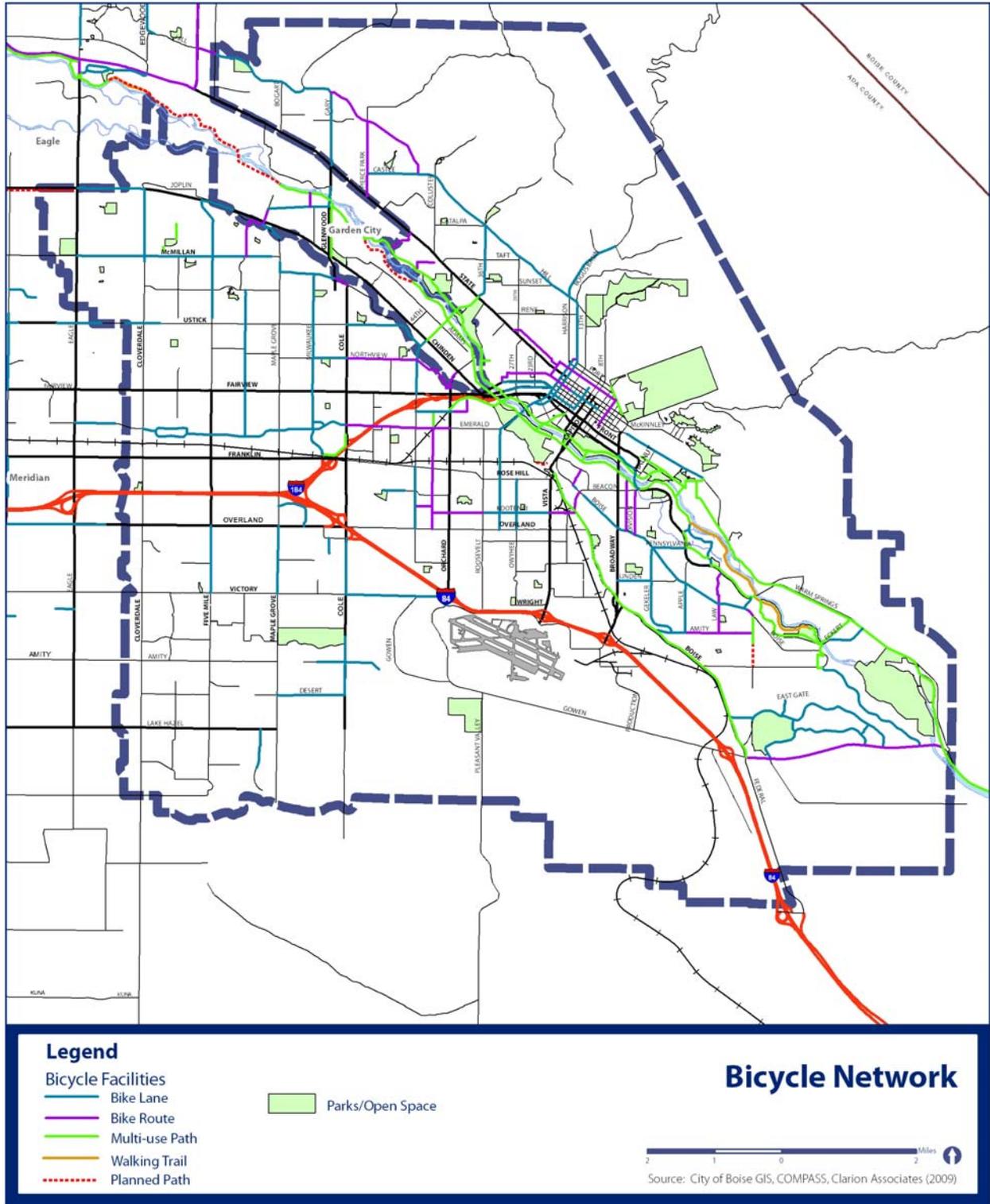


Figure 5: Bicycle Network

EXPAND THE CITY'S TRANSIT SYSTEM

More than 30 percent of Boise's population is dependent on alternatives to the car for their daily travel needs. A viable transit system will not only provide mobility to a large segment of the city's residents, but will also help to improve air quality and reduce traffic congestion. Future land use decisions will promote a more compact pattern of development along planned transit corridors and in designated mixed-use activity centers. Boise's future will include enhanced transit service that expands the service hours and frequency on major bus routes, provides new bus routes in areas that are not currently served, and adds other types of public transportation to the city and other areas in the Treasure Valley. Goals and policies outlined below establish the range of ways in which the city will seek to support this objective through its day-to-day decision making process.



Expanding the city's transit system in addition to appropriate land use decisions will increase ridership, decrease traffic congestion, and increase the mobility of residents.

Goal CC9: Provide a high-quality public transit system.

CC9.1: EXPAND NETWORK POSSIBILITIES

- (a) Promote development patterns that support existing transit routes and that will help build new routes and enhanced service over time. Transit-supportive development patterns are particularly important along transit corridors and within mixed-use activity centers where higher densities can be accommodated.
- (b) Support local-option taxing authority to maintain and improve transit service within Boise and to increase intercity service. Continue to support transit through local funding until a dedicated funding source is identified.
- (c) Implement expanded bus service identified in the Treasure Valley in Transit Plan, such as linking activity centers with high-quality transit service.

- (d) Support the completion of the Treasure Valley High-Capacity Transit Study that will identify service options for the Downtown streetcar system, the Downtown location of a multi-modal center, and the options for regional travel to Downtown Boise.
- (e) Actively complete other studies required to be eligible for federal New Starts transit funding.
- (f) Pursue transit programs such as rail and streetcar systems as a means of achieving other nonpolluting methods of transportation.
- (g) Sustain the coalition of business, local governments, and users to advocate for a dedicated source of transit funding.



Enhanced bus shelters make public transportation more attractive and provide users with protection from weather.

CC9.2: STREET AND TRANSIT STOP DESIGN

- (a) Identify street typologies with dedicated space for high-frequency or fixed guideway transit.
- (b) Evaluate corridors with ridership potential for transit systems such as rail, bus, bus rapid transit (BRT), or streetcar.

(c) Encourage the use of public transportation and enhance the appearance of transit stops through support for the installation of shelters and benches at stops and stations in neighborhoods and business areas.

(d) Provide clear pedestrian access to transit stops through the application of the Mixed-Use and Corridor Design Principles contained in Chapter 3.

CC9.3: EVALUATION

(a) Establish performance measures with VRT that balance coverage and service to transit-dependent citizens.

(b) Monitor development patterns of transit-supportive densities and evaluate against existing transit service.

SUPPORT TECHNOLOGICAL AND SOCIAL CONNECTIONS

To Boise, being a “connected community” extends beyond the physical connections implied by the multi-modal objectives outlined in this chapter. Ensuring that the city has strong technological connections that link residents, employees, and visitors to one another and the outside world facilitates activities—such as telecommuting and enhanced communications—that in turn support many of the broad goals established by this Comprehensive Plan. The city plays an important role in bringing together numerous organizations, neighborhood groups, residents, and property and business owners to coordinate programs and resources. The city also encourages land use patterns and creating places that attract people and promote social interaction. The goals and policies outlined below establish the city’s commitment to the continued expansion of a reliable technology infrastructure to serve the community and to promoting connections and building relationships that will benefit the greater good of the community.

Goal CC10: Facilitate expanded access to advanced telecommunications technologies.

CC10.1: EXPANDED COVERAGE AREAS

Expand access of advanced telecommunications technologies to activity centers throughout Boise as a means of encouraging live/work and telecommuting opportunities.

CC10.2: DEVELOPMENT GUIDELINES

Establish development guidelines for building design that encourage or allow:

- Structured wiring systems;
- More than one connection point for power and communications to enhance survivability of systems;
- Inclusion of wireless technology;
- Use of personal communication systems and devices inside buildings;
- Multiple providers for communication services;
- Energy management systems; and
- Use of communications infrastructure as part of building security systems.

CC10.3: JOINT TRENCHING

Explore opportunities to accomplish joint trenching for communication and power lines, particularly in areas such as Downtown Boise and in mixed-use activity centers where opportunities are likely to arise through infill and redevelopment.

CC11.1: COORDINATION OF RESOURCES

Continue to convene gatherings with partner agencies, neighborhood groups, health and service organizations, and others on issues of mutual interest and need.

CC11.2: SHARED RESOURCES

Seek opportunities to leverage available resources, including buildings as well as human capital, in addressing issues of mutual interest and need.

Goal CC11: Facilitate connections with partner groups and agencies.

#5: A Community that Values its Culture, Education, Arts, and History



The quality of Boise’s arts, cultural, and performance facilities is a source of community pride. The visual arts, performing arts, and local history are integral to the city’s community identity and economy and can be found in community celebrations and events, neighborhoods, and public institutions. The city noted the importance of supporting cultural endeavors when it created the Department of Arts and History in March 2008. The Department provides services and funding to citizens and local cultural organizations. The department also helps to collect, preserve, and interpret our cultural heritage. The connection between the availability of homegrown culture to the livability and growth of the regional economy will continue to strengthen as participation in arts, history, and other cultural opportunities increase.

Similarly, educational facilities are a source of great pride for residents including the city’s public schools

as well as Boise State University, Idaho State University, the College of Western Idaho (CWI), and the University of Idaho.

Goals and policies to promote the role of cultural activities, education, arts, and history in Boise are based on the following principles:

- Reinforce the role of visual and performing arts within the community;
- Support the development of public spaces that promote community gatherings and cultural events;
- Promote quality schools to serve the educational and social needs of the community;
- Support institutions of higher education that meet the changing needs of Boise’s residents and business community; and
- Provide high-quality library services for city residents.

Principles, Goals, and Policies for Culture, Education, Arts and History (CEA):

REINFORCE THE ROLE OF VISUAL AND PERFORMING ARTS WITHIN THE COMMUNITY

The arts have flourished in Boise because of strong community support and excellent organizing structures. Music, theater, dance other cultural activities draw visitors from around the region and Idaho. Visual and performing arts are an important part of our visual culture, as are the many museums and organizations that share our heritage. The city will continue to support the presence of these activities and facilities as part of future planning efforts.

Goal CEA1: Promote public and private cultural opportunities for people of all economic, ethnic, and age groups.



Cultural opportunities should not be limited to those who can afford them; a variety of programs should be available to all residents.

CEA1.1: PROGRAM EXPANSION

Maintain and expand opportunities for artists and historians through ongoing civic support, such as funding, promotion, use of city facilities and staff, ordinance amendments, and development processing.

CEA1.2: PUBLIC AND PRIVATE FUNDING SOURCES

Pursue and encourage stable public and private funding sources to support art and history programs. Encourage the formation of an endowment to provide a consistent funding source for arts.

CEA1.3: ARTS AND HISTORY DEPARTMENT

Provide leadership and advocacy for cultural programs and production through the Boise City Department of Arts and History.

CEA1.4: ACCESS

Expand access to the arts for persons with limited income or physical disability through activities such as grant programs, website development, and public outreach efforts.

CEA1.5: CULTURAL DIVERSITY

Expand opportunities for artists of diverse cultural backgrounds to participate in Boise’s cultural life through special events.

Goal CEA2: Strengthen the number and quality of arts education programs available in Boise.

CEA2.1: SCHOOL-BASED ARTS EDUCATION

Establish creative partnerships to enhance school-based arts education, such as after-school arts classes, summer arts camps, collaborative training for arts instructors, and training for volunteers.



Arts are an important part of education, and a variety of opportunities should be made available to children.

CEA2.2: NONPROFIT ARTS ORGANIZATIONS

Support educational programs offered by Boise’s nonprofit arts and history organizations, and expand these programs through community education and outreach efforts.

CEA2.3: PUBLIC/PRIVATE PARTNERSHIPS

Support and expand collaborative arts education ventures between the public and private sectors, such as Arts for Kids.

CEA2.4: PARKS AND RECREATION DEPARTMENT

Expand arts programs and facilities of the Boise Parks and Recreation Department.

DRAFT

SUPPORT THE DEVELOPMENT OF PUBLIC SPACES THAT PROMOTE COMMUNITY GATHERINGS AND CULTURAL EVENTS

Boise's mild climate allows residents to enjoy the outdoors nearly year-round. Outdoor public spaces such as plazas and neighborhood parks should be integrated throughout the community to encourage social interaction, foster a distinct sense of place, and provide a venue for public art displays. While many such spaces exist in the core of the city and serve this function, regulations should be reviewed and updated to ensure public spaces are provided in mixed-use activity centers and neighborhoods throughout the community.

CEA3: Create public spaces where people can experience art in their daily lives.



Public art in a plaza is one way for people to experience art.

CEA3.1: CULTURAL DISTRICT

Support the Downtown Cultural District where arts and history will be promoted and accommodated.

CEA3.2: PUBLIC ART PROJECTS

(a) Incorporate public art in public projects, such as buildings, parks, recreation facilities, public works facilities, at bus stops, inside buses, within traffic circles, at city gateways, in parking garages, and other transportation facilities.

(b) Involve art and history professionals from concept through final design as integral members of design teams, and in consultation with the Department of Arts and History.

(c) Provide citizen oversight through the Department of Arts and History.

CEA3.3: ART AND HISTORY IN PRIVATE PROJECTS

Develop incentives that encourage the incorporation of public art in private projects and the involvement of artists in early design stages.

CEA3.4: NEIGHBORHOOD REINVESTMENT PROGRAM

Encourage the use of public art, historical documentation, and interpretive programs to provide a sense of place and shared identity in the city's neighborhoods through neighborhood planning efforts and appropriate grants.

CEA3.5: CULTURAL FACILITIES

Expand Boise's public and private cultural facilities to better meet the needs of the city's creative and historic organizations and improve community access to art and history events, programs, and educational opportunities.

CEA3.6: LIVE/WORK SPACE FOR ARTISTS

Remove barriers to the creation of live/work spaces for artists through changes in the city's development and building regulations.

CEA3.7: DOWNTOWN AS CULTURAL CENTER

Work with CCDC to promote Downtown as the cultural center of the Boise area with a variety of programming opportunities and cultural initiatives.

CEA3.8: ART IN ESTABLISHED CENTERS

Promote the use of public art as a means to revitalize older commercial centers.



Public art can add something new to an older plaza and create an interesting attraction.

Goal CEA4: Promote artistic endeavors serving broad audiences, involving local artists, and fostering multi-cultural artistic expression.



A community park event gives residents the opportunity to share their art with the community.

CEA4.1: COMMUNITY ART EVENTS AND PROJECTS

Support art and community art events in gathering places Downtown and throughout the city.

CEA4.2: AWARDS FOR EXCELLENCE IN THE ARTS AND HISTORY

Present the biannual Mayor's Awards for Excellence in the Arts and History.

CEA4.3: CULTURAL TOURISM

Develop and implement a long-range plan to promote cultural tourism, working with the Boise City Department of Arts and History, Economic Development Department, Chamber of Commerce, Boise Convention and Visitors Bureau, and other public and private entities.

PROMOTE QUALITY SCHOOLS TO SERVE THE EDUCATIONAL AND SOCIAL NEEDS OF THE COMMUNITY

The city will continue to support the maintenance and enhancement of the public and private educational system. A strong emphasis will be placed on providing quality school facilities in conjunction with new development and on retaining existing neighborhood schools as a means of stabilizing declining areas, reinforcing neighborhood history and identity, promoting sustainable development, and providing community gathering places. As part of the city's increased emphasis on neighborhoods, this plan promotes the concept of the neighborhood school as an ideal model, with schools located and designed to function as focal points for family and community activities throughout the city. The co-location of community gardens and community centers with schools are also encouraged as a teaching and community-building tool. The goals and policies outlined below are intended to guide the location, accessibility, and function of school facilities, both within established areas of the community and in new neighborhoods.

Goal CEA5: Ensure that adequate school sites are provided and that the intended capacity of schools is not exceeded.

CEA5.1: DEVELOPMENT IMPACTS

Work with the school districts to evaluate the impact on school enrollments and capacities when reviewing higher-density infill projects, zone changes, and land-use plan amendments.

CEA5.2: FUTURE SCHOOL SITES

- (a) Work with the school districts to identify future school sites based on the city's Land Use Plan.
- (b) Require that developers donate or purchase school sites identified on the facilities map, in proportion to the demand that their developments will create.
- (c) Ensure that school sites include room for future expansion if needed.

Goal CEA6: Create schools that are safe, accessible, and compatible with their neighborhoods.

CEA6.1: SCHOOL SITING

- (a) Site schools in accordance with the location criteria outlined for Educational land uses in Chapter 3.
- (b) Coordinate the siting and expansion of school facilities with other community and neighborhood facility and infrastructure needs, including parks, to promote schools as neighborhood centers.
- (c) Ensure that neighborhoods are provided the opportunity to comment and review plans for new schools or the closure of existing schools.



The architecture and landscaping of this school helps to blend it in with the neighborhood.

CEA6.2: ACCESS

Work with schools and neighborhoods to map pedestrian and bicycle access to elementary and secondary schools on local streets and/or micropaths.

CEA6.3: SAFE ROUTES TO SCHOOLS

- (a) Install sidewalks, cross walks, special signage, and traffic control measures along routes to all schools.
- (b) Require that new developments near schools provide these features as a condition of approval, and retrofit existing neighborhoods as funding becomes available or as land uses are redeveloped.

CEA6.4: SIZE AND FREQUENCY

Work with the school districts to provide smaller and more frequent school sites than minimum state standards to support the "Neighborhood Schools" concept.

CEA6.5: JOINT USE OF SCHOOL SITES

Work with the school districts to identify feasible sites to use as shared community centers.



Community centers can be often be housed within existing schools to minimize costs.

CEA5.6: AFTER HOURS PROGRAMS

Work with the school districts to make schools available for civic functions when classes are not in session.

CEA6.7: SUSTAINABILITY

- (a) Encourage the school districts to design and renovate schools with sustainable materials and operations.
- (b) Promote LEED Certification in new schools.
- (c) Support the rehabilitation of the city’s historic schools. Encourage the adaptive re-use of historic structures no longer being used for educational purposes.

CEA6.8: PARTNERSHIPS

Build cooperative efforts between the city and schools to meet the complementary needs of education and provision of quality city services.

CEA6.9: NEIGHBORHOOD CONTEXT

Encourage the incorporation of building and site design features that complement the established neighborhood context as part of new schools and the renovation of existing schools.

Goal CEA7: Foster schools as community gathering places.

CEA7.1: SCHOOL PLACEMENT AND ACCESSIBILITY

Work with the school districts and private schools to reinforce the role of schools as gathering places

within existing neighborhoods, and in the location of schools to provide focus and identity in new neighborhoods.

CEA7.2: COMMUNITY GARDENS

Work with the school districts and the neighborhoods to identify opportunities to co-locate community gardens with schools.



Schools can host community events as well as other amenities such as community gardens.

CEA7.3: NEIGHBORHOOD SCHOOLS

- (a) In areas that are determined to be at risk of disinvestment, retain neighborhood schools through neighborhood stabilization efforts and coordination with the school districts.
- (b) Provide incentives to support the revitalization of neighborhood schools, particularly those with historic significance.
- (c) Seek opportunities to partner with the school districts and ACHD on efforts to stabilize neighborhood schools and expand their role as community centers.
- (d) Work with the school districts to plan for future school needs. Avoid closing or relocating neighborhood schools due to consolidation or aging facility when practical.
- (e) Work with the school districts to analyze transportation, infrastructure and health impacts of new or relocated school sites.

Goal CEA8: Accommodate private school opportunities for area students and residents.

CEA8.1: SUPPORT EXPANSION

Support expansion and development of private schools, compliant with zoning and land-use regulations.

