

# ADA COUNTY CHRONICLES

AN OVERVIEW OF THE  
DEVELOPMENT OF  
ADA COUNTY

Script and layout  
prepared by  
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Research &  
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ADA COUNTY  
HISTORIC PRESERVATION COUNCIL

[WWW.ADAWEB.NET/HPC](http://WWW.ADAWEB.NET/HPC)

2007/11/01 JLM

## ADA COUNTY CHRONICLES

## Introduction

Ada County lies at  
the western end  
Snake River Plain,  
which is known as  
the Treasure  
Valley.



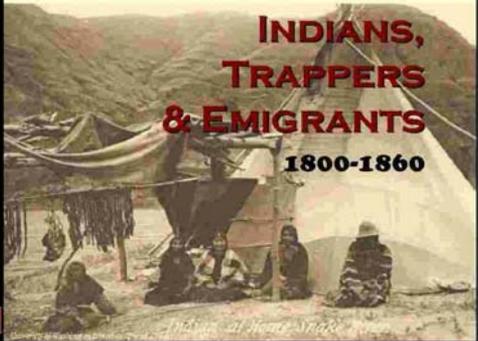
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The County is bisected by the Boise River, which flows from Lucky Peak Dam to the confluence with the Snake River at the Oregon state line.

The southern half of the County is largely undeveloped, as it lies within the Snake River Birds of Prey National Conservation Area and the Idaho National Guard's Orchard Training Area.



**INDIANS,  
TRAPPERS  
& EMIGRANTS  
1800-1860**





ADA COUNTY CHRONICLES

1800-1860

INDIANS, TRAPPERS & EMIGRANTS



Part of the Oregon Trail passed through Ada County along the Boise River.



But Idaho's hot, dry and dusty climate discouraged most emigrants from settling here...

Howdy! We're just passin' through...

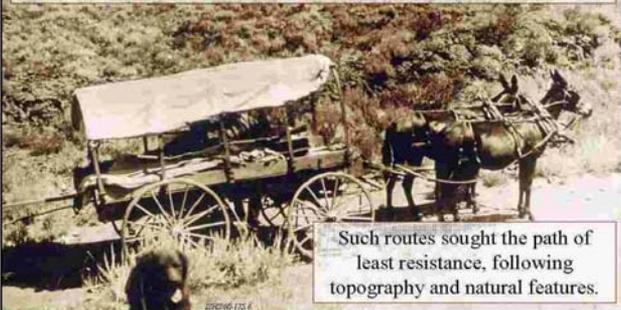


ADA COUNTY CHRONICLES

1800-1860

INDIANS, TRAPPERS & EMIGRANTS

Many of Ada County's major transportation corridors are based upon parts of the route of the Oregon Trail and the various emigrant trails that originated from it. State Street, Chinden Boulevard, Hill Road and Boise Avenue are some examples.



Such routes sought the path of least resistance, following topography and natural features.

## THE GLEAM OF GOLD

1860-1880



The discovery of gold in the summer of 1862 brought an influx of miners into the region.

That's the last of the gold, so I guess I'll be heading back to Dixie...

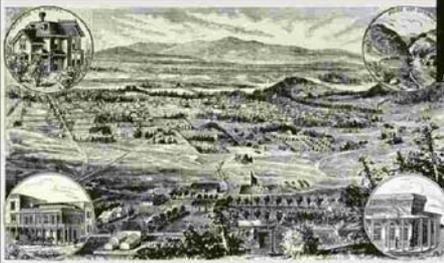
But most stayed only long enough to strike it rich...



The lucrative business of supplying the needs of miners provided the impetus for people to put down roots in Boise.



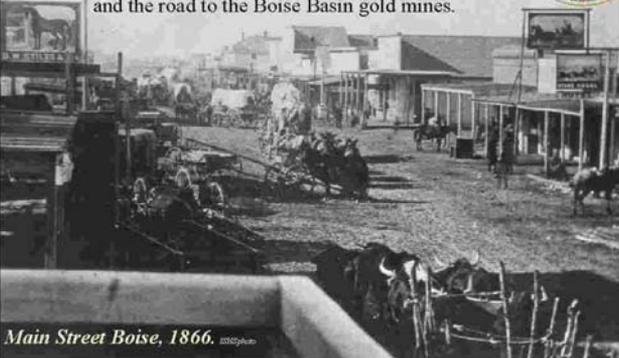
Tom & Julia Davis



Tom Davis is said to have earned \$50,000 the first year after claiming the first water right on the Boise River.

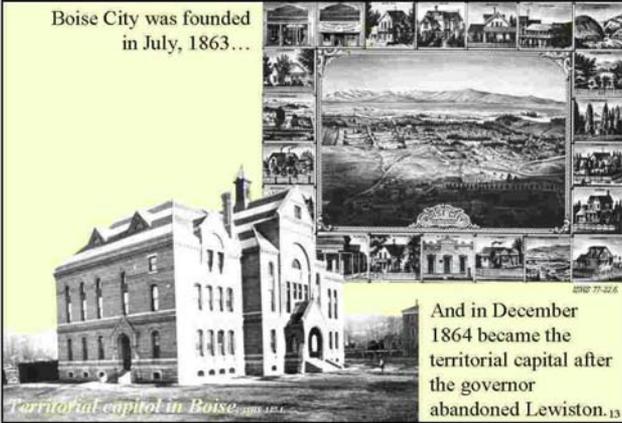
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1863 saw the establishment of Idaho Territory, followed by the founding of Fort Boise, at the crossroads of the Oregon Trail and the road to the Boise Basin gold mines.