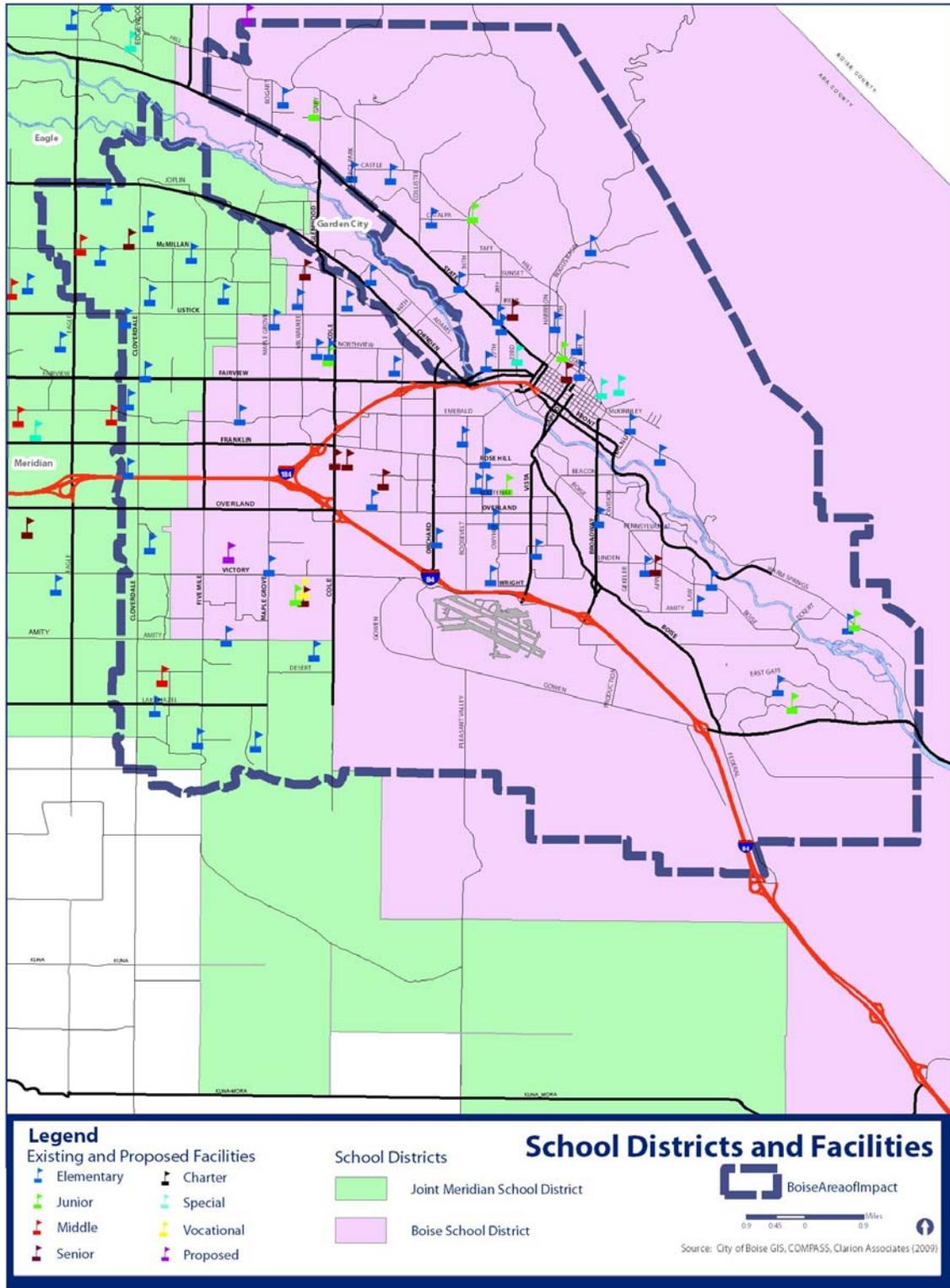


Figure 6: School Districts and Facilities

SUPPORT INSTITUTIONS OF HIGHER EDUCATION THAT MEET THE CHANGING NEEDS OF BOISE’S RESIDENTS AND BUSINESS COMMUNITY

Boise’s institutions of higher education play many important roles in the community. They provide an opportunity for area youth to get a quality education close to home, promote lifelong learning for area residents, and generate revenue for the city in the form of rent and daily services procured by out of state students. Perhaps the most significant of the city’s institutions of higher education is BSU, whose size and location make it a vital element of the city, particularly for the Downtown area. The city will continue to work closely with BSU and other institutions to ensure that future activities are mutually compatible with the goals and objectives of this Comprehensive Plan and the mission of each institution. Coordination with BSU and the surrounding neighborhoods on its Campus Master Plan and planned expansion will be of particular importance. The goals and policies outlined below are intended to promote ongoing coordination and cooperation between the city and its institutions of higher education.

Goal CEA9: Continue to plan cooperatively with BSU on future expansion opportunities.



While BSU contributes to the identity of Boise, expansions should not compromise surrounding uses.

CEA9.1: BSU MASTER PLAN

Recognize the adopted BSU Framework Master Plan. Analyze fiscal impacts to the city when considering additions to the Framework Master Plan area.

CEA9.2: MASTER PLAN CONSISTENCY

(a) Coordinate with BSU to ensure that new campus construction is compatible with surrounding areas and consistent with Blueprint Boise.

(b) Require that all new construction comply with requirements of the Boise City Zoning Ordinance and ensure that it provides adequate fire protection and emergency access, both within the campus and in surrounding areas.

CEA9.3: NEIGHBORHOOD COMPATIBILITY

Work with BSU and the surrounding neighborhoods to ensure that future development along the campus perimeter provides an appropriate transition of land use, scale, density, and design between university uses and adjacent uses.

CEA9.4: DOWNTOWN INTEGRATION

Work with BSU to better integrate the campus and its facilities into the Downtown area through such means as better pedestrian, bike and bus connections, and additional student housing and support services.

Goal CEA10: Maximize the ability of the city’s institutions of higher education to provide quality educational services, while minimizing impacts on area residents and businesses.

CEA10.1: COORDINATION WITH INSTITUTIONS

Participate with institutions of higher education in the development of master plans, neighborhood plans, transit programs, and other programs that provide quality education in a manner compatible with surrounding uses.

PROVIDE HIGH-QUALITY LIBRARY! SERVICES FOR CITY RESIDENTS

The city recognizes the importance of libraries as essential community facilities and will continue to invest in library locations and technologies. Locations for the Boise Public Library include the main library Downtown, two full-service branch libraries in Northwest Boise and Boise’s Central Bench area, a new library at Cole and Ustick, Hillcrest and a Bookmobile. The goals and policies below are intended to guide the community’s investment in library services over time and to ensure that future growth may be readily served.

Goal CEA11: Maintain and expand library service in conjunction with ongoing growth and development.



Libraries are important part of the community and all residents should be able to access them easily.

CEA11.1: THREE-MILE SERVICE RADIUS

Provide adequate geographic coverage for libraries by pursuing branch libraries in the Southeast, West Bench, and Northwest.

CEA11.2: CULTURAL DISTRICT PARKING STRUCTURE

Explore options for development of a parking structure for the shared use of the main library and the cultural district.

CEA11.3: EXPANDED ELECTRONIC INFORMATION SYSTEMS

Pursue expanded electronic information systems for the library, such as expanded digital library materials, self checkout facilities, and enhanced Internet services.

CEA11.4: RECIPROCAL AGREEMENTS

Maintain and expand reciprocal agreements with Ada Community Library, Meridian Library District, and other municipal public libraries in the county through the Open Access Agreement.

CEA11.5: NEW MAIN LIBRARY

Identify options for the development of a new main library.

#6: A Strong, Diverse Economy



Boise serves as the economic hub of southwest Idaho, providing financial, medical, and commercial services for the most populous part of the state. The city should strive to maintain its current position and continue to identify opportunities to strengthen the economic base of the community. Additional efforts should continue to be focused on Downtown, which is recognized as a unique area of the community whose long-term health and viability are critical to the economic success of the community and region. Opportunities to diversify the city's economic base through the retention and expansion of smaller, "knowledge-based" and cottage industries should also be encouraged, in addition to supporting the region's larger employers.

The city and its citizens can foster a strong and diverse economy through activities that are directly targeted at economic development as well as those undertaken for other reasons that also strengthen the economy. Examples of activities directed at economic development include allocating land for employment and commercial uses and planning for infrastructure needed to support such uses. Examples of activities with secondary benefits for economic development

include providing an efficient transportation system that includes high-frequency transit, supporting the arts and cultural activities, encouraging high-quality schools, planning for a range of housing needs, promoting the creation of mixed-use activity centers throughout the community, and providing parks and recreational opportunities that improve quality of life and community health and make Boise attractive to employers. Goals and policies in this chapter are centered on the following principles:

- Maintain and enhance the city's primary job base diversity;
- Leverage the city's concentration of state and federal activities; and
- Reinforce the role of Downtown Boise as the city, state and region's civic, cultural, and employment center.

Principles, Goals, and Policies for a Strong, Diverse Economy (EC):

MAINTAIN AND ENHANCE THE CITY'S PRIMARY JOB BASE DIVERSITY

The city's existing base of primary jobs spans several employment sectors. This diversity should be maintained and expanded so that the city's employment base can more effectively weather periodic downturns in different sectors of the economy. Attracting large facilities such as corporate headquarters for major firms by marketing the desirability of Boise's location and quality of life will continue to be important. However, an increased emphasis should be placed on attracting smaller, environmentally conscious, and "knowledge-based" companies that contribute much of the region's job growth and are less likely to experience dramatic fluctuations in employment levels. Live-work units, mixed-use and transit-supportive development, and other land use patterns that provide the opportunity to reduce commute times and distances, decrease daily automobile trips, and improve the quality of life of the city's workers will be supported. The goals and policies outlined below are intended to promote a broad range of employment opportunities in Boise City that are consistent with the community's vision for the future.

Goal EC1: Minimize the impacts of cyclical economic downturns on the city and its residents.

EC1.1: TREND MONITORING

Coordinate with the Chamber of Commerce, the State Department of Commerce, and others to monitor local, regional, and national economic trends and work cooperatively to continue to market Boise as a desirable place to do business, and identify successful local businesses.

EC1.2: ADEQUATE LAND SUPPLY

Maintain a sufficient supply of land that is reserved for a variety of industrial, retail, and office uses such as:

- Heavy and light industrial;
- High-tech industry;
- Regional retail;
- Specialty retail;
- Incubator retail and industrial;
- Office parks;
- Live-work; and
- High-rise office.

Goal EC2: Participate in the growing regional economy and maximize the city's natural market strengths.

EC2.1: REGIONAL ECONOMIC COORDINATION

(a) Coordinate comprehensive planning efforts with the other cities and agencies in Ada, Canyon, Boise,

Elmore, and Gem counties to achieve a regional balance of jobs to housing.

(b) Minimize competition between cities through agreements regarding the desirable location of specific types of retail and industrial uses on a regional basis.

(c) Cooperate regionally on economic development initiatives.

Goal EC3: Protect the economic climate for existing businesses and promote opportunities for expansion.

EC3.1: SUPPORT EXISTING BUSINESSES

Create and maintain a business environment that encourages the retention, growth, and profitability of existing businesses to benefit the city, its tax base, and citizens.



Local businesses benefit the local economy and should be encouraged to thrive throughout the city.

EC3.2: PROTECT BUSINESSES FROM ENCROACHMENT

Protect existing business and industrial areas from encroachment of incompatible or non-complimentary uses that would threaten their viability or ability to continue to operate.

EC3.3: BUSINESS ASSISTANCE AND OUTREACH

- (a) Involve the business community in development of citywide programs related to transportation, growth management, impact fees, sustainability, environmental protection, and other related issues.
- (b) Provide technical assistance and outreach services to existing and prospective businesses in terms of available site locations, city permitting and licensing processes, financing, and other services as needed.

EC3.4: FOSTER EXPANSION OF EXISTING MEDICAL CLUSTERS

Work with existing medical facilities to ensure that their future space needs can be accommodated within adjacent established neighborhoods.

EC3.5: LOCAL PREFERENCE

Use tax dollars to stimulate local providers of goods, services and construction.

Goal EC4: Foster a positive business climate in Boise and promote the city as a desirable place to live, work, and visit.



Retaining and attracting businesses is easier when the city is a sought-after place to live.

EC4.1: CITY IMAGE

Promote a positive image of the city to visitors by creating an attractive, well-maintained public realm through enhanced streetscapes, particularly along the gateways and corridors identified in Chapter 3: Community Structure and Design.

EC4.2: COMMERCIAL CORRIDOR AND ACTIVITY CENTER REVITALIZATION

- (a) Promote the revitalization of established activity centers and corridors through the implementation of planning area-specific policies contained in Chapter 4 and design principles for mixed-use activity centers and corridors contained in Chapter 3.
- (b) Work with landowners, businesses, and tenants to create identifiable district themes, enhance market recognition, and promote business retention.
- (c) Utilize tax increment financing programs and other tools to revitalize deteriorated centers and provide necessary infrastructure and other public improvements.



Identifiable corridors create an attractive place to shop.

Goal EC5: Coordinate the provision of infrastructure necessary to accommodate existing and new businesses.

EC5.1: TIMING OF IMPROVEMENTS

- (a) Plan for the timely provision of adequate infrastructure such as roads, sewer, water, and drainage to serve development of designated areas for retail, office, and industrial uses.
- (b) Re-designate for less intensive uses areas that cannot be feasibly served and concentrate economic development efforts elsewhere.

EC5.2: FUNDING SOURCES

(a) Maintain adequate funding sources for infrastructure through the use of impact, franchise and user fees, and general fund revenues.

(b) Seek state legislation to allow for other funding sources and for different revenue distribution formulas.

EC5.3: ENVIRONMENTAL STANDARDS

Take a proactive approach to environmental quality by anticipating future standards and designing treatment facilities and other infrastructure to fully meet those requirements.

EC5.4: BOISE AIR TERMINAL

Protect the ability to maintain and expand service at the Boise Air Terminal as a major element of the region’s economy.

EC6: Promote opportunities to attract new businesses and clean industries.

EC6.1: TARGET AND PROMOTE SUSTAINABLE INDUSTRIES

Work with the city’s business partners to attract environmentally conscious “knowledge-based” companies that produce high-quality educational, scientific, or natural resource-based products and services that advocate sustainable industry principles.

EC6.2: ENCOURAGE HOME OCCUPATIONS AND COTTAGE INDUSTRIES



Home-based occupations and live/work opportunities can be compatible with neighborhoods.

(a) Promote home-based occupations, live-work, and “cottage” industries to provide expanded employment opportunities and reduce traffic congestion and overall VMT.

(b) Define appropriate locations for such uses and establish standards to promote compatibility with the surrounding neighborhood context.

EC6.3: SUSTAINABLE BUSINESS PRACTICES

(a) Recruit businesses that use sustainable practices and recycled materials, or that can use locally generated recyclable materials.

(b) Provide incentives for businesses that incorporate sustainable practices and source reduction into their business model and culture

(c) Partner with other public agencies in providing incentives for sustainable business practices.

LEVERAGE THE CITY'S CONCENTRATION OF STATE AND FEDERAL ACTIVITIES

Boise's high concentration of state, federal, and local government activities, such as the State Capitol complex, the National Interagency Fire Center (NIFC), the Federal Courthouse, the Ada County Courthouse, and BSU contribute to the visibility and overall vitality of Downtown and the city as a whole. The city should work with each agency to ensure current levels of activity are being adequately served and that future expansion can be accommodated within the established physical framework of Downtown and the city. In addition, the city should continue to coordinate with federal agencies regarding plans for regional facilities, such as Mountain Home Air Base and the National Guard at Gowen Field, to minimize the potential impacts of major fluctuations in troop levels on Boise City.

Goal EC7: Continue to coordinate with state and federal agencies.



State and federal agencies provide significant employment opportunities in Boise City.

EC7.1: PLANNING COORDINATION

Coordinate closely and on an on-going basis with state and federal agencies on issues that affect each respective agency such as facility expansion plans that change the demands on city services.

EC7.2: LEVERAGING RESOURCES

Work closely with state and federal agencies to ensure that resources are used efficiently to mutual benefit such as coordinating efforts on transportation programs and facility improvements.

EC7.3: IDAHO NATIONAL GUARD

Continue to support the role of the Idaho National Guard at Gowen Field as a significant contributor to the economic base of the community, region and state.

REINFORCE THE ROLE OF DOWNTOWN BOISE AS THE CITY, STATE, AND REGION'S CIVIC, CULTURAL, AND EMPLOYMENT CENTER

Downtown Boise has long been the center of the community and the hub of government, cultural, and employment activities for the region. A great deal of effort has gone into the revitalization of Downtown in recent years. These efforts have proven fruitful as Downtown continues to attract new housing, jobs, and activity and is emerging as a full service urban neighborhood. The city will continue to support Downtown revitalization efforts through the development of updated design and development standards and other efforts working in conjunction with the CCDC. The goals and policies outlined below are intended to provide broad guidance on the role of Downtown within the context of the regional economy and the community as a whole. More detailed policies specific to the Downtown Planning Area are provided in Chapter 4: Planning Area Policies.

Goal EC8: Continue to Enhance Downtown's Vitality.



Downtown should contain attractions for day and night to maintain and increase business and activity.

EC8.1: PUBLIC PRIVATE PARTNERSHIPS

Maintain and develop public/private partnerships that help support Downtown development efforts.

EC8.2: INFILL AND REDEVELOPMENT

Work with the CCDC to promote infill and redevelopment in Downtown through update of the core area zoning and development of special area plans for priority areas.

EC8.3: HOUSING

Work with CCDC to promote housing in the Downtown core through the implementation of the Downtown Boise Housing Study. In particular, ensure that future development includes housing at a range of price points.

EC8.4: DEVELOPMENT INCENTIVES

Work with CCDC to identify potential barriers to Downtown development, and to explore opportunities to incentivize higher-intensity development such as a review of fees and

assessments in relationship to similar fees and assessments in other areas of the city.

EC8.5: SPECIAL EVENTS

Support special events such as festivals, street fairs, parades, sporting events, and concerts that create a positive local, regional, and national image of the city and promote Downtown activity.



Special events Downtown attract visitors who may not normally frequent Downtown.

EC8.6: DOWNTOWN MOBILITY

Work with transit and transportation agencies, BSU, and Downtown organizations to implement the Downtown Boise Mobility Study. Monitor all transportation demands in the downtown area and work with ACHD and ITD to adopt appropriate level of service standards for vehicles, pedestrians, and bicycles.

EC8.7: USE CONFLICTS

Work with the Downtown Boise Association to implement the recommendations of the 2009 International Downtown Association Advisory Panel to manage potential conflicts among the office market, hospitality and entertainment uses, and housing.

#7: A Safe, Healthy, and Caring Community



An important aspect of Boise’s transition to becoming more sustainable - with economic, social, and environmental systems in balance – is to continue being a safe, healthy, and caring community.

Boise residents rely on the city’s police and fire departments to keep them safe and to protect their property. Monitoring existing growth patterns and carefully planning for future growth helps to ensure that the city’s emergency personnel have the equipment and personnel necessary to respond to calls throughout the community. Careful planning also ensures that the city’s neighborhoods, schools, work places, and other gathering places are sited so as to minimize risks to life and property from natural hazards such as floods and wildfires.

In addition to ensuring the safety of the community, Boise seeks to promote the health and wellness of its residents by ensuring health care services are

accessible to the community, and encouraging active lifestyles, and by ensuring that residents have access to a range of indoor and outdoor recreational activities.

Lastly, Boise strives to be a caring community that values the health and well-being of each of its residents and seeks to provide the range of social services necessary to address a full spectrum of needs.

Goals and policies in this chapter are based on the following principles:

- Protect life and property from natural hazards;
- Promote a safe community;
- Promote active living and healthy lifestyles; and
- Support a range of health and social services.

Principles, Goals, and Policies for a Safe, Healthy, and Caring Community (SHCC):

PROTECT LIFE AND PROPERTY FROM NATURAL HAZARDS

Boise's scenic natural setting brings with it a number of natural hazards and the risks associated with those hazards. Flooding, wildfires, landslides, and, on rare occasions earthquakes, have all posed a threat to Boise at some time in the past and will likely do so again at some point in the future. Day-to-day decisions made about where and how growth will occur can affect the impact that natural disasters have on the community if and when they do happen. The goals and policies outlined below are intended to minimize the potential for harm to people and property.

Goal SHCC1: Minimize the degree of risk to life and property from wildfire.

SHCC1.1: DEVELOPMENT STANDARDS

Implement development standards such as a mitigation measures matrix, access standards, non-combustible roofs, sprinklers, clear space, and other measures in areas prone to wildfire.

SHCC1.2: PUBLIC EDUCATION AND AWARENESS

Promote public education and awareness of wildfire prevention and protection.

SHCC1.3: WILDFIRE RESPONSE PLANS

Develop, maintain, and regularly update emergency plans for wildfire response.

SHCC1.4: FEDERAL AGENCY AGREEMENTS

Expand current agreements with the U. S. Bureau of Land Management (BLM) and U. S. Forest Service to provide aerial fire fighting resources.

SHCC1.5: WATER RESOURCES

Implement strict controls over the use of water during wildland fires and develop strategies for use of other water resources.

SHCC1.6: WILDLAND URBAN INTERFACE

Monitor the effectiveness of provisions to protect structures and prevent loss in the wildland urban interface.

Goal SHCC2: Account for known geologic and seismic risks in land use planning.

SHCC2.1: LOCATION AND DISTRIBUTION OF HAZARDS

(a) Develop and maintain thorough knowledge of the location and distribution of geologic, seismic, and hydrologic hazards related to slope and soil stability, erosion, water table levels, and ground movement.



Boise's natural setting presents a number of known hazards, such as wildfire.

(b) Coordinate with Ada City-County Emergency Management on information regarding seismic/geologic hazard locations.

SHCC2.2: DEVELOPMENT IN HAZARD AREAS

Support land use patterns and locational criteria that prohibit development in known geologic hazard areas or significantly reduce risk by requiring geologic assessment and engineering prior to construction in these areas.

SHCC2.3: PUBLIC FACILITIES

(a) Design and operate public safety facilities to maximize their ability to remain safe and functional during and after disasters.

(b) Mitigate problems with existing, substandard city-owned structures according to priority based on level of risk, hazard to life, type of occupancy, method of construction, physical condition, and location.

SHCC2.4: HILLSIDE REVEGETATION

Require revegetation plans in hillside areas to promote erosion control.

Goal SHCC3: Minimize risk from flood hazards to life, property, and public investment.



Flood control improvements help reduce runoff during flood events.

SHCC3.1: PUBLIC INFORMATION/COORDINATION

Maintain and update public information regarding the nature and location of flood hazards in Boise.

SHCC3.2: DEVELOPMENT STANDARDS

Maintain and enforce location criteria and development standards that minimize financial loss and maximize protection of property in the event of flooding.

SHCC3.3: EROSION PREVENTION

Protect the Boise River banks and Foothills gulches from further erosion by enacting programs to install and maintain streamside native vegetation.

SHCC3.4: FLOOD CHANNEL CAPACITY

Explore strategies to maintain flood channel capacity in the Boise River, including annual spring flushing from the reservoirs or periodic dredging.

SHCC3.5: RIVER ACCESS

Preserve and obtain adequate access to the river for flood-control maintenance at the time of new development along the river.

SHCC3.6: STREAM FLOW AND PRECIPITATION DATA

Continue to obtain stream-flow and precipitation data on the seven major tributaries in the Foothills for emergency preparedness and planning purposes.

SHCC3.7: PUBLIC ACQUISITION

Support the public acquisition of properties located in the floodplain

Goal SHCC4: Ensure that emergency management plans, equipment and services are sufficient for potential disaster response.

SHCC4.1: DISASTER RESPONSE PLANNING

(a) Participate in the update to the 2006 All Hazards Mitigation Plan with Ada City-County Emergency Management.

(b) Provide personnel and resources from Boise’s departments of Fire, Police, Public Works, Development Services, and Parks and Recreation in support of emergency management disaster response plans.

(c) Maintain personnel, resources, and training necessary within the city to provide the disaster response called for in the emergency management disaster response plans.

(d) Coordinate with State of Idaho Disaster Services and Ada City-County Emergency Management when preparing disaster response plans and when considering floodplain or seismic ordinance standards.

SHCC4.2: EARTHQUAKE RESPONSE

Develop, maintain, and regularly update emergency plans for earthquake response, including information on critical facilities; dam, bridge, and road damage potential; and alternative routing for emergency vehicles.

SHCC4.3: CITIZEN AWARENESS

Ensure that all citizens have access to information regarding emergency preparedness and response.

SHCC4.4: MUTUAL AID PROGRAMS

Promote and maintain emergency operations mutual aid programs with other public agencies.

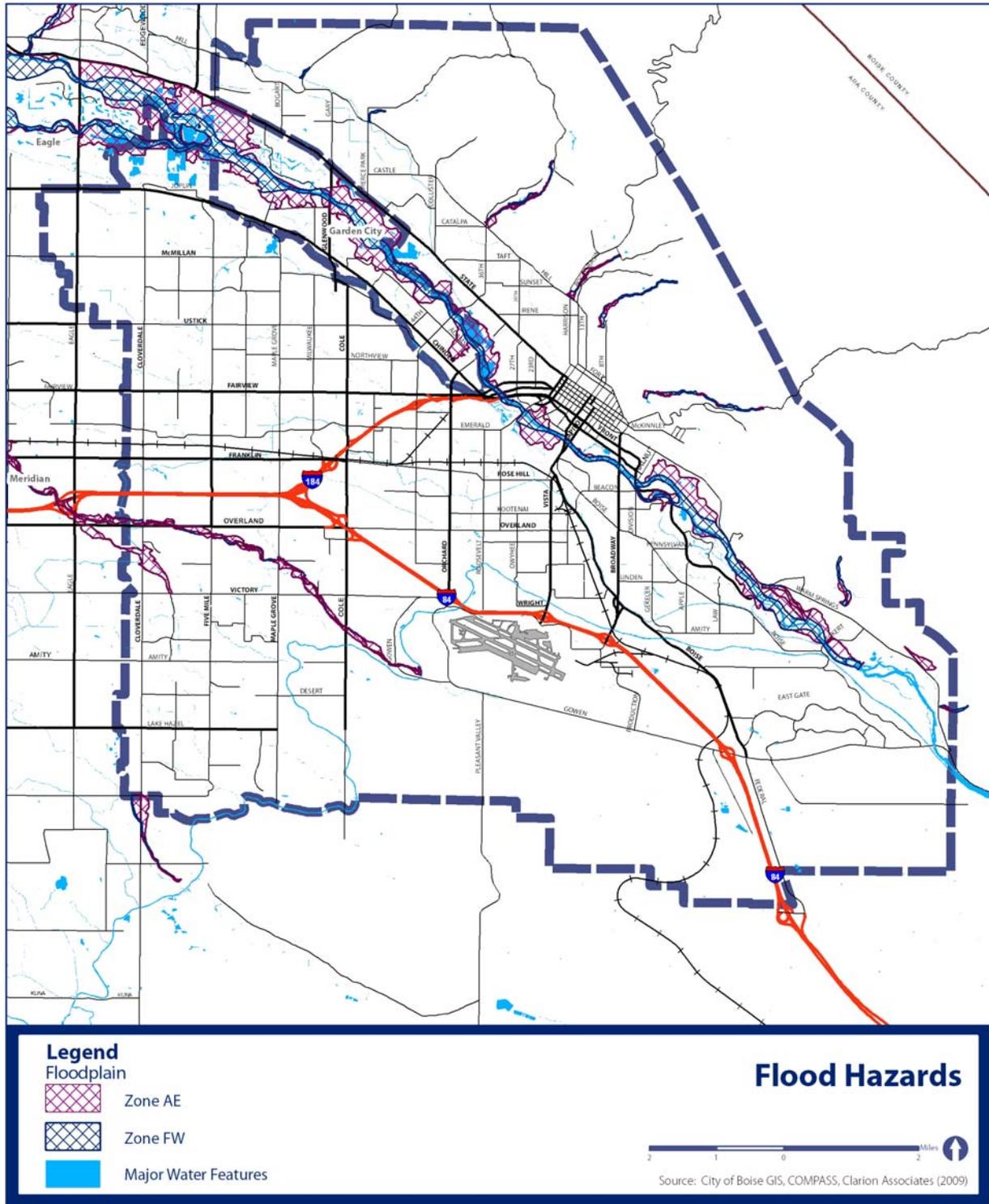


Figure 7: Flood Hazards

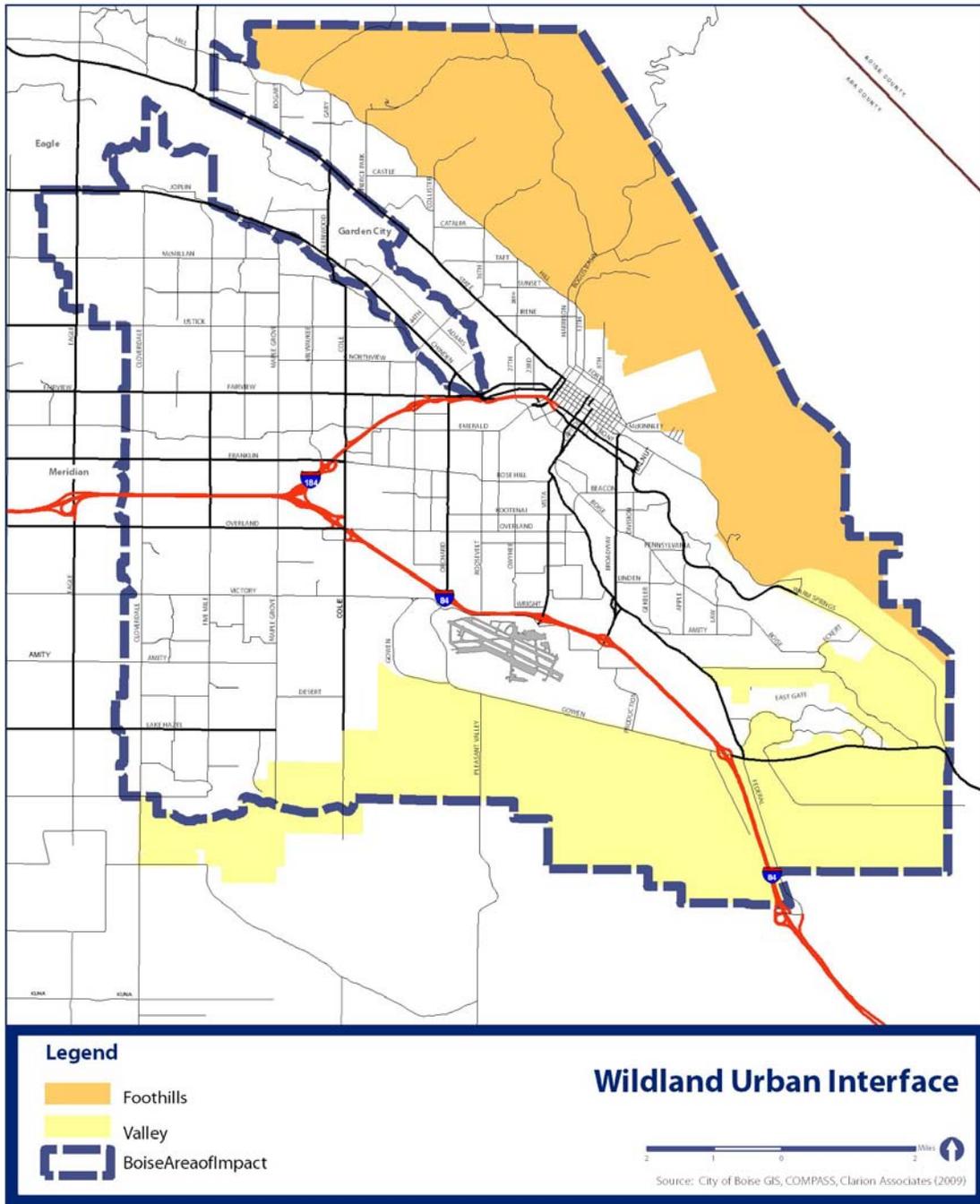


Figure 8: Wildland Urban Interface

PROMOTE A SAFE COMMUNITY

An important factor that contributes to the quality of life valued by Boise residents is the ability to feel safe and comfortable in their community and their homes. Boise will continue to protect its residents by monitoring trends and activities and staffing levels, and by ensuring that future development can be readily served by police, fire, and emergency responders. Community-based crime prevention will also be supported, encouraging residents to actively participate in Neighborhood Watch groups and other crime-prevention efforts. In addition, mixed-use development patterns will be encouraged in order to increase “eyes on the street.” The goals and policies outlined below are intended to ensure the city optimizes the resources it has and maintains high standards of quality for its police, fire, and other emergency services as the city continues to grow over time.

Goal SHCC5: Ensure that as population and density increase in Boise, the crime rate does not.



Community-based crime prevention efforts, such as this Neighborhood Watch group, contribute to the safety of the city’s neighborhoods.

SHCC5.1: POLICE STATION LOCATIONS

Utilize existing police stations and acquire new stations at locations consistent with the Boise City Police Long Range Plan and this Comprehensive Plan.

SHCC5.2: RESPONSE TIMES

Maintain adequate staffing levels and continue to improve response times, as outlined in Table 3, Level of Service Standards for Community Services and Facilities.

SHCC5.3: COMMUNITY-BASED CRIME PREVENTION

Support and encourage community-based crime-prevention efforts through regular interaction with and coordination with the existing Neighborhood Watch program, assistance in the formation of new Neighborhood Watch groups and regular communication with neighborhood and civic organizations.

SHCC5.4: PATROL METHODS

Increase the use of officers on foot and bike in neighborhoods and districts designated by the Police Department.

SHCC5.5: CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

Establish a *Crime Prevention through Environmental Design* program to promote building and site designs with well-defined and defensible spaces and an integrated mix of uses that provides opportunities for 24-hour activity. The program should include review of the demographic setting of the project, the intended uses and users of buildings and areas, designs that will encourage proper use of the facility, and maintenance of visibility of those areas through proper landscaping, lighting, and building layout.

Goal SHCC6: Ensure fire protection is available for all structures and create methods of reducing fire hazards as a means of saving lives and property.



A Boise City fire station.

SHCC6.1: BOISE CITY FIRE DEPARTMENT MASTER SITING PLAN

- (a) To ensure consistency with this Comprehensive Plan, update the Boise City Fire Department Master Siting Plan on a periodic basis.
- (b) Utilize existing fire stations and acquire new stations at locations consistent with the Master Siting Plan.
- (c) Utilize joint fire stations and operation agreements with adjoining fire districts and other emergency responders.

SHCC6.2: CONFORMANCE WITH REGULATORY STANDARDS

Require, through the development review process, that all structures and facilities adhere to applicable city, state, and national fire standards and safety guidelines.

SHCC6.3: FIRE INSPECTION PROGRAM

Maintain the fire inspection program as a means of identifying and remedying potential hazards before fires occur.

SHCC6.4: COMMUNITY EDUCATION

Educate and inform the public on fire safety and hazardous materials to protect the community and the environment from unnecessary hazards.

Goal SHCC7: Optimize Emergency Medical Services.

SHCC7.1: FIRST RESPONDER CAPABILITY

Maintain the Fire Department's first-responder capability of early defibrillation for the treatment of heart attacks.

SHCC7.2: CITIZEN CPR TRAINING AND PUBLIC EDUCATION

- (a) Encourage citizen CPR (cardio-pulmonary resuscitation) training programs using existing personnel and resources.
- (b) Develop and implement additional public education activities that promote safety.

SHCC7.3: RESCUE CAPABILITIES

Maintain and enhance rescue capabilities that include extrication, trench rescue, high-angle rescue, water rescue, and urban rescue.

Goal SHCC8: Minimize risk to life and health from exposure to hazardous materials.

SHCC8.1: TANK FARM RELOCATION

- (a) Promote the relocation of tank farms and other hazardous or toxic materials storage site from within and adjacent to populated areas (such as along Franklin and Curtis roads) to a more appropriate area.
- (b) Consider incentives that assist redevelopment of existing tank farms and other hazardous or toxic materials storage locations and assist applicants in obtaining appropriate entitlements for the relocation sites. Such city involvement shall not entail any acceptance of city liability.
- (c) Seek to enhance protective berming of tanks and other safety measures until relocation sites are implemented.

SHCC8.2: LAND USE CONFLICTS

Prohibit development of sensitive uses, such as schools and hospitals, adjacent to existing tank farms, pipelines, and other fixed facilities that store or use hazardous materials.

SHCC8.3: TRAVEL ROUTES

Designate appropriate travel routes for hazardous materials transportation.

SHCC8.4: GROUNDWATER MONITORING

Work with property owners to continue groundwater monitoring around existing tank farms and initiate programs to remediate contamination.

SHCC8.5: SITE MAP

Prepare and maintain a comprehensive list and map of sites known or suspected to contain hazardous wastes.

SHCC8.6: TESTING AND REMEDIATION

Require testing and remediation before development of any site identified on the contaminated sites list.

GOAL SHCC9: Encourage the redevelopment or reuse of abandoned or underused areas identified as “brownfields.”

SHCC9.1: REDEVELOPMENT

Prioritize remediation efforts on city-owned brownfield sites in locations with redevelopment opportunities as an incentive for reinvestment.

SHCC9.2: REUSE

Explore opportunities to accommodate open space or recreation-oriented uses on brownfield sites not suitable for redevelopment with other uses.

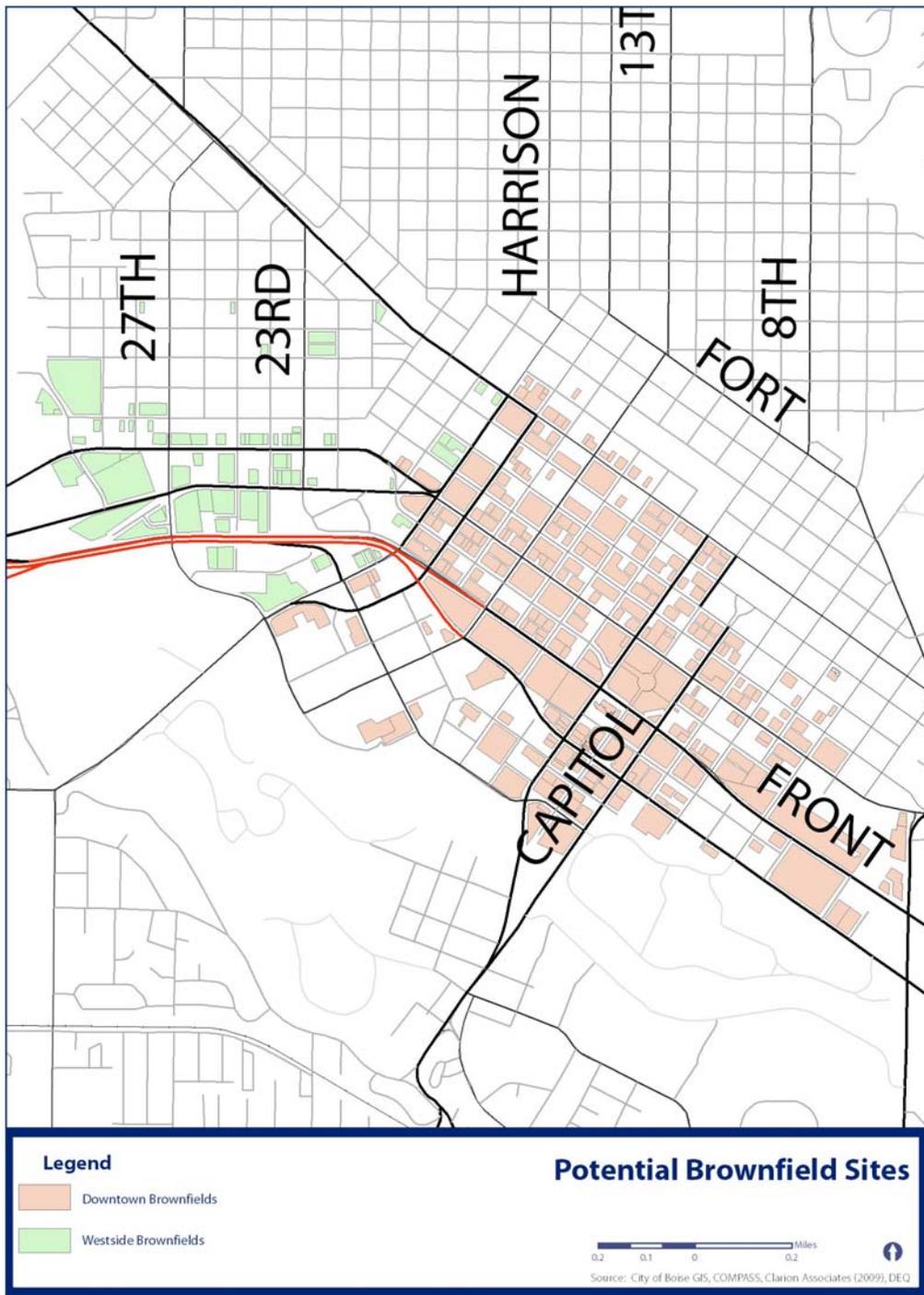


Figure 9: Potential Brownfield Sites

PROMOTE ACTIVE LIVING AND HEALTHY LIFESTYLES

Boise residents treasure their active lifestyles. For many residents, living an active lifestyle means being able to live in compact neighborhoods where they may walk or ride their bikes to work, to shop, or to take their kids to school. For others, having access to a variety of recreational opportunities and outdoor activities is equally or more important. In this regard, the city boasts an enviable system of parks and trails and access to the Foothills trail system. These amenities not only provide recreational opportunities, but enhance the built character of the community and promote the health and well-being of its residents. As the city’s pattern of growth evolves in the coming years, additional parks, trails, open space, and recreational programs will be needed to maintain the existing levels of service. Locations for additional neighborhood parks will need to be identified in established areas, such as in and around Downtown where the number of residents is anticipated to increase dramatically. Existing park standards should be reviewed and updated to ensure smaller, urban parks and community gardens are compatible. The goals and policies outlined below are intended to promote active living and healthy lifestyles through access to recreational services and facilities.

Goal SHCC10: Provide a park system made up of a hierarchy of park types.



A variety of park types serve children of different ages and ensure that all children have a safe and appropriate place to play.

SHCC10.1: PARK FUNDING

Finance acquisition and development of parks through a variety of sources such as: general tax, utility franchise fees, park impact fees, general obligation bonds, local option sales tax, public private partnerships, certificates of participation, and public and private grants and foundations.

SHCC10.2: COMPREHENSIVE PARK AND RECREATION SYSTEM PLAN

(a) The 2011 Comprehensive Park and Recreation Plan is adopted by reference and shall include Appendix C

Long Range Capital Improvement Planning, which includes the capital improvement plan to establish and support development impact fees for the Department of Parks and Recreation that will provide funding of parks improvements and other qualifying capital expenditures.

(b) Support the implementation of the Ada County Open Space Task Force recommendations.

SHCC10.3: CO-LOCATION

Place a priority on locating neighborhood parks in conjunction with school sites.

Goal SHCC11: Promote healthy lifestyles through a balanced program of active and passive recreational services and facilities.

SHCC11.1: YOUTH PROGRAMS

Encourage public/private partnerships between the city and private or nonprofit groups and schools that operate youth programs that reach high risk youth groups in the community.

SHCC11.2: SERVICES FOR THE ELDERLY AND DISABLED

Offer a full range of indoor and outdoor recreation services to serve the therapeutic needs of the elderly and disabled.

SHCC11.3: SERVICE LEVEL MONITORING

Review demographic projections and land use plans on a period basis against the recreational standards contained in the Comprehensive Parks and Recreation System Plan in order to anticipate future recreation facilities and program service needs.

Goal SHCC12: Provide natural open space areas where the public can observe nature and seek solitude, and where wildlife habitat can be protected.

SHCC12.1: ENVIRONMENTALLY SENSITIVE AREAS

- (a) Encourage preservation of adequate open space and protect unique and environmentally sensitive areas.
- (b) Develop additional funding mechanisms to acquire unique and environmentally sensitive areas and other types of open space.



Preserving this natural area protects the natural habitat while also providing a place to observe nature.

SHCC12.2: ACQUISITION PRIORITIES

- (a) Focus public acquisition priorities on areas offering unique features or opportunities to observe nature and/or to protect wildlife habitat, such as:
 - Foothills habitat areas;
 - Bald Eagle and Great Blue Heron habitat areas;
 - Gravel pits, ponds, and other areas of environmental concern adjacent to the Boise River, and
 - Selected waterways throughout the AOCI.
- (b) Give lower priority to sites that, because of development constraints such as floodways, slopes and wetlands, will not be developed, with the exception of lands identified in the Heritage Preservation Report.

SHCC12.3: PUBLIC ACCESS

Locate and design public access to open space areas to promote visibility, provide linkages to other pedestrian and bicycle facilities, minimize parking impacts on adjacent neighborhoods, and minimize disturbance and harm to wildlife.

Goal SHCC13: Supplement parks and open space facilities with special use areas.

SHCC13.1: COST-BENEFIT ANALYSIS

Prepare a detailed cost-benefit analysis and maintenance impact statement before adding any proposed special-use area.

SHCC13.2: SUSTAINABLE REVENUES

Encourage a sustainable source of revenue for the operation of special use facilities.

Goal SHCC14: Provide trails and pathways that are designed for single or multiple types of users.

SHCC14.1: DIVERSE NETWORK

Acquire diverse networks of paths and trails by dedicating or exchanging land, using Foothills Levy funding, clustering development in exchange for density transfers, or by other development bonuses. The Ridge-to-Rivers Pathway Plan is adopted by reference.



Trails also provide an opportunity to observe and learn about nature while escaping from the city.

SHCC13.2: PATH AND TRAIL DESIGN

- (a) Design paths and trails in accordance to the standards and policies identified in the Comprehensive Park and Recreation System Plan.
- (b) Continue to work with irrigation districts to provide multi-use pathways along canals.

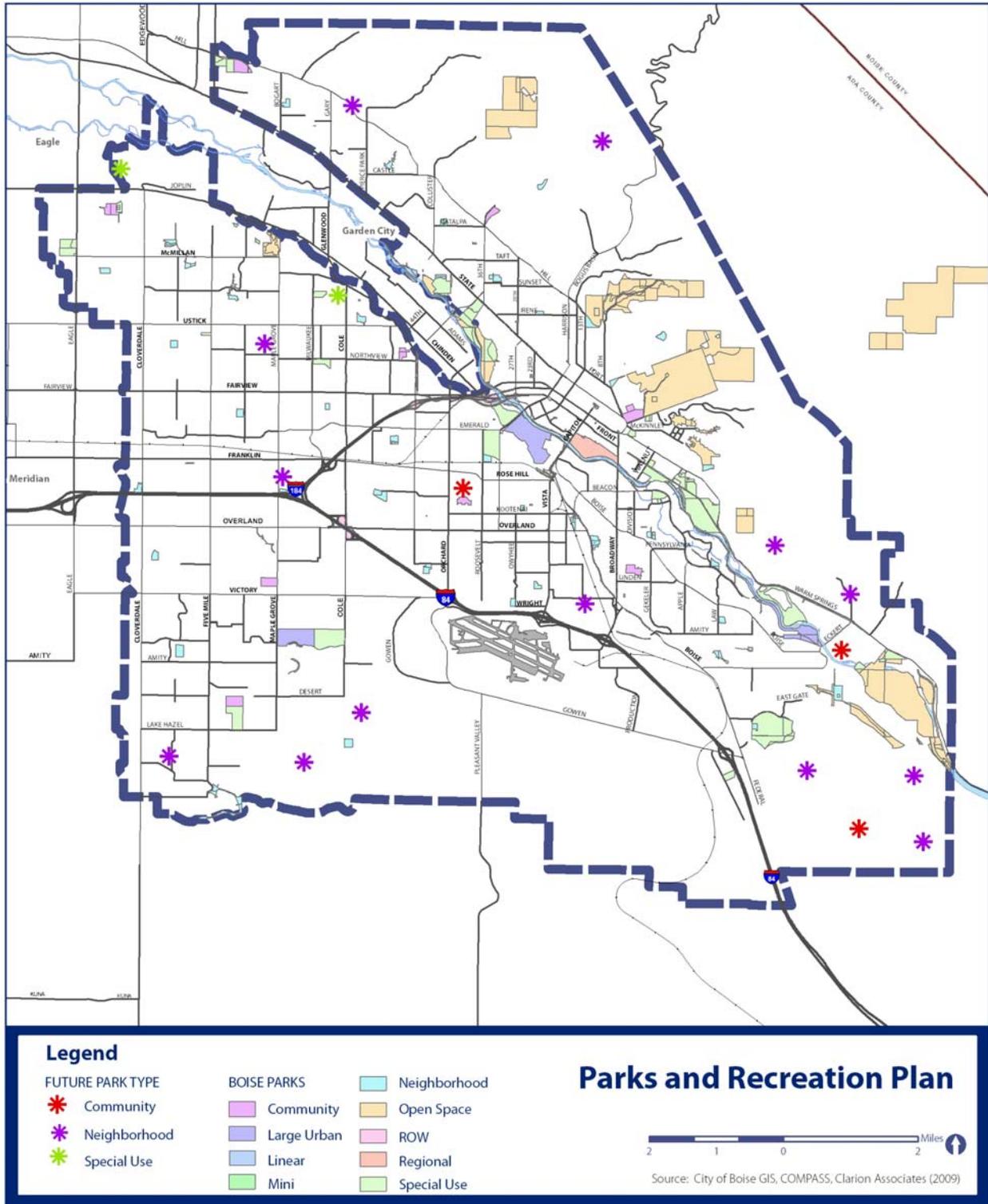


Figure 10: Parks and Recreation Plan

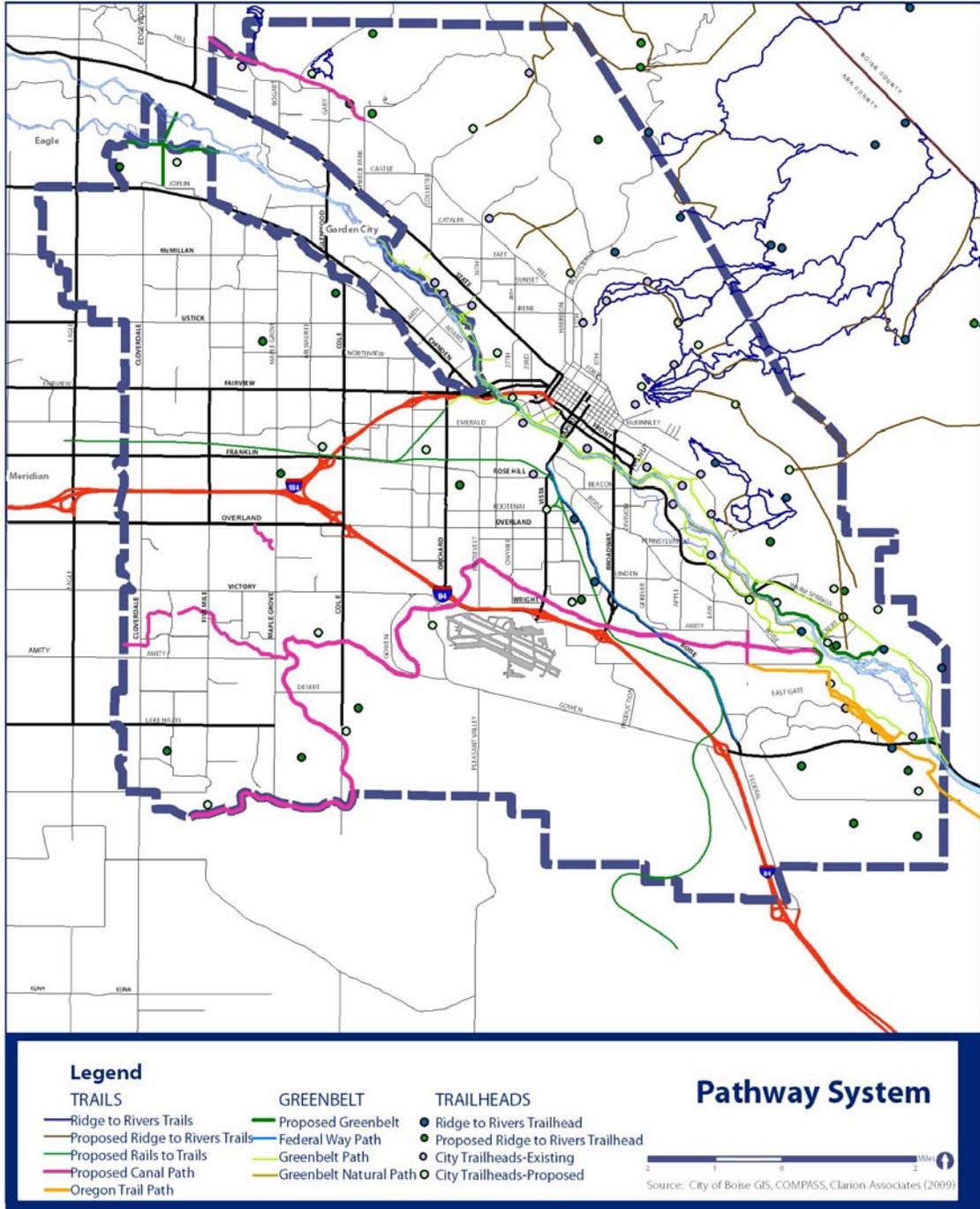


Figure 11: Pathway System

SUPPORT A RANGE OF SERVICES FOR FAMILIES AND PERSONS IN NEED

Despite the high quality of life many Boise residents enjoy, the community is not immune to the challenges of homelessness, alcohol and drug abuse, child neglect, spousal abuse, mental illness, health care access, and other social issues. Although the city’s statutory authority does not include social services, Boise recognizes the need to protect the health and quality of life of its residents, including its most vulnerable populations. The city has demonstrated this commitment through its ongoing support of health care, elder care, and social service organizations in the community and through its leadership role in coordinating social service initiatives. The goals and policies outlined below are intended to reinforce the city’s commitment to its residents and its desire to be a healthy, caring community.

Goal SHCC15: Locate medical, mental health, and social services to maximize access to Boise residents.



All residents of Boise should have equal access to medical facilities.

SHCC14.1: COORDINATION OF RESOURCES

Coordinate with existing health care and social service providers and other cities and counties in the region to fully optimize available resources and efforts and to identify and fill potential gaps in service.

SHCC14.2: TRANSIT ACCESS

Work with VRT to ensure health care and social service facilities are accessible to residents, especially to the elderly and disabled.

SHCC14.3: FACILITY SITING AND EXPANSION

Work with health care and social service providers on upgrades to and expansion of existing facilities as well as the siting of new facilities through the implementation of the St. Luke’s and St. Alphonsus master plans.

SHCC14.4: ALLUMBAUGH HOUSE

Continue to support with other local partners the ongoing operation of the regional detox center.

Goal SHCC16: Encourage wellness through care and prevention.

SHCC15.1: TECHNICAL ASSISTANCE

Provide technical assistance to local organizations that deliver health and social services to seniors, homeless persons, low income citizens, and other groups with special needs.

SHCC15.2: COMMUNITY AWARENESS

Participate in school and agency programs to:

- Provide healthy meals;
- Combat tobacco, alcohol, and drug dependency;
- Raise awareness on suicide prevention resources;
- Distribute city parks and recreation materials through the schools; and
- Distribute information about the benefits of proper nutrition and exercise.

Goal SHCC16: Provide permanent supportive housing first to those who are experiencing chronic homelessness and then to expand services to others who are experiencing intermittent homelessness.

SHCC16.1: 10 YEAR PLAN TO REDUCE AND PREVENT CHRONIC HOMELESSNESS

The 2007 10-Year Plan to Reduce and Prevent Chronic Homelessness is adopted by reference.

SHCC16.2: FAMILY HOMELESSNESS

Coordinate the on-going engagement of area businesses and faith-based organizations to reduce family homelessness.

SUPPORT A RANGE OF SERVICES FOR FAMILIES AND PERSONS IN NEED

Despite the high quality of life many Boise residents enjoy, the community is not immune to the challenges of homelessness, alcohol and drug abuse, child neglect, spousal abuse, mental illness, health care access, and other social issues. Although the city’s statutory authority does not include social services, Boise recognizes the need to protect the health and quality of life of its residents, including its most vulnerable populations. The city has demonstrated this commitment through its ongoing support of health care, elder care, and social service organizations in the community and through its leadership role in coordinating social service initiatives. The goals and policies outlined below are intended to reinforce the city’s commitment to its residents and its desire to be a healthy, caring community.

Goal SHCC15: Locate medical, mental health, and social services to maximize access to Boise residents.



All residents of Boise should have equal access to medical facilities.

SHCC14.1: COORDINATION OF RESOURCES

Coordinate with existing health care and social service providers and other cities and counties in the region to fully optimize available resources and efforts and to identify and fill potential gaps in service.

SHCC14.2: TRANSIT ACCESS

Work with VRT to ensure health care and social service facilities are accessible to residents, especially to the elderly and disabled.

SHCC14.3: FACILITY SITING AND EXPANSION

Work with health care and social service providers on upgrades to and expansion of existing facilities as well as the siting of new facilities through the implementation of the St. Luke’s and St. Alphonsus master plans.

SHCC14.4: ALLUMBAUGH HOUSE

Continue to support with other local partners the ongoing operation of the regional detox center.

Goal SHCC16: Encourage wellness through care and prevention.

SHCC15.1: TECHNICAL ASSISTANCE

Provide technical assistance to local organizations that deliver health and social services to seniors, homeless persons, low income citizens, and other groups with special needs.

SHCC15.2: COMMUNITY AWARENESS

Participate in school and agency programs to:

- Provide healthy meals;
- Combat tobacco, alcohol, and drug dependency;
- Raise awareness on suicide prevention resources;
- Distribute city parks and recreation materials through the schools; and
- Distribute information about the benefits of proper nutrition and exercise.

Goal SHCC16: Provide permanent supportive housing first to those who are experiencing chronic homelessness and then to expand services to others who are experiencing intermittent homelessness.

SHCC16.1: 10 YEAR PLAN TO REDUCE AND PREVENT CHRONIC HOMELESSNESS

The 2007 10-Year Plan to Reduce and Prevent Chronic Homelessness is adopted by reference.

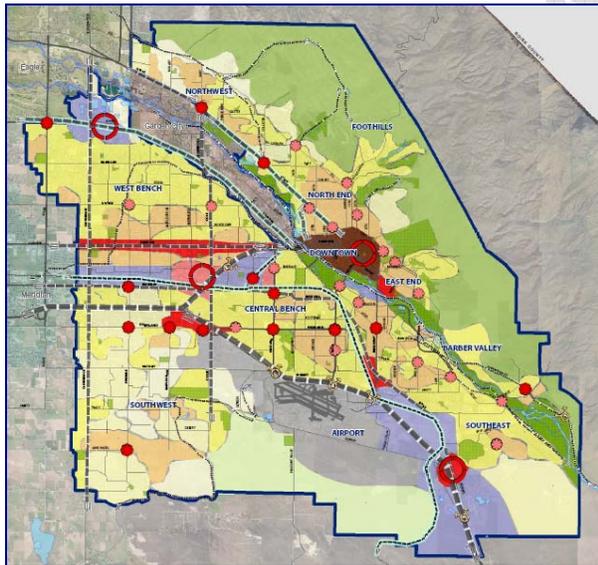
SHCC16.2: FAMILY HOMELESSNESS

Coordinate the on-going engagement of area businesses and faith-based organizations to reduce family homelessness.

Chapter 3: Community Structure and Design

This chapter establishes a land use framework for future development in Boise's AOCI over the next 10 to 20 years. This framework includes the types of places the community would like to foster and the land use patterns that will be encouraged in each of those places. The Land Use Map and accompanying land use criteria will be used to guide future development decisions, infrastructure improvements, and public and private investment within Boise's AOCI. This chapter also contains a series of design principles that provide guidance on the desired form and character of different types of development. The design principles will set the stage for planned amendments to the city's zoning code and will help promote a more sustainable pattern of development in Boise City. Planning area policies contained in Chapter 4 should be used in conjunction with this chapter to ensure future development in the city's eleven planning areas is compatible with the unique characteristics of each area.

Creating Places



The Structure Plan map, above, served as a foundation for the Land Use Map.

Early in the planning process, the community was asked to help define the overall “structure” of the community—the types of places that make Boise a desirable place to live, work, recreate, and visit. Based on those discussions, it was determined that Boise’s built and natural environment is comprised of the following types of places:

- Mixed-Use Activity Centers;
- Neighborhoods;
- Commercial/Employment Areas;
- Public/Institutional Areas;
- Parks, Open Space, and Conservation Areas;
- Corridors;
- Community Gateways; and
- Special Districts and Master Plan Areas.

The structure created by these places was captured on the Structure Plan map, which served as a foundation for discussions throughout the planning process and subsequently helped shape the *Land Use Map* and land use categories defined in this chapter.

Land Use Map

This chapter defines the types, characteristics, and distribution of land uses that may occur within the AOCI during the next 10 to 20 years.

The *Land Use Map* identifies where the city would support the development of these uses. Future annexations by the city may occur within the AOCI. The type and distribution of uses on the *Land Use Map* are reflective of the city’s desire to promote a more predictable, sustainable, and connected pattern of development for the future.

The *Land Use Map* is intended to serve as a guide for future zone changes. In most cases, land use

COMMUNITY STRUCTURE AND DESIGN

designations generally follow existing parcel lines, roadways, and other geographic boundaries. If the land use designation shown on the *Land Use Map* does not follow an existing parcel line, the actual delineation of land use categories shall be established at the time of zoning and/or development request. Future zone changes should generally adhere to the land use categories depicted on the *Land Use Map*, but flexibility in interpretation of the boundary may be granted by the planning and zoning commission,

provided the proposed change is consistent with the principles, goals, and policies contained in this plan. Density ranges outlined for each land use category are based on gross acreage and are intended to define overall densities for a planning area rather than for individual parcels.

The *Land Use Map* identifies the following types of places and accompanying land use categories, each of which is described in this chapter:

Table 5: Types of Places and Applicable Land Use Categories

TYPES OF PLACES	APPLICABLE LAND USE CATEGORIES
MIXED-USE ACTIVITY CENTERS	Varies by type of activity center, but generally includes: Downtown Mixed-Use, General Mixed-Use, Commercial, and High-Density Residential.
NEIGHBORHOODS	High-Density Residential, Compact, Suburban, Large Lot, and (Foothills only) Buildable.
COMMERCIAL/EMPLOYMENT	Commercial, Office, and Industrial.
PUBLIC/INSTITUTIONAL AREAS	Public/Quasi-Public, Airport, and Education.
PARKS, OPEN SPACE, AND CONSERVATION AREAS	Parks and Open Space, and (Foothills Plan only) Slope Protection.
CORRIDORS	All land use categories that are adjacent to the defined corridor—typically Mixed-Use, Commercial, Office, and High-Density Residential, that are typically transit-supportive.
COMMUNITY GATEWAYS	All land use categories defined in vicinity of designated community gateways.
SPECIAL DISTRICTS AND MASTER PLANS	BSU Master Plan, and Planned Community.

Areas of Stability and Change

The *Land Use Map* is built upon the idea that the degree of change—the amount of new development or redevelopment likely to occur in different areas of the community—varies dramatically. Some areas, such as Downtown, may see substantial infill and redevelopment over the coming years, while many existing single-family neighborhoods are stable and unlikely to see much development activity at all. In areas where change is likely, it will generally occur through a combination of:

- **New Development**—Development occurring on agricultural lands, range lands, or other previously undeveloped land;
- **Infill Development**—Development on a vacant or substantially vacant tract of land surrounded by existing development; and
- **Redevelopment**—Development on a tract of land with existing structures where all or most of the existing structures would be razed and a new structure or structures built.

A general assessment of each planning area was conducted as part of the planning process to identify established land use patterns; existing zoning, areas where new development, infill, or redevelopment could occur; and the types of development that would be likely to occur in each location. This assessment helped shape the distribution of future land uses within the AOCI. Additional discussion on the types of growth anticipated in each planning area and specific policies to guide future growth are provided in Chapter 4 of this plan.

HOW WERE AREAS OF CHANGE AND STABILITY IDENTIFIED?

A series of workshops was held with the Neighborhood Council and the broader community to help identify areas that are likely to see some degree of change in the future and those that are likely to remain stable. Generalized criteria used are summarized below:

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

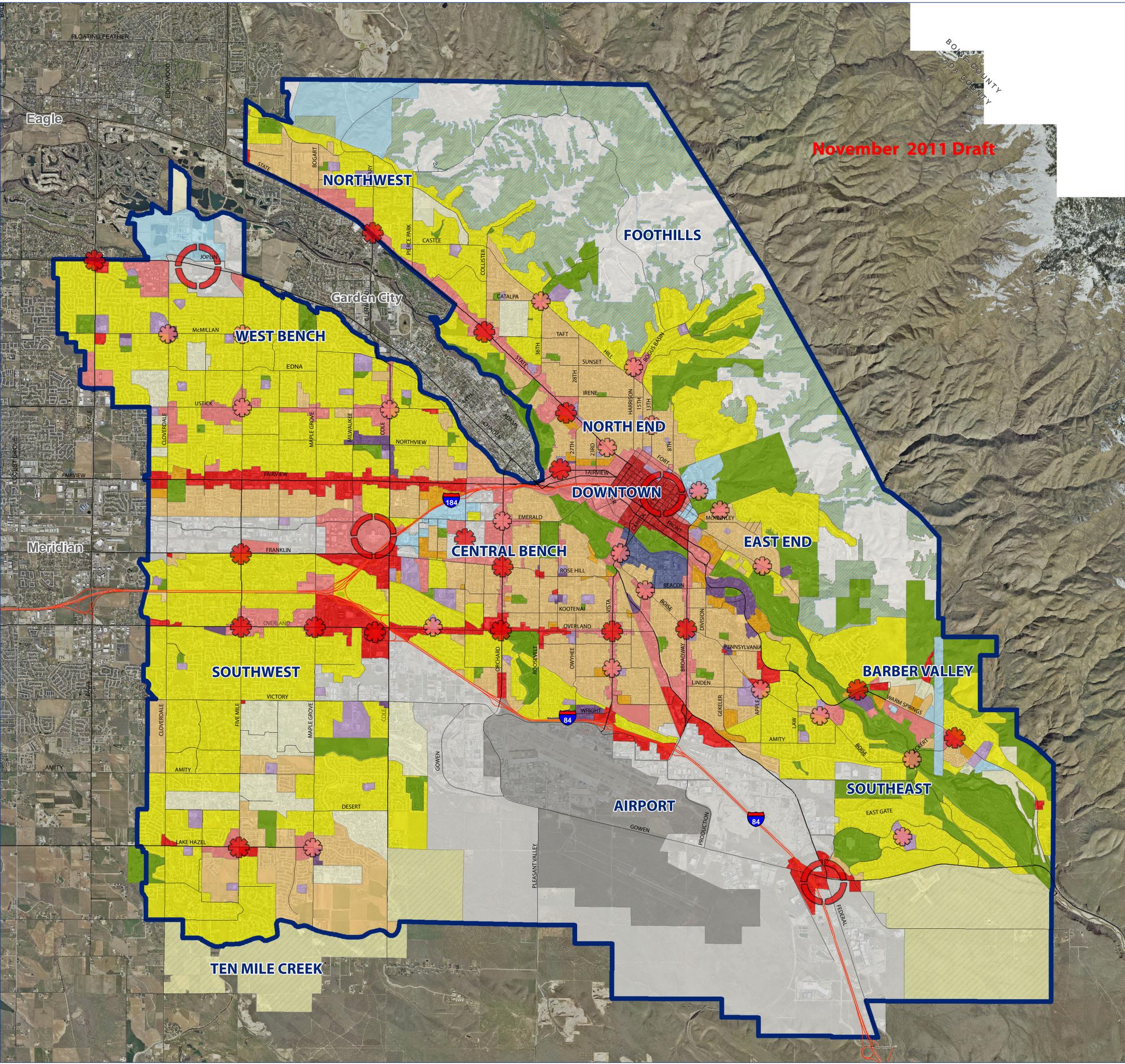
The process of identifying these areas helped define the distribution of land uses on the Land Use Map. A more detailed discussion of the criteria outlined above, and maps addressing the location and extent of these designations within each planning area, are included in Appendix C.

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Land Use Map

November 2011 Draft



Legend

Mixed-Use Activity Centers

- Regional Activity Center
- Community Activity Center
- Neighborhood Activity Center

Land Use Categories

Neighborhoods

- High Density
- Compact
- Suburban
- Large Lot

Commercial/Employment

- Commercial
- Office
- Industrial

Mixed-Use

- Mixed-Use
- Downtown Mixed-Use

Parks and Open Space

- Parks/Open Space

Public/Institutional

- Airport
- Public/Quasi-Public
- Education

Other

- BSU Master Plan
- Planned Community
- Slope Protection
- Buildable
- Area of Impact

0.3 0.15 0 0.3 Miles



Source: City of Boise GIS, COMPASS, Clarion Associates (2009)

Design Principles

This chapter establishes a series of design principles to guide the character and form of future development in different locations within the AOCI. The design principles are intended to build on community preferences expressed during the planning process regarding different types and intensities of development. The principles build on the types of features the community identified at a citywide level as favorable and discourages those features that were viewed as undesirable. The principles should be applied in conjunction with the planning area policies contained in Chapter 4. The design principles are intended to serve as the foundation for targeted amendments to the city's zoning code. The principles address development at two levels:

General Design Principles

General Design Principles include design considerations that should be addressed as part of any development, regardless of whether the development is a large new development at the outer edge of the city, an infill development within an established neighborhood, or a multi-block redevelopment project in the heart of Downtown. Types of considerations addressed under General Design Principles include: pedestrian and street connectivity, architectural variety, and desired mix of uses, among others.

Infill Design Principles

Infill Design Principles address design considerations unique to infill and redevelopment occurring in older areas of the city. The primary role of these principles is to accommodate increased densities where appropriate while protecting the character of Boise's established neighborhoods. Types of considerations addressed by the Infill Design Principles include: relationship to surrounding development, transitions in height and building mass, and other issues related to compatibility. Infill Design Principles are intended to apply in conjunction with the General Design Principles.

Design principles are organized according to the types of places described above, but focus strictly on the built environment, which includes:

- Mixed-Use Activity Centers;
- Neighborhoods;
- Commercial/Employment Areas;
- Corridors;

- Gateways; and
- Special Districts and Master Plans.

In several instances, more than one set of design principles will apply. An example would be for an area identified on the *Land Use Map* as General Mixed-Use that falls within a designated activity center and is along a designated corridor. In this example, standards for both activity centers and corridors would apply. The following section contains a description of each type of place, characteristics of applicable land use categories, and design principles. Density ranges defined for each land use category are based on gross acreage and intended to define general overall densities for a particular land use rather than for individual parcels. Design principles for the Airport Influence Area, as identified on the map on page 3-39, are also included in this chapter.

Mixed-Use Activity Centers



Three types of Mixed-Use Activity Centers are identified on the *Land Use Map*: Regional, Community, and Neighborhood. Activity centers vary in their characteristics, size, location, mix of uses, and density range, as outlined on the following pages. The identification of these activity centers is intended to establish the general location of different types of activity center development in the city. Two mixed-use land use categories: Downtown Mixed-Use and General Mixed-Use illustrate the geographic extent of each activity center and establish locations suitable for mixed-use development outside of activity centers. The Mixed-Use Activity Centers designation and associated land use categories are intended to promote a more compact, pedestrian and transit-oriented pattern of development in existing and new centers over time. These desired characteristics all contribute to the creation of a more sustainable pattern of development for Boise City—one of the major themes of this plan. Additional activity

centers may be designated over time if the proposed centers (See Policy NAC1.2.):

- Are comprised of a mix of uses and are of a scale that is compatible with the surrounding neighborhood;
- Are located in an area where the topography is suitable for higher-intensity development;
- Provide a range of commercial/retail services not currently available in the immediate neighborhood;
- Are served by and/or focused around an existing or planned rapid transit stop; and
- Are consistent with the goals, policies, and principles contained in this plan.

Development occurring within the General Mixed-Use land use category outside of designated activity centers should be consistent with design principles for Mixed-Use Activity Centers, as well as design principles for Corridors, where applicable.

MIXED-USE ACTIVITY CENTER TYPES:

Regional Activity Centers

<p>LAND USE MAP SYMBOL</p>	
<p>CHARACTERISTICS</p>	<p>Regional Activity Centers serve Boise residents as well as residents of the surrounding region. Each of Boise's regional activity centers is unique in its scale, development intensity, and mix of uses. They typically include large-scale employment and retail uses, high-density residential, and mixed-use development. Regional Activity Centers for Boise are:</p> <ul style="list-style-type: none"> ▪ Downtown Boise (see also, Downtown Mixed-Use Land Use Category, pg 3-13); ▪ Micron industrial area; ▪ Hewlett-Packard industrial area; and ▪ Boise Towne Square Mall.
<p>DESIRED PATTERN</p>	
<p>SIZE</p>	<p>Typically between 50 and 150 acres.</p>
<p>DENSITY RANGE</p>	<ul style="list-style-type: none"> ▪ <i>Non-Residential/Mixed-Use:</i> Typical floor area ratios (FARs) of between 0.5 and 2.0, although they may be as high as 10 or more in Downtown. ▪ <i>Residential:</i> Residential densities typically greater than 20 dwelling units per acre.
<p>MIX OF USES</p>	<p>Dependent upon the types of activities within the individual activity center. Ranges from a diverse mix of office, retail, restaurants, institutional, residential, and other uses in Downtown to predominately employment in the Micron area.</p>
<p>LOCATION</p>	<p>Typically located in close proximity to an interstate highway for visibility and ease of access. Regional activity centers should be located to minimize the impacts of traffic on neighborhoods.</p>
<p>DESIGN PRINCIPLES</p>	<p>Design principles for Mixed-Use Activity Centers apply. Corridor and Gateway design principles may also apply in some locations.</p>
<p>TRANSPORTATION</p>	<p>Street design typical of town center street typologies. Facilities include transit centers, wider sidewalks, and bike lane network.</p>
<p>ZONE DISTRICTS</p>	<p>Vary based on underlying land use category designation.</p>

MIXED-USE ACTIVITY CENTER TYPES:

Community Activity Centers

<p>LAND USE MAP SYMBOL</p>	
<p>CHARACTERISTICS</p>	<p>Community Activity Centers are intended to meet the needs of a group of neighborhoods or the entire community. They are characterized as destinations that include grocery store anchors, moderate to high-density housing, office and service uses, and mixed-use development. Examples of Community Activity Centers include:</p> <ul style="list-style-type: none"> ▪ Five Mile and Overland; ▪ Five Mile and Ustick; ▪ Eagle and McMillan; ▪ Ustick and Cole; ▪ Eckert and Warm Springs; and ▪ Apple and Parkcenter.
<p>DESIRED PATTERN</p>	
<p>SIZE</p>	<p>Typically between 20 and 40 acres.</p>
<p>DENSITY RANGE</p>	<ul style="list-style-type: none"> ▪ <i>Non-Residential/Mixed-Use:</i> Typical FARs of between 0.5 and 2.0. ▪ <i>Residential:</i> Typically between 12 and 20 dwelling units per acre.
<p>MIX OF USES</p>	<ul style="list-style-type: none"> ▪ <i>Primary:</i> Variety of retail, commercial, professional offices, financial institutions, and high-density residential, including live-work units. Non-residential space typically ranges from 25,000 to 150,000 square feet. ▪ <i>Secondary:</i> While the mix of uses in most of the city's Community Activity Centers today is fairly limited (typically retail and office uses), the incorporation of a broader mix of uses, including residential, is encouraged as existing centers evolve and new centers are constructed. <p>Mix of primary and secondary uses will vary based on adjacent uses, location, and access.</p>
<p>LOCATION</p>	<p>Most appropriately located at the intersection of arterials, where they may be served by existing and planned transit and should include consideration of transit in new development. Existing and planned Community Activity Centers are identified on the <i>Land Use Map</i>. Additional centers may be identified consistent with Policy NAC1.2: Locational Criteria. (See Chapter 2.)</p>
<p>DESIGN PRINCIPLES</p>	<p>Design principles for Mixed-Use Activity Centers apply. Corridor and Gateway Design Principles may also apply in some locations.</p>
<p>TRANSPORTATION</p>	<p>Street design typical of town center street typologies. Facilities include transit centers, wider sidewalks, and bike lane network.</p>
<p>ZONE DISTRICTS</p>	<p>Varies based on underlying land use category designation.</p>

MIXED-USE ACTIVITY CENTERS TYPES:

Neighborhood Activity Centers

<p>LAND USE MAP SYMBOL</p>	
<p>CHARACTERISTICS</p>	<p>Neighborhood Activity Centers are intended to serve one or more neighborhoods and are characterized by small-scale retail and service uses that may include mixed-use or attached housing opportunities. These centers are characterized by a compact scale and pedestrian-friendly design that encourages pedestrian access from adjacent neighborhoods. Examples of Neighborhood Activity Centers in Boise include:</p> <ul style="list-style-type: none"> ▪ Hyde Park; ▪ 36th and Hill Road; and ▪ Bown Crossing.
<p>DESIRED PATTERN</p>	
<p>SIZE</p>	<p>Typically between three to five acres; however, may be as small as one acre when integrated within a neighborhood.</p>
<p>DENSITY RANGE</p>	<ul style="list-style-type: none"> ▪ <i>Non-Residential/Mixed-Use:</i> Typical FARs of between 0.5 and 2.0. ▪ <i>Residential:</i> Typically between 8 and 16 dwelling units per acre, but may be higher if designed in accordance with the design principles.
<p>MIX OF USES</p>	<ul style="list-style-type: none"> ▪ <i>Non-residential:</i> Restaurants, coffee shops, offices, and small-scale retail shops. Non-residential space typically occupies less than 25,000 square feet. ▪ <i>Residential uses:</i> A range of residential uses is encouraged and may include attached single-family units, garden apartments and patio homes, apartments or condominium units above ground floor retail uses, and live-work units. <p>Mix of primary and secondary uses will vary based on adjacent uses, location, and access.</p>
<p>LOCATION</p>	<p>Existing and planned Neighborhood Activity Centers are identified on the <i>Land Use Map</i>. Centers are generally located at the intersection of a local street and an arterial street or two local streets. Additional centers may be identified consistent with Policy NAC1.2: Locational Criteria. (See Chapter 2.)</p>
<p>DESIGN CONSIDERATIONS</p>	<p>Design principles for Mixed-Use Activity Centers apply. Corridor and Gateway design principles may also apply in some locations.</p>
<p>TRANSPORTATION</p>	<p>Street design typical of town center street typologies. Facilities include transit centers, wider sidewalks, and bike lane network.</p>
<p>ZONE DISTRICTS</p>	<p>Vary based on underlying land use category designation.</p>

MIXED-USE LAND USE CATEGORIES

General Mixed-Use

LAND USE MAP SYMBOL	
CHARACTERISTICS	The General Mixed-Use land use category provides a foundation for Regional, Community, and Neighborhood Activity Center development. General Mixed-Use allows for a vertical or horizontal mix of uses, including residential.
DESIRED PATTERN	
DENSITY RANGE	Typical FARs of between 0.5 and 2.0; although may be significantly higher in larger Community Activity Centers where transitions to adjacent neighborhoods can be incorporated.
MIX OF USES	Specific mix of uses will vary based on adjacent uses, location, and access. Generally includes a variety of retail, commercial, professional offices, restaurants, financial institutions, and high-density residential, including live-work units.
LOCATION	Located along corridors and within activity centers where it may be readily served by existing or future transit.
DESIGN PRINCIPLES	Design principles for Mixed-Use Activity Centers apply. Corridor and Gateway design principles may also apply in some locations.
TRANSPORTATION	Street design typical of town center street typologies. Facilities include transit centers, wider sidewalks, and bike lane network.
ZONE DISTRICTS	A-1, R-1A, R-1B, R-1C, R-1M, L-O, N-O, R-2, R-3, R-O, C-1, C-2, C-3, C-4, C-5, PC, H-S, M-1, M-2, M-4, T-1

MIXED-USE LAND USE CATEGORIES

Downtown Mixed-Use

<p>LAND USE MAP SYMBOL</p>	
<p>CHARACTERISTICS</p>	<p>The Downtown Mixed-Use land use category is intended to reflect the significance of Downtown Boise’s role as the center of the community and region. The category accommodates the broad range of conditions that exist in Downtown today and is intended to support adopted plans and policies for different neighborhoods and districts within the Downtown Planning Area.</p>
<p>DESIRED PATTERN</p>	
<p>DENSITY RANGE</p>	<p>Typical FARs will generally be between 2.0 and 10.0, although higher intensities will be supported within the Downtown Core.</p>
<p>MIX OF USES</p>	<ul style="list-style-type: none"> ▪ Primary: Varies by location, but generally includes a mix of civic, cultural, retail, restaurant, educational facilities, medical, hotel/convention, professional offices, financial institutions, medium/high-density housing, government (federal, state, and local) buildings and properties. ▪ Secondary: Parking and transit facilities, plazas, squares, parks, open space, and trails. <p>Specific mix of uses should be tailored to adopted plans and policies for different neighborhoods and districts within the Downtown Planning Area, as applicable.</p>
<p>LOCATION</p>	<p>Applies within the boundaries of the Downtown Planning Area.</p>
<p>DESIGN PRINCIPLES</p>	<p>Design principles for Mixed-Use Activity Centers apply. Corridor and Gateway Design Principles may also apply in some locations.</p>
<p>TRANSPORTATION</p>	<p>Street design based on adopted urban renewal plans and town center typologies. Facilities include multi-modal transit center, wider sidewalks, and bike lane network.</p>
<p>ZONE DISTRICTS</p>	<p>A-1, R-1A, R-1B, R-1C, R-1M, L-O, N-O R-2, R-3, R-O, C-1, C-2, C-3, C-4, C-5, PC, H-S, M-1, M-2, M-4, T-1</p>

Mixed-Use Design Principles

GENERAL DESIGN PRINCIPLES FOR MIXED-USE (GDP-MU)

These General Design Principles apply to all mixed-use development occurring within designated Regional, Community, or Neighborhood Activity Centers on the Land Use Map, as well as areas outside of activity centers designated as General Mixed-Use. The principles address: the Relationship of Uses; Housing; Community Facilities; Pedestrian Access and Orientation; and Distinct Identity and are intended to promote a more compact and sustainable pattern of development in the city's activity centers over time. These principles should be applied in conjunction with relevant planning area-specific policies contained in Chapter 4.

Principle GDP-MU.1: Relationship of Uses



A vertically mixed-use building in Downtown, with retail at the street level and residential above.

- (a) Encourage a vertical mix of uses or a combination of vertically and horizontally mixed uses based on site size, access, surrounding uses, and the overall development context.
- (b) Locate active uses such as retail shops and restaurants at the ground level to provide pedestrian interest.
- (c) Concentrate active uses at key intersections, near existing or planned transit stops, or near major public spaces to increase visibility and promote pedestrian activity.
- (d) Ensure site plans address the possibility of transitioning surface parking and other underutilized features of a development to a higher intensity and more integrated pattern over time, if it is not achievable at the time of development.

Principle GDP-MU.2: Housing

- (a) Encourage the incorporation of housing in activity centers either above retail storefronts or as an adjacent, but well-integrated, use to provide opportunities for residents to walk or take transit to shops, services, and jobs.
- (b) Incorporate higher-density housing and a wider range of housing choices in larger centers with existing or planned transit access.
- (c) Incorporate smaller-scale housing in Neighborhood Activity Centers that is compatible with the surrounding neighborhood context.



Retail and multi-family residential uses in this activity center are horizontally mixed and well integrated—both visually and physically.

Principle GDP-MU.3: Community Facilities

- (a) Incorporate schools, plazas, libraries, parks, and open space, and other community facilities into activity centers where appropriate to serve the needs of neighborhood residents.

(b) Encourage creative approaches to the design of community facilities in activity centers to reinforce the more compact nature of their surroundings and integrate them with other uses.



The integration of plazas and other more urban open spaces in activity centers provides a place for kids to play and adults to enjoy.

Principle GDP-MU.4: Pedestrian Access and Orientation

(a) Design sites and orient buildings with an emphasis on the character and safety of the pedestrian realm:

- Bring buildings close to the street;
- Place parking behind or to the side of buildings; and
- Provide clear pedestrian connections with generous sidewalk widths, low-level lighting, and outdoor gathering spaces.

(b) Incorporate a pattern of walkable blocks in activity centers with frequent and clear pedestrian connections to surrounding neighborhoods, transit corridors and stops, parks, trails, and open space.

(c) Tailor block sizes to those found in Boise’s traditional neighborhoods, which are generally less than 400 feet, with the exception of Downtown’s much smaller blocks.

Principle GDP-MU.5: Distinct Identity

Incorporate a variety of features, such as varied materials, architectural detailing, facade articulation, varied building heights and scale, signage, landscaping, public art and other urban design elements to help establish a unique identity for each activity center and distinguish it from other activity centers in the city.



Distinctive architecture, lighting, signage, and other features help create a distinct character for each of the city’s activity centers.

Principle GDP-MU.6: Transit Access

(a) Design activity centers to support existing and planned transit. Cluster activity-generating uses, such as retail stores, restaurants, and daily services along transit corridors and surrounding transit stops and provide direct pedestrian access.

(b) Concentrate high-density residential at the core of activity centers and within ¼ mile of existing and planned transit stops to provide ease of access and to promote increased ridership over time.

Principle GDP-MU.7: Sustainability

Encourage energy-efficient construction techniques, materials, designs, and other strategies as part of new activity centers or rehabilitation efforts, consistent with the sustainability policies contained in Chapter 2.

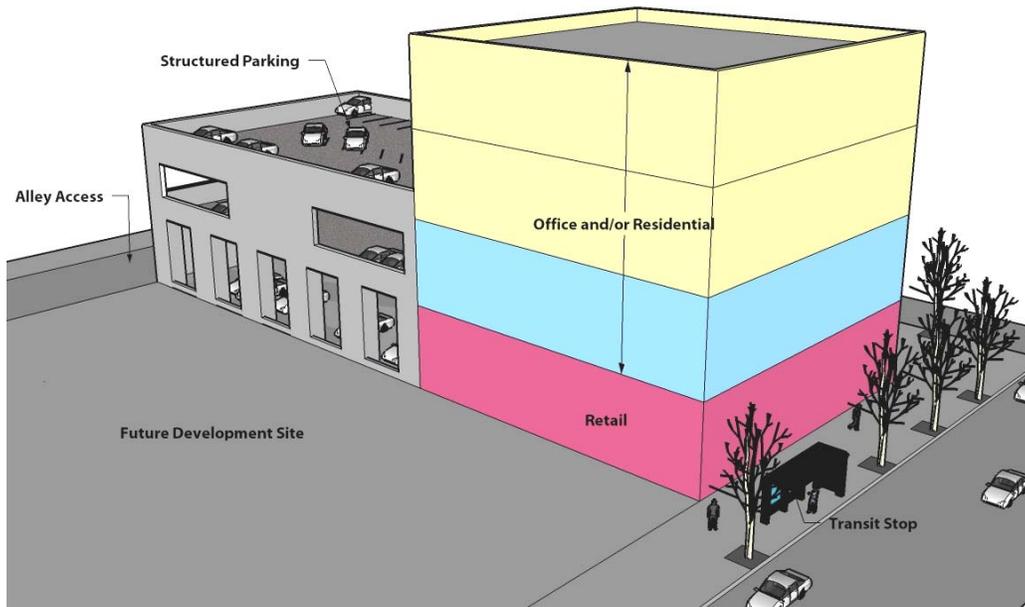


The 36th Street Garden Center received a Silver LEED certification for its environmental design.

HORIZONTAL VS. VERTICAL MIXED-USE

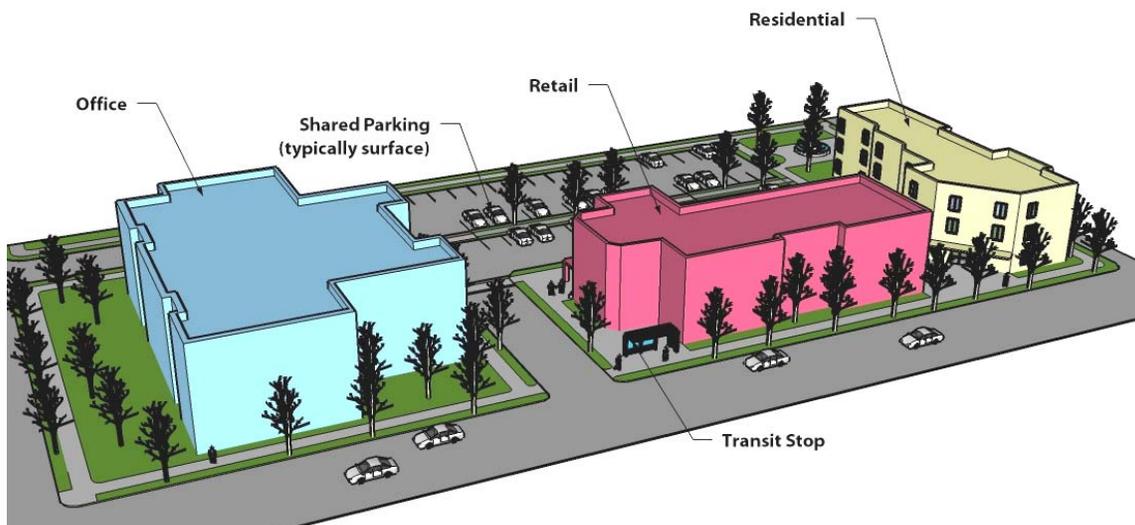
Vertical mixed-use

“Vertical mixed-use” refers to the integration of two or more land use types within a building, occurring on different floors. A typical example of a vertical mixed-use building would incorporate active uses, such as stores, offices, and restaurants, at the street level and residential or office uses on the upper floors—as traditionally found in Downtown Boise and in Neighborhood Activity Centers such as Bown Crossing.



Horizontal mixed-use

“Horizontal mixed-use” refers to a pattern where several types of uses or buildings, together with residential, are included as part of a cohesive development in proximity to each other – but each building would contain its own separate use. They would be designed as a set of coordinated uses, with common parking areas, strong pedestrian connections, and similar design features, but would contain separate uses in each building.



INFILL DESIGN PRINCIPLES FOR MIXED-USE (IDP-MU)

These Infill Design Principles apply to all mixed-use development occurring within an established context in designated Regional, Community, or Neighborhood Activity Centers, as well as areas located outside of activity centers that are designated for General Mixed-Use. The principles are intended to provide policy guidance on a range of techniques aimed at ensuring that higher-density development desired within activity centers is compatible with surrounding neighborhoods. These principles should be applied in conjunction with the General Design Principles for Mixed-Use above, as well as relevant planning area-specific policies contained in Chapter 4.

Principle IDP-MU.1: Mix of Uses

Incorporate a broader range of uses (including housing) and higher-intensity development as opportunities to redevelop or revitalize existing centers occur over time, subject to these Infill Design Principles.



These homes were incorporated behind commercial uses along State Street, providing their residents the option of walking or biking to nearby amenities.

Principle IDP-MU.2: Relationship to Surrounding Neighborhoods

Use the following techniques to promote compatibility between redevelopment within existing activity centers and the surrounding neighborhood:

- (a) Concentrate tallest buildings at the center of the site or along primary street frontages;
- (b) Provide gradual decreases in building height and mass so that new structures have a comparable scale as adjacent homes along the shared lot line or street frontage;
- (c) Respect existing block patterns by carrying street connections to and through the activity center; or

- (d) Incorporate lower-intensity housing types (e.g., townhomes, duplexes, etc.) along a shared street frontage.



A gradual decrease in height and building mass are used to provide a transition between the five-story infill development at right and its smaller-scale neighbors to the left.

Principle IDP-MU.3: Renovation of Existing Activity Centers

- (a) Incorporate pad-site buildings at the street edge to break up existing surface parking and help “frame” the street and the center’s entrance, where sufficient space is available.
- (b) Provide landscaping in combination with low walls to screen surface parking from the street.
- (c) Incorporate upper floors of housing or offices above existing strip centers where structurally and economically feasible.
- (d) Provide pedestrian linkages between the center and adjacent neighborhoods as part of a major rehabilitation effort, where they do not already exist.

Neighborhoods



Four neighborhood land use categories are identified on the *Land Use Map*, reflecting the diversity of housing opportunities and neighborhood characteristics that the community values. Neighborhood land use categories include: Large Lot, Suburban, Compact, and High-Density Residential. The Buildable land use category is also included as part of the Neighborhood Designation, but its applicability is limited to areas identified within the Foothills Policy Plan.

Design principles for neighborhoods are intended to promote a balanced mix of uses, a pedestrian-oriented scale, distinct character, and integration with the surrounding community. Infill design principles for neighborhoods address issues of neighborhood compatibility that may arise as densities increase over time. Principles are not intended to promote neighborhoods that look and feel the same; rather, they are intended to enhance the character, accessibility, and livability of the city's existing and future neighborhoods.

NEIGHBORHOOD LAND USE CATEGORIES:

Large Lot

LAND USE MAP SYMBOL	
CHARACTERISTICS	Large lot neighborhoods feature single-family detached homes on lots ranging from ½ to more than one-acre in size. Neighborhoods typically feature more rural characteristics, such as open fencing and rural roadway cross-sections (e.g., no curb and gutter or sidewalks) and in some areas exist as enclaves within urban areas. Topography and other natural features, as well as adjacent ranges and grazing lands, contribute to the overall character of these neighborhoods depending on their location. Clustering homes to preserve these features or provide shared open space for residents is encouraged.
DESIRED PATTERN	
DENSITY RANGE	Typically 1-2 dwelling units/acre, although densities may be significantly lower in some locations.
MIX OF USES	<ul style="list-style-type: none"> ▪ <i>Primary:</i> Single-family detached homes. ▪ <i>Secondary:</i> Parks, open space, trails, livestock grazing , small-scale agricultural uses and community gardens. Services for large lot neighborhoods are generally provided by adjacent activity centers.
LOCATION	Typically located at the fringe of urban development or in areas such as the Foothills where steeper terrain or other natural features are unsuitable for suburban or compact neighborhood development.
DESIGN PRINCIPLES	Design principles for Neighborhoods apply. Corridor and Gateway Design Principles may also apply in some locations.
TRANSPORTATION	Residential typologies in the Southwest Planning area are suitable. In the Foothills Planning Area, adapted Rural roadway typologies are suitable that account for steep terrain and off-road pathways.
ZONE DISTRICTS	A-1, A-2, R-1A, R-1B, L-O, N-O

NEIGHBORHOOD LAND USE CATEGORIES:

Suburban

LAND USE MAP SYMBOL	
CHARACTERISTICS	The Suburban land use category accommodates predominantly single-family detached homes on lots ranging from 7,000 to 11,000 square feet. Existing neighborhoods tend to be more isolated from surrounding uses and may require residents to rely more on driving to nearby shopping and employment destinations; however, a more integrated pattern is encouraged for new neighborhoods. This designation encompasses many areas of Boise developed between the 1950's and today.
DESIRED PATTERN	
DENSITY RANGE	3-5 dwelling units/acre.
MIX OF USES	<ul style="list-style-type: none"> ▪ Primary: Predominantly single-family detached homes served by adjacent activity centers; however, new suburban neighborhoods are encouraged to incorporate a mix of attached and detached dwellings. ▪ Secondary: Parks, trails, open space and community gardens are typically integrated within each neighborhood.
MIX OF HOUSING TYPES	Predominantly single-family detached; however, may include attached single-family and multi-family units as part of a larger neighborhood development.
LOCATION	Varies; typical in developing areas of the AOCI.
DESIGN PRINCIPLES	Design principles for neighborhoods apply. Corridor and Gateway Design Principles may also apply in some locations.
TRANSPORTATION	Residential roadway typologies are suitable. Town Center typologies in areas at upper end of density range. Pedestrian-oriented streetscapes are desired (Principle GDP-N.5).
ZONE DISTRICTS	A-1, A-2, R-1A, R-1B, R-1C, L-O, N-O

NEIGHBORHOOD LAND USE CATEGORIES:

Compact	
LAND USE MAP SYMBOL	
CHARACTERISTICS	Compact neighborhoods feature small lots (typically between 5,000-7,000 square feet), an interconnected network of sidewalks and streets, and in some cases, alley-loaded garages. This designation encompasses many of the older portions of the city, such as the North End, as well as some more recent developments designed with similar characteristics, such as Harris Ranch.
DESIRED PATTERN	
DENSITY RANGE	6-15 dwelling units/acre typical.
MIX OF USES	<ul style="list-style-type: none"> ▪ <i>Primary:</i> Predominantly detached single-family homes on small lots; however, may also include a range of attached units (duplex, triplex, townhomes) and apartments and condominiums. ▪ <i>Secondary:</i> Parks, open space, schools, community gardens and churches. The integration of Neighborhood Activity Centers is encouraged within compact neighborhoods to provide retail services, restaurants, employment, and other services within walking distance. A broader range of services is provided by nearby community and regional activity centers.
MIX OF HOUSING TYPES	The incorporation of a variety of housing types and price ranges is encouraged to provide choices for neighborhood residents.
LOCATION	Varies; typical of older portions of the city.
DESIGN PRINCIPLES	Design principles for neighborhoods apply. Corridor and Gateway Design Principles may also apply in some locations.
TRANSPORTATION	Town Center and Residential roadway typologies are suitable. Pedestrian-oriented streetscapes are desired (Principle GDP-N.5).
ZONE DISTRICTS	A-1, A-2, R-1A, R-1B, R-1C, R-1M, L-O, N-O, R-2, PC

NEIGHBORHOOD LAND USE CATEGORIES:

High-Density Residential

LAND USE MAP SYMBOL	
CHARACTERISTICS	The High-Density Residential land use category encompasses many existing areas of multi-family development within the AOCI. Existing high-density residential neighborhoods are often isolated from surrounding neighborhoods and activity centers; however, new areas of high-density residential should be incorporated as part of neighborhoods and activity centers.
DESIRED PATTERN	
DENSITY RANGE	15-45 dwelling units per acre.
MIX OF USES	<ul style="list-style-type: none"> ▪ <i>Primary:</i> Predominantly apartments, condominiums, and townhomes, but may also include four-plexes and duplexes. ▪ <i>Secondary:</i> Parks, trails, recreational facilities, community gardens and neighborhood centers are typically integrated within each neighborhood.
LOCATION	High-density residential neighborhoods should generally be located within or adjacent to designated Mixed-Use Activity Centers and along Corridors where they may be readily served by transit.
DESIGN PRINCIPLES	Design principles for Neighborhoods apply. Mixed-use and Corridor Design Principles may also apply in some locations.
TRANSPORTATION	Town Center typologies are suitable. Pedestrian-oriented streetscapes are desired (Principle GDP-N.5).
ZONE DISTRICTS	A-1, A-2, R-1A, R-1B, R-1C, R-1M, L-O, N-O, R-2, R-3, PC

NEIGHBORHOOD LAND USE CATEGORIES:

Buildable Area

LAND USE MAP SYMBOL	
CHARACTERISTICS	The Buildable Area land use category encompasses areas identified by the Foothills Policy Plan as potentially buildable areas based on slope. Existing slopes in buildable areas are generally less than 25%, although pockets of slopes greater than 25% may exist. Detailed slope surveys are required prior to development.
DESIRED PATTERN	
DENSITY RANGE	1 unit/40 acres; density bonuses may be granted in accordance with the Density Bonus Formula.
USES	<ul style="list-style-type: none"> ▪ <i>Primary:</i> Single-family detached homes. ▪ <i>Secondary:</i> Parks, open space, trails, livestock grazing, and small-scale agricultural uses (where lot sizes permit).
LOCATION	Boise Foothills.
TRANSPORTATION	Rural and Residential roadway typologies are generally suitable but may require significant adaptation to accommodate site constraints.
ZONE DISTRICTS	A-2, other zones may be used consistent with Foothills Planning Area policies

Neighborhood Design Principles

GENERAL DESIGN PRINCIPLES FOR NEIGHBORHOODS (GDP- N)

These General Design Principles apply to all types of neighborhoods as identified on the Land Use Map, including: Large Lot, Suburban, Compact, High-Density, and Buildable Area. The principles provide guidance on a range of site planning, urban design, and neighborhood character issues as they pertain to both new development and infill development. They are intended to enhance the livability and sustainability of the city's neighborhoods over time. These principles should be applied in conjunction with relevant planning area-specific policies contained in Chapter 4.

Principle GDP-N.1: Connectivity



A continuous network of pedestrian and bicycle connections is needed through and between the city's neighborhoods.

- a) Provide a continuous network of sidewalks, bicycle, and pedestrian paths, and roadways to connect different areas of neighborhoods.
- (b) Establish linkages to activity centers and other adjacent uses, transit stops, and the surrounding community.
- (c) Avoid isolating neighborhoods with walls and gates that hinder pedestrian, bicycle, and vehicular connectivity.
- (d) Work with neighborhood residents to improve connectivity in established neighborhoods where sidewalks are absent or incomplete.

Principle GDP-N.2: Integrated Parks and Open Space Network

- (a) Include or provide access to parks and open space amenities that appeal to residents of all ages and abilities.

- (b) Encourage alternatives to traditional parks, such as mini-parks, and public squares in the city's more urban neighborhoods.



Parks and open space amenities should be integrated as part of neighborhoods to provide easy access for residents.

Principle GDP-N.3: Mix of Housing Types

- (a) Encourage a variety of housing types (e.g., single-family, duplex, townhomes, accessory dwelling units, apartments/condominiums).
- (b) Integrate distinct housing types at the neighborhood level—providing more than one type of housing (e.g., duplexes and single-family homes) on a single block where feasible.
- (c) Avoid creating large concentrations of specific types of housing, such as multi-family or affordable units within a neighborhood or segregating certain housing types from others.



A variety of housing types provides housing options for residents and adds to the character of the neighborhood.

Principle GDP-N.4: Distinct Character

Provide variety in the architectural style of homes and incorporate streetscape elements, signage, and other features that will help distinguish them from surrounding neighborhoods.

Principle GDP-N.5: Pedestrian-Oriented Streetscapes



Rear alleys allow for a pleasing streetscape without the interruption of driveways and potential pedestrian and vehicular conflicts.

Create neighborhood streetscapes that increase the comfort, safety, and enjoyment of pedestrians as follows:

- (a) Incorporate detached sidewalks with tree-lawns and street trees to encourage residents to walk, rather

than drive to nearby activity centers and other destinations.

- (b) Incorporate alleys where feasible as a means of shifting garage and parking access away from primary streets, allowing for narrower street cross-sections and reducing pedestrian/vehicle conflicts.

Principle GDP-N.6: Activity Centers



Neighborhoods should include or provide access to an activity center and associated neighborhood services.

- (a) Include or provide access to an activity center within each neighborhood to meet the daily needs of area residents and provide community gathering spaces. Apply this principle to designated Mixed-Use Activity Centers, as well as schools, libraries, and other community facilities intended for shared use.

- (b) Provide direct pedestrian connections and a clear visual relationship between uses when an existing activity center is intended to serve a new neighborhood.

Principle GDP-N.7: Garage Placement

Enhance the character of the street frontage and reduce the visual prominence of garages as follows:

- (a) Incorporate a variety of garage orientations (e.g., front-loaded, side-loaded) in neighborhoods without alleys.

- (b) Recess front garages behind the front façade or a front porch.

- (c) Limit the percentage of a home's front façade that can be occupied by a garage door.

COMMUNITY STRUCTURE AND DESIGN



Varied garage orientation creates a more visually pleasing and pedestrian-friendly street character.

Principle GDP-N.8: Preservation of Natural Features

(a) Plan neighborhoods to maximize the preservation of natural features, such as drainages, mature trees, documented wildlife habitat, steep slopes, and other unique features.

(b) Integrate natural features as active and passive open space and trail corridors to serve the neighborhood and broader community, where appropriate.



Natural features, such as these wetlands, should be integrated into new neighborhoods as parks and open space.

Principle GDP-N.9: Preservation of Historic and Cultural Resources

(a) Plan neighborhoods to maximize the protection of historic and cultural features.

(b) Integrate historic and cultural features into the overall design of new neighborhoods where feasible, converting historic structures to community facilities or other uses and/or using cultural features to define interpretive themes, parks, or recreational amenities.



Historic features can be integrated into the design of new neighborhoods.

Principle GDP-N.10: Cluster Development

Use cluster development patterns to:

- (a) Preserve scenic view corridors or natural features;
- (b) Create transitions between areas of different development intensity;
- (c) Provide open space for the common use and enjoyment of residents and the broader community; and/or
- (d) Preserve cohesive blocks of agricultural land.



Clustering residential development in the foothills helps preserve the natural landscape.



Small-scale agricultural uses such as this community garden should be integrated into new and existing neighborhoods.

Principle GDP-N.11: Sustainability

- (a) Incorporate energy-efficient construction techniques, materials, home designs, and other strategies in neighborhood design consistent with the sustainability policies contained in Chapter 2.
- (b) Site lots in new neighborhoods to maximize solar and wind access.
- (c) Encourage small-scale agricultural uses as an integrated component of neighborhoods—either through the continuation of an existing agricultural use or through the incorporation of community gardens or similar features intended to support the immediate neighborhood.

INFILL DESIGN PRINCIPLES FOR NEIGHBORHOODS (IDP- N)

These Infill Design Principles apply to all types of neighborhood development occurring within an established neighborhood context. The principles provide policy guidance on a range of techniques that may be employed to promote compatibility with the surrounding neighborhood. These principles should be applied in conjunction with the General Design Principles for Neighborhoods above, as well as relevant planning area-specific policies contained in Chapter 4.

Principle IDP-N.1: Transitions in Building Height and Mass



Similar building massing and form help ensure that infill development appears compatible with adjacent existing homes.

(a) Ensure infill and redevelopment within established neighborhoods is compatible with the height, scale, and massing of adjacent homes and the overall character of the street frontage. Use transitions in building heights and variations in side yard setbacks to reduce visual impacts on adjacent homes.

(b) Maintain the traditional finish floor grade found along the block face. For example, on blocks where homes and yards have traditionally been elevated above the grade of the sidewalk, excavating existing yards to accommodate a walk-out basement or tuck-under garage is not appropriate.

Principle IDP-N.2: Streetscape Character

Reinforce the established streetscape characteristics through the use of complementary setbacks, sidewalk widths, and street trees as part of infill and redevelopment projects.



The use of similar setbacks and sidewalk configurations for infill development help maintain the established character of the street.

Principle IDP-N.3: Garage Placement and Design

- (a) Minimize the placement of garages along the block face of residential streets.
- (b) Provide garage and parking access through an existing alley where possible to avoid the addition of new driveway curb cuts.
- (c) Provide a variety of garage orientations (e.g., front-loaded, side-loaded) or a shared access to a central bank of garages located behind the primary structure if alley access is unavailable.

Commercial/Employment Areas



Three types of Commercial/Employment Areas are identified on the *Land Use Map*: Commercial, Office, and Industrial. Commercial/employment areas vary in their characteristics, size, location, mix of uses, and density range, as outlined on the following pages. Designation of Commercial/Employment Areas on the *Land Use Map* is intended to recognize established Commercial, Office, and Industrial uses and the significant role these uses play in providing employment and services to the city and region; however, in some areas a transition in the form and/or mix of uses is desirable to promote a more compact, transit-supportive pattern of development.

Design principles for Commercial/Employment Areas are intended to promote the revitalization of the city's existing Commercial/Employment Areas over time. As opportunities arise through specific planning efforts in targeted areas, property-owner requests, and increased transit service, existing Commercial/Employment Areas should be re-evaluated and re-assigned to the General Mixed-Use designation if appropriate. Priority for such evaluation should be given to major travel corridors, existing and planned transit stops, and other areas where a more intense pattern of development may be suitable in the long-term.

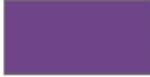
COMMERCIAL/EMPLOYMENT AREA LAND USE CATEGORIES:

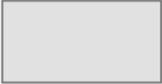
Commercial

LAND USE MAP SYMBOL	
CHARACTERISTICS	The Commercial designation is intended to provide opportunities for concentrated retail and commercial services. Many of the city’s established commercial areas are organized in a linear, auto-oriented pattern along major travel corridors. The revitalization of established commercial areas is encouraged to promote economic vitality and a more pedestrian and transit-friendly pattern of development. New commercial development should be incorporated within Mixed-Use Activity Centers as part of a broader mix of uses.
DESIRED PATTERN	
RANGE OF DENSITY/SIZE	0.35-1 FAR.
MIX OF USES	<ul style="list-style-type: none"> ▪ Primary: Convenience, neighborhood, community and regional shopping centers, hotels and motels, car sales, restaurants, entertainment, and similar uses; limited outpatient medical uses. ▪ Secondary: Housing, offices, entertainment, and other complementary uses are encouraged as ancillary uses within commercial projects; however, developments seeking to incorporate a mix of uses are encouraged to seek a General Mixed-Use designation on the <i>Land Use Map</i>.
LOCATION	Commercial uses should generally be located at the intersections of arterials, convenient to customers and employees.
DESIGN CONSIDERATIONS	Design principles for Commercial/Employment Areas apply. Corridor, gateway, and mixed-use activity center design principles may also apply in some locations.
TRANSPORTATION	Town Center and Planned Commercial typologies are desired in concert with general design principles for commercial/employment areas. Commercial Collector and Commercial Local typologies may be appropriate in smaller activity centers and redevelopment of strip commercial areas.
ZONE DISTRICTS	A-1, A-2, R-1M, R-2, R-3, L-O, N-O, C-1, C-2, C-3, C-4, C-5, PC

COMMERCIAL/EMPLOYMENT AREA LAND USE CATEGORIES:

Office

LAND USE MAP SYMBOL	
CHARACTERISTICS	The Office designation is intended to provide opportunities for smaller office complexes consisting of a single building or several buildings not located in a typical office park setting. This designation is primarily intended to capture existing areas of office development. The creation of new, “single-use” office districts is discouraged. New office uses should be integrated with retail, housing, entertainment, and other complementary uses and are encouraged to seek a General Mixed-Use designation on the <i>Land Use Map</i> .
DESIRED PATTERN	
RANGE OF DENSITY/SIZE	0.35-1.0 FAR.
MIX OF USES	<ul style="list-style-type: none"> ▪ Primary: Professional offices, including smaller medical uses such as dentist offices and outpatient clinics. Intensive medical uses such as hospitals or other overnight care not allowed. ▪ Secondary: Retail, housing, entertainment, and other complementary uses are encouraged as ancillary uses within an office project; however, developments seeking to incorporate a mix of uses are encouraged to seek a General Mixed-Use designation on the <i>Land Use Map</i>.
LOCATION	Office uses should generally be located along arterials and collectors and within designated mixed-use activity centers. Office uses may be used to provide a transition between intense retail uses and surrounding neighborhoods.
DESIGN CONSIDERATIONS	Design principles for Commercial/Employment Areas apply. Corridor, Gateway, and Mixed-use Activity Center Design Principles may also apply in some locations.
TRANSPORTATION	Town Center and Planned Commercial typologies are desired in concert with general design principles for commercial/employment areas. Commercial Collector and Commercial Local typologies may be appropriate in smaller activity centers and redevelopment of strip commercial areas.
ZONE DISTRICTS	A-1, A-2, R-1M, R-2, R-3, L-O, N-O, C-1, H-S, PC

COMMERCIAL/EMPLOYMENT AREA LAND USE CATEGORIES:	
Industrial	
LAND USE MAP SYMBOL	
CHARACTERISTICS	The Industrial designation is intended to provide for concentrated areas of employment.
DESIRED PATTERN	
RANGE OF DENSITY/SIZE	0.15-0.5 FAR.
USES	<ul style="list-style-type: none"> ▪ <i>Primary Uses:</i> Heavy and light manufacturing, warehousing, mini-storage, open storage, multi-tenant industrial parks, automotive repair and similar uses are permitted. ▪ <i>Secondary Uses:</i> Ancillary or support uses such as restaurants, offices, health clubs and convenience centers may be located within any Industrial area provided they are not intended to function as a primary use.
LOCATION	<p>Desirable locations for industrial uses vary by the type and potential impact of proposed uses, as well as the opportunity to create synergy with established uses in a particular area. Priority will be given to the following types of uses in these locations:</p> <ul style="list-style-type: none"> ▪ <i>Light manufacturing, warehousing, and multi-tenant light industrial operations</i> will be encouraged to locate within the Franklin Industrial Corridor and within the Central Bench industrial area. The industrial area west of the Boise Air Terminal is considered a lower priority area for these uses. ▪ <i>Heavy industries and industrial uses</i> that generate unusual noises and/or odors should be located within the industrial districts in the vicinity of the Boise Air Terminal. ▪ <i>High-tech industries and research and development facilities</i> are strongly encouraged within the Hewlett Packard and Micron industrial areas. The Franklin Industrial Corridor is considered a lower priority area for these uses.
DESIGN PRINCIPLES	Design principles for Commercial/Employment Areas apply. Corridor, gateway, and mixed-use activity center design principles may also apply in some locations.
TRANSPORTATION	Industrial typologies are preferred. Smaller industrial areas may be served by roadway typologies in context with surrounding land uses.
ZONE DISTRICTS	A-1, A-2, L-O, N-O, C-1, M-1, M-2, M-4, T-1, T-2

Commercial/Employment Area Design Principles

GENERAL DESIGN PRINCIPLES FOR COMMERCIAL/EMPLOYMENT AREAS (GDP- C/E)

These design principles are intended to promote a distinctive character and compatibility with adjacent uses for the city's Commercial/Employment Areas. Areas located along a designated corridor or within a mixed-use activity center should also refer to design principles for those locations.

Principle GDP-C/E.1: Building Design and Character



This large building is designed with architectural elements that help break up the façade and provide visual interest at the street level.

- (a) Reduce the visual scale of large buildings as follows:
- Break larger structures into multiple building volumes and masses;
 - Incorporate a variety of architectural elements, including recessed and protruding building elements to articulate building facades;
 - Incorporate roofline or height variations to visually differentiate the building massing, and incorporating recesses and setbacks on any elevation on upper floors of multi-floor buildings.
- (b) Use architectural elements to clearly define primary building entrances.
- (c) Avoid blank walls or walls with limited architectural detailing on the side or rear of structures
- (d) Provide visual interest for pedestrians through the incorporation of display windows and/or other architectural elements at the street level and the concentration of active uses such as shops and

restaurants in areas where pedestrian activity is desirable.

(e) Ensure parking structures are visually integrated with the building(s) they are intended to serve.

Principle GDP-C/E.2: Building Orientation

- (a) Organize buildings to enclose and frame streets, parking lots, pedestrian walkways, outdoor gathering spaces, transit stops, and other site features.
- (b) Orient buildings so as to establish a strong visual relationship to the street, sidewalks, surrounding views.



This office building frames the corner and creates a strong visual relationship to the street.

Principle GDP-C/E.3: Site Planning

- (a) Locate storage areas and loading areas away from street frontages and conceal them with decorative screening or walls.
- (b) Provide a hierarchy of signs that is integrated with the overall character of the development, including informational signs for pedestrians.

COMMUNITY STRUCTURE AND DESIGN



This storage and loading area is located away from the street and is screened from view.

Principle GDP-C/E.4: Relationship to Surrounding Development

- (a) Limit building heights to those of the adjacent neighborhood unless increased heights can be mitigated through use of buffer yards or architectural treatments.
- (b) Mitigate noise, odor, lighting, and other impacts minimize impacts on surrounding uses.

Principle GDP-C/E.5: Pedestrian Connections and Amenities

- (a) Provide direct pedestrian connections to adjacent uses, including surrounding neighborhoods.
- (b) Incorporate outdoor seating, plazas, and other public gathering spaces as part of the overall development to encourage pedestrian activity.
- (c) Use arcades, shade structures, and other architectural features to visually define pedestrian connections between buildings and provide protection from the elements.



This shaded walkway helps protect pedestrians from weather and visually defines the walkway.

Principle GDP-C/E.6: Parking Location and Screening

- (a) Locate parking to the side or rear of buildings and away from primary street frontages.
- (b) Use landscaping or other treatments to screen surface parking from the street, soften the appearance of surface parking lots, and enhance the overall character of the development.
- (c) Encourage underground parking where appropriate and provide appropriate design elements to mitigate bulk and mass of above-ground parking garages.

Principle GDP-C/E.7: Sustainability

Incorporate energy-efficient construction techniques, materials, and other strategies consistent with the sustainability policies contained in Chapter 2.

INFILL DESIGN PRINCIPLES FOR COMMERCIAL/EMPLOYMENT AREAS (GDP- C/E)

Infill Design Principles for Commercial/Employment Areas are addressed through principles for Mixed-Use Activity Centers and Corridors. Proposed developments should refer to the principles that best correspond to the site's location.

Public/Institutional Areas

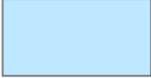


Three types of Public/Institutional Areas are identified on the *Land Use Map*: Public/Quasi-Public, Airport, and Education. Public/Institutional Areas vary in their characteristics, size, and location as outlined on the following pages.

Principles for Public/Institutional Areas are limited to those provided for development within the Airport Influence Area. Principles are intended to ensure future development within the Airport Influence Area is designed in accordance with the Airport Master Plan.

PUBLIC/INSTITUTIONAL LAND USE CATEGORIES:

Public/Quasi-Public

LAND USE MAP SYMBOL	
CHARACTERISTICS	The Public/Quasi-Public designation includes facilities and services provided by the city, special districts, or by a quasi-public organization.
DESIRED PATTERN	
RANGE OF DENSITY/SIZE	Varies.
USES	Government offices, community centers, fire stations, libraries, hospitals, cemeteries, churches, and other places of worship. Also includes facilities needed for essential public services such as electrical substations, water and wastewater facilities, and other public utility-type uses.
LOCATION	Varies.
DESIGN PRINCIPLES	Design principles for neighborhoods, activity centers, or Commercial/Employment Areas apply, as applicable, depending on location.
TRANSPORTATION	Roadway typologies are dependent on general nature of the public facility. Public facilities that are open for frequent public visitation should be located on transit routes and in areas with well-developed pedestrian facilities.
ZONE DISTRICTS	A-1, A-2, M-2, M-4, T-1, T-2

COMMUNITY STRUCTURE AND DESIGN

Education	
LAND USE MAP SYMBOL	
CHARACTERISTICS	This designation includes all education and support services and facilities and applies to all existing and proposed public and private schools, colleges, and universities. Detailed master plans may apply.
DESIRED PATTERN	
RANGE OF DENSITY/SIZE	N/A
USES	Public and private schools, colleges, and universities and associated support services and facilities.
LOCATION	Varies based on facility type and size. Generally, schools should be centrally located within neighborhoods to allow for bike and pedestrian access and co-located with parks where feasible. Larger community and regional facilities should be located along major arterials and collectors to provide access from other areas of the community.
DESIGN PRINCIPLES	N/A; however, detailed master plans may apply to some facilities, such as BSU, as identified on the <i>Land Use Map</i> .
TRANSPORTATION	Roadway typologies are dependent on general land uses in the vicinity of the school. Universities and high schools should be located on transit routes, and all schools should be located in areas with well-developed pedestrian facilities.
ZONE DISTRICTS	A-1, A-2, U

Airport	
LAND USE MAP SYMBOL	
CHARACTERISTICS	This designation is intended to accommodate airport activity, aviation-related businesses, and the Idaho National Guard. It does not include commercial and industrial uses located around the airport.
DESIRED PATTERN	
RANGE OF DENSITY/SIZE	N/A
USES	Airport activity, aviation-related businesses and the Idaho National Guard.
LOCATION	Applies to the Boise Airport Environs and the additional area covered by the Airport Master Plan.
DESIGN PRINCIPLES	Design principles for the Airport Influence Area apply.
TRANSPORTATION	Connection to the interstate, regional arterial networks, and public transit is necessary to link the Airport to major regional destinations.
ZONE DISTRICTS	A-1, A-2, L-O, N-O, C-1, C-2, C-3, C-4, C-5, M-1, M-2, M-4, T-1

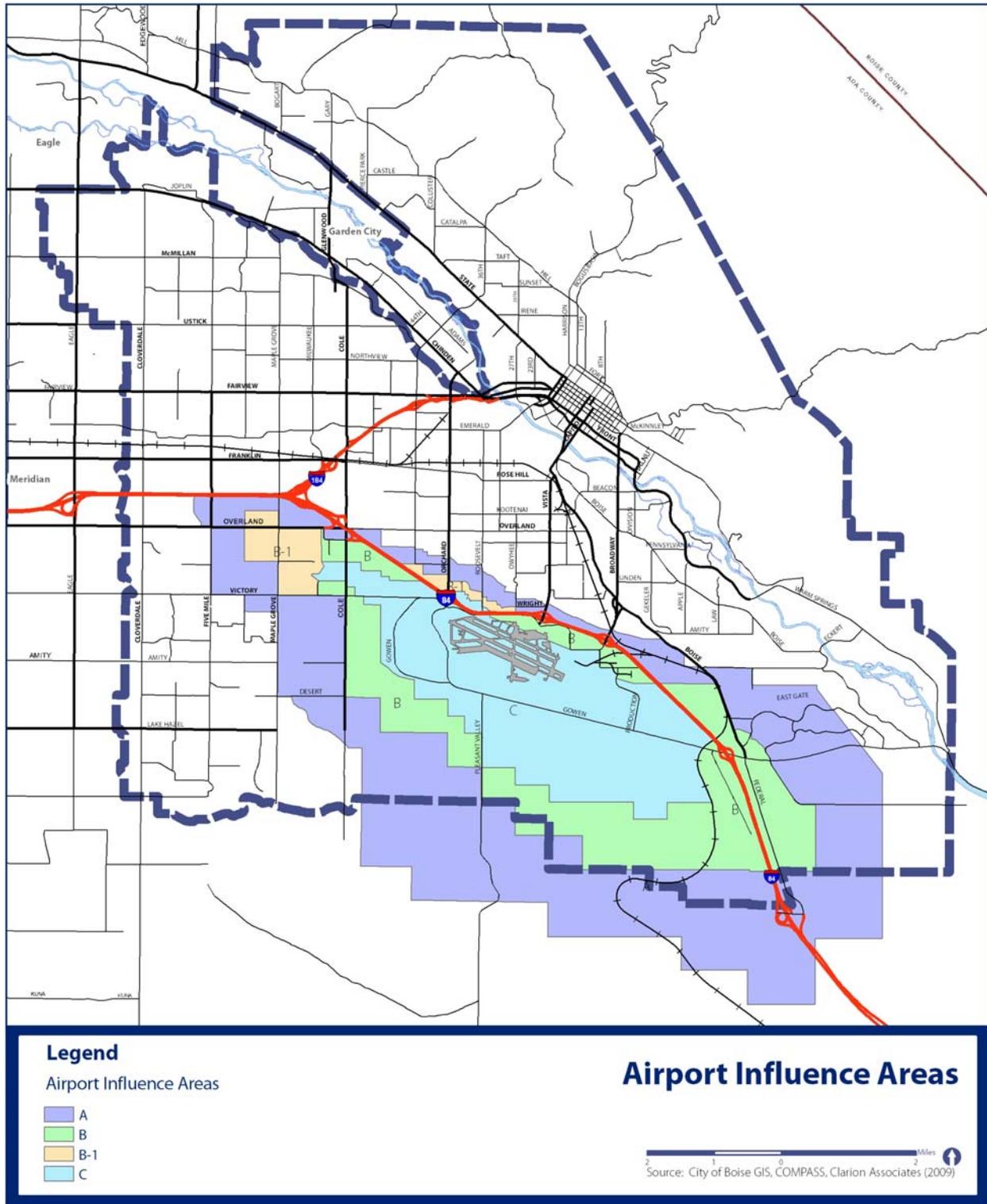


Figure 13: Airport Influence Areas

Airport Influence Area Design Principles

GENERAL DESIGN PRINCIPLES FOR THE AIRPORT INFLUENCE AREA (GDP- AIA)

These General Design Principles apply to all development occurring within the Airport Influence Area, as identified on the Airport Influence Area map. The principles address soundproofing and compatible uses for each zone of the Airport Influence Area. These principles should be applied in conjunction with relevant planning area-specific policies contained in Chapter 4.

Principle GDP-AIA.1: Noise-Sensitive Uses

- (a) Limit new development within Airport Influence Area C to non-residential uses; residential uses are prohibited.
- (b) Limit expansion of existing noise-sensitive land uses.
- (c) Protect existing uses within the Federal Way and Airport heavy industrial area from encroachment by residential and other “noise-sensitive” uses.

residential development is allowed. Non-noise sensitive manufacturing, industrial and commercial uses are allowed. All compatible uses are required to provide sound insulation in noise sensitive areas of a facility.

Principle GDP-AIA.2: Soundproofing and Use Restrictions

All new development and existing structures within the Airport Influence Area must comply with the following:

- (a) All new residential development and new schools in Airport Influence Area A, which are affected by average sound levels in the 60-65 DNL and/or aircraft traffic patterns below 1,000 feet, are required to provide a sound level reduction of 25 dB.
- (b) All development within Airport Influence Area B is affected by average sound levels in the 65-70 DNL and/or aircraft traffic patterns below 1,000 feet. Residential development is not allowed within Area B. All compatible uses will be required to provide sound insulation in noise sensitive areas of a facility.
- (c) All development within Airport Influence Area B-1 is affected by average sound levels in the 65-70 DNL and/or aircraft traffic patterns below 1,000 feet. New residential development will be required to provide a sound level reduction of 30 dB. For new residential development, the maximum density is three residential units per acre. No new schools are allowed. Office and commercial use are compatible. All compatible uses will be required to provide sound insulation in noise sensitive areas of a facility.
- (d) All development within Airport Influence Area C is affected by average sound levels greater than 70 DNL. The approved Airport Noise Compatibility Plan identifies that existing residential uses in this area are to undergo sound insulation. Residential uses in this area will be considered non-conforming and no new

Parks, Open Space, and Conservation Areas



Three types of Parks, Open Space, and Conservation Areas are identified on the *Land Use Map*: Parks and Open Space, and Slope Protection. Land use categories vary in their characteristics, size, location, and uses, as outlined on the following pages.

Additional policies regarding the location, types, and provision of parks and open space lands are addressed as part of citywide policies contained in Chapter 2: A Predictable Development Pattern.

PARKS, OPEN SPACE, AND CONSERVATION LAND USE CATEGORIES:

Parks and Open Space

LAND USE MAP SYMBOL	
CHARACTERISTICS	The Parks and Open Space designation encompasses all parks, open space, and recreational areas within the AOCI and is limited to such uses. This designation is intended to provide for the active and passive recreational needs of the community. Parks and open space are generally provided by the city and its regional partners; however, privately operated facilities which also serve recreational needs, such as golf courses, may be included.
DESIRED PATTERN	
SIZE	Varies, ranging from as small as 1-3 acres to 40+ acres for regional facilities. Pocket parks or similar facilities may be smaller than one acre where necessary to serve increased densities within established neighborhood as a result of infill and redevelopment.
USES	Parks, trails, community gardens and other recreational facilities. Also includes passive open space and urban hardscape parks.
LOCATION	Varies based on facility type and size. Generally, neighborhood parks should be centrally located within neighborhoods to allow for bike and pedestrian access. Larger community and regional facilities should be located along major arterials and collectors to provide access from other areas of the community.
DESIGN PRINCIPLES	Existing park master plans.
TRANSPORTATION	Parks and open space areas should be served by well-developed pedestrian facilities, bike facilities, and pathways. Regional parks in urban areas should be served by public transit services, particularly when large events occur.
ZONE DISTRICTS	A-1, A-2

PARKS, OPEN SPACE, AND CONSERVATION LAND USE CATEGORIES:

Slope Protection

LAND USE MAP SYMBOL	
CHARACTERISTICS	The Slope Protection designation generally coincides with areas identified as open space or slope protection areas by the Foothills Policy Plan. The designation is intended to protect the scenic quality of the Foothills, along with the wildlife habitat, sensitive plant species, and the general environmental quality of the area. While very limited residential is permitted within slope protection areas, these areas are generally intended to remain undeveloped.
DESIRED PATTERN	
RANGE OF DENSITY/SIZE	1 dwelling unit/40 acres.
USES	Single-family detached dwellings.
LOCATION	Within the boundaries of the Foothills Policy Plan.
TRANSPORTATION	Well-designed trails and pathway facilities are suitable. Rural roadway typologies may be suitable if designed to limit visual intrusion and to limit dust and erosion.
DESIGN PRINCIPLES	Additional policies apply—see Chapter 4, Foothills Planning Area.
ZONE DISTRICTS	A-2

Corridors



The following types of Corridors are identified on the *Land Use Map*: Transit Corridors, Major Travel Corridors, and Interstate Highways.

Transit Corridors

Three corridors have been identified as future high-volume transit routes that may be served by buses, BRT, or fixed guideway transit (e.g., commuter rail or light rail). Also included are primary bus routes that serve the community. Although the type of service to be provided along these has yet to be determined in many cases, the purpose of their identification is to encourage land use patterns along these corridors that will support existing and future transit. Major transit corridors identified include:

- **Rail Corridor:** This freight rail corridor, also known as the “Boise Cutoff,” has been identified as an opportunity for future fixed-guideway transit to serve the Boise City and the surrounding region. Future land uses along the corridor should be supportive of this transit potential.
- **State Street (State Highway 44):** Future plans for State Street have included widening between

Downtown Boise and Eagle Road to accommodate a dedicated lane for transit. BRT would be the likely mode choice for this corridor.

- **Chinden/Broadway:** This corridor is second only to I-84 in its importance as a regional travel corridor. Future plans for the Boise portion of the corridor will focus on pedestrian crossing enhancements, streetscape improvements, and various improvements to traffic operations. The corridor also serves as a key transit linkage between Downtown Boise, Garden City, and Eagle.

Major Travel Corridors

Major travel corridors have been identified for their role in carrying traffic both within Boise and throughout the region. Together with the Interstate Highways noted below, they form a grid of north/south and east/west connections for the community. Major corridors include: Franklin Road, Cloverdale Road, and Cole. While existing development patterns in many corridor locations are far from transit-supportive, they represent an opportunity for the community to promote a more

COMMUNITY STRUCTURE AND DESIGN

compact pattern of development over time that will accommodate transit in the future.

Interstate Highways

Boise is served by two Interstate Highways: I-84 and I-184, which provide access to Downtown and other areas of the community. Due to the high-speed and grade or barrier-separated nature of these corridors, Corridor Design Principles are generally not intended to be applied in these locations. They are noted here to acknowledge their significance within the city and region and their relationship to the other corridors described above.

Corridor Design Principles

GENERAL DESIGN PRINCIPLES FOR CORRIDORS (GDP- C)

These General Design Principles apply to all development occurring adjacent to Corridors identified on the Land Use Map. The principles address a range of site planning and urban design issues intended to promote a more intense pattern of development that is compatible with adjacent neighborhoods. These principles should be applied in conjunction with relevant planning area-specific policies contained in Chapter 4.

Principle GDP-C.1: Site Planning for Pedestrians and Bicylists



Corridor development should be designed to encourage pedestrian and bicycle activity.

Plan new development along corridors to encourage pedestrian and bicycle activity and facilitate access to existing and planned transit:

- Incorporate detached or wider sidewalks and outdoor gathering spaces with seating and other amenities;
- Include parking and storage facilities for bicycles;
- Locate surface parking behind buildings and away from street frontages or using structured parking;
- Provide direct connections between buildings, parking areas, transit stops, and surrounding neighborhoods.

Principle GDP-C.2: Intersections and Crossings

(a) Design intersections and crossings along corridors with the accessibility and safety of multiple modes in mind, including bikes, pedestrians, and transit.

(b) Raised or textured crosswalks and other techniques should be incorporated to increase the visibility of crossings to automobiles.



Textured curb cuts and crosswalks increase safety for pedestrians and bicyclists at busy intersections

Principle GDP-C.3: Building Organization

(a) Organize buildings to frame and enclose corners, pedestrian walkways, and transit stops.

(b) Concentrate highest-intensity uses within one-quarter mile of transit stops to promote increased ridership and help support services.

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Corridor buildings should frame and enclose intersection corners.

Principle GDP-C.4: Vehicular Access

Provide concentrated access points as required by applicable access management plans to reduce conflicts between pedestrians and vehicles.

Principle GDP-C.5: Housing

Locate high-density residential along corridors, particularly in areas with existing or planned transit service and in mid-block locations where access and circulation for commercial uses would be difficult.



High-density residential development is desirable along corridors where residents have increased access to services and transit.

INFILL DESIGN PRINCIPLES FOR CORRIDORS (IDP- C)

These Infill Design Principles apply to all infill and redevelopment occurring adjacent to Corridors identified on the Land Use Map. The principles are intended to provide policy guidance on a range of site planning and urban design issues aimed at ensuring that higher-density development desired along the city’s corridors is compatible with surrounding neighborhoods. These principles should be applied in conjunction with the General Design Principles for Corridors above, as well as relevant planning area-specific policies contained in Chapter 4.

Principle IDP-C.1: Transitions to Adjacent Neighborhoods

Provide transitions between higher-intensity corridor development and adjacent neighborhoods as follows:

- Concentrate tallest buildings along corridor frontages away from adjacent neighborhoods;
- Provide gradual decreases in building height and mass so that new structures have a comparable scale as adjacent homes along the shared lot line or street frontage;
- Incorporate lower-intensity housing types (e.g., townhomes, duplexes, etc.) along a shared street frontage where sufficient lot depth and/or a frontage road exist; and
- Buffer or locate parking lots, delivery, storage areas, and other noise-generating activities away from existing adjacent residential neighborhoods.

Principle IDP-C.2: Pedestrian Connections to Adjacent Neighborhoods

(a) Provide pedestrian connections between mid-block corridor developments and adjacent neighborhoods to enhance the access to transit corridors and nearby activity centers.

(b) Place an increased emphasis on this principle in locations where established block lengths are prohibitive for most pedestrians and where neighborhoods have been closed off from adjacent corridors.

Principle IDP-C.3: Lot Consolidation

Encourage the consolidation of smaller parcels for the purposes of redevelopment to accommodate a more pedestrian and transit-oriented pattern of development over time and facilitate improved site design.

Principle IDP-C.4: Renovation of Existing Corridor Development



Taller buildings are located along the corridor and transition to lower heights as the development approached adjacent established neighborhoods.

- (a) Support the gradual revitalization of the city’s corridors over time.
- (b) Encourage the renovation of existing centers when existing development patterns are likely to remain to enhance the appearance of the corridor and attract further investment.
- (c) Incorporation pad-site buildings at the street edge to break up existing surface parking and help “frame” the corridor, where opportunities exist.
- (d) Use landscaping in combination with low walls to screen surface parking from the corridor.
- (e) Encourage the addition of upper floors of housing or offices to existing strip centers where structurally feasible.

Community Gateways



The purpose of the Community Gateway designation and the associated design principles is to protect and strengthen the visual character of the city's gateways or primary entrance points. Key considerations include the streetscape characteristics, screening of parking, utility placement, and building design and orientation. The following gateways have been identified as the highest priority for commitment of public resources:

- I-84 to Vista Avenue to Capitol Boulevard;
- I-84 to Broadway Avenue to Warm Springs;
- State Street to Highway 55;
- I-184 Connector off-ramp and entrance to Franklin and Milwaukee; and
- I-184 Connector from I-84 to Capitol Boulevard.

Gateway Design Principles

GENERAL DESIGN PRINCIPLES FOR COMMUNITY GATEWAYS (GDP- CG)

Design principles for Community Gateways are intended to guide future public investment and ensure that development occurring within the city's gateway areas enhances, rather than detracts from the overall character of the area. These principles should be applied in conjunction with other design principles as relevant based on the development location and types of uses proposed. Principles are intended to apply to new development, infill and redevelopment, and the rehabilitation of existing gateway development.

Principle GDP-CG.1: Streetscape Character

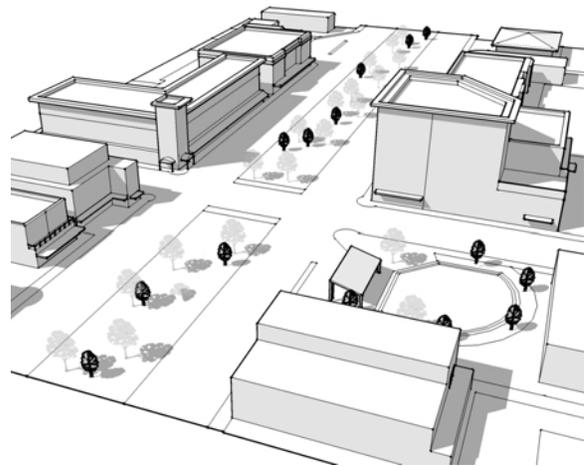


Community gateways should be defined by an enhanced streetscape character.

- (a) Promote an enhanced streetscape for the city's gateways that extends from the roadway right-of-way to private development areas on either side.
- (b) Encourage the integration of character-enhancing features such as: street trees, sidewalk furniture, special paving, public art, shade structures, pedestrian connections, median landscaping and monument signage, and a range of landscape treatments as part of future development or revitalization efforts.
- (c) Establish a consistent design theme and/or landscape design character that reflects the unique qualities of each gateway.
- (d) Coordinate with appropriate agencies to implement gateway treatments for the corridors identified in the transportation plan of record.
- (e) Underground existing utilities as development or redevelopment occurs or other opportunities arise.

Principle GDP-CG.2: Site Planning/Development Orientation

- (a) Landscape development setbacks to buffer development, help preserve key view corridors, provide an inviting environment for pedestrians, and to establish a consistent character for the gateway.
- (b) Orient development towards the gateway corridor, providing a high level of architectural detailing and entrances for pedestrians.
- (c) Bring buildings located at major intersections closer to the street to anchor corners and to help form a gateway into adjoining neighborhoods.
- (d) Locate parking and loading areas away from the gateway corridor and screen these features using a combination of landscaping, berming, and/or decorative fencing.



Corridor development should be oriented towards the corridor with parking located behind buildings to help frame the right-of-way and create a consistent appearance.

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Principle GDP-CG.3: Signs



Visual clutter resulting from pole signs and billboards in community gateways should be transitioned to monument signs over time.

- (a) Limit development signage in gateway areas to low-profile monument signs designed as part of a larger development scheme.
- (b) Use consolidated signage for larger developments to minimize visual clutter.
- (c) Prohibit billboards along freeway frontages and scenic corridors (i.e., Hill Road, Bogus Basin Road, Warm Springs Avenue, and Highway 21).
- (d) Establish a consistent and well-designed program of public informational signage to reinforce the character of Boise's gateways.

Principle GDP-CG.4: Access

- (a) Establish centralized access points as development occurs to manage traffic circulation and protect the character of the city's gateways.
- (b) Pursue joint access agreements or alternative access plans at time of development entitlement for parcels with gateway street frontage.

Special Districts and Master Plans

SPECIAL DISTRICTS AND MASTER PLANS

Planned Community

LAND USE MAP SYMBOL	
CHARACTERISTICS	Applies to the Ten Mile Creek Planning Area, a largely undeveloped area south of the current Boise AOCI. The area is generally suited for urban development and has been considered by Boise City for inclusion in a future AOCI expansion. Also applies to the largely undeveloped East Columbia area in the Southeast Planning area.
LOCATION	Ten Mile Creek Planning Area and East Columbia area.
DESIGN PRINCIPLES	Area-specific policies apply in addition to design principles for neighborhoods, activity centers, and commercial/employment as applicable. See Chapter 4, Southeast Planning Area and Ten Mile Creek Planning Area.

BSU Master Plan

LAND USE MAP SYMBOL	
CHARACTERISTICS	The BSU Master Plan ensures future growth will be consistent with the needs of the surrounding neighborhood and the future land use policies of the city. Uses in the BSU expansion area are anticipated to include multi-story buildings with an ultimate capacity of 500,000 to one million square feet over a 10-block area. Uses could include university-related private sector research facilities and business incubators, as well as traditional academic uses. The plan addresses the desired location of BSU growth over time, as well as issues of campus appearance, parking, student housing, and land use mix.
LOCATION	Within the boundaries of the Downtown Planning Area.

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