Main Street Boise, 1866. ©2014 photo

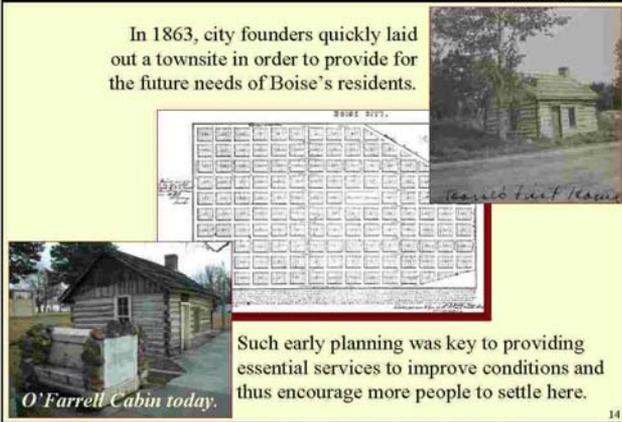
Boise City was founded  
in July, 1863...



*Territorial capitol in Boise.*

And in December  
1864 became the  
territorial capital after  
the governor  
abandoned Lewiston.<sup>13</sup>

In 1863, city founders quickly laid  
out a townsite in order to provide for  
the future needs of Boise's residents.

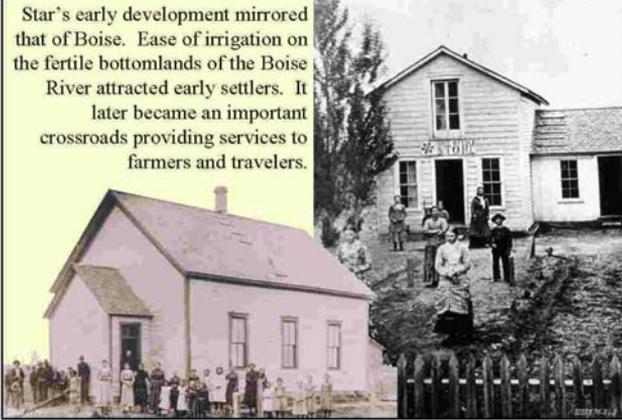


*O'Farrell Cabin today.*

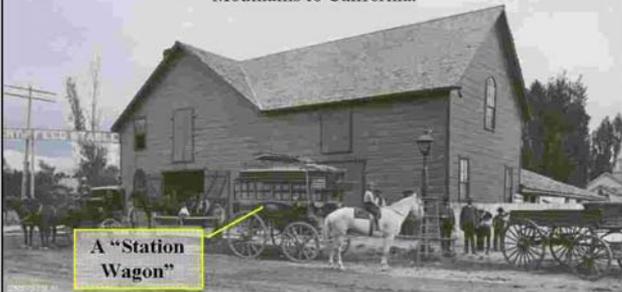
Such early planning was key to providing  
essential services to improve conditions and  
thus encourage more people to settle here.

Star's early development mirrored that of Boise. Ease of irrigation on the fertile bottomlands of the Boise

River attracted early settlers. It later became an important crossroads providing services to farmers and travelers.



In 1864, Ben Holladay's Overland Stage Company provided the first public transportation. It provided a fast four day service to Salt Lake City and connected to a line serving Walla Walla and the Northwest. Service was later extended across the Owyhee Mountains to California.



A "Station Wagon"

**ADA COUNTY CHRONICLES**

**1860-1880**

THE GLEAM OF GOLD

Ada County was created in 1865. It is named after Ada Riggs, daughter of legislative representative H.C. Riggs.



The county originally included all of Canyon County and portions of Washington and Elmore counties.



**ADA COUNTY CHRONICLES**

**1860-1880**

THE GLEAM OF GOLD

In 1864, the Treaty of Fort Boise was signed. Natives were required to relocate to a reservation across the state at Fort Hall, but it would be 1869 before this actually happens.



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As land claims accelerated, a formal survey of the State of Idaho was started at initial point in 1867. Idaho's principal meridian, the main north-south survey line, heads north along Meridian Road through the City of Meridian.

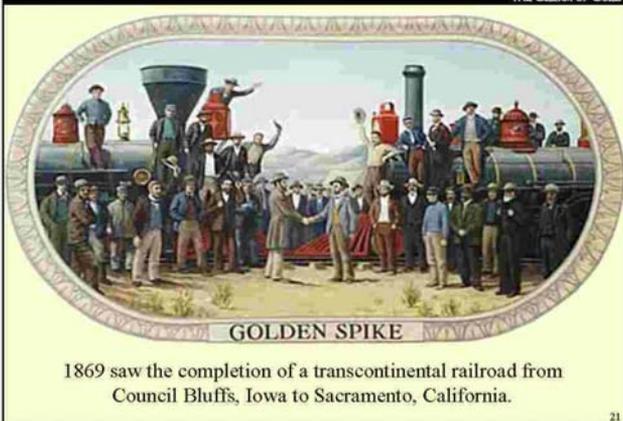


The Initial Point

This survey is an extension of the public land survey system, which was established in Ohio in 1785. This system split land into one mile square sections, which could be further subdivided to create smaller parcels of land.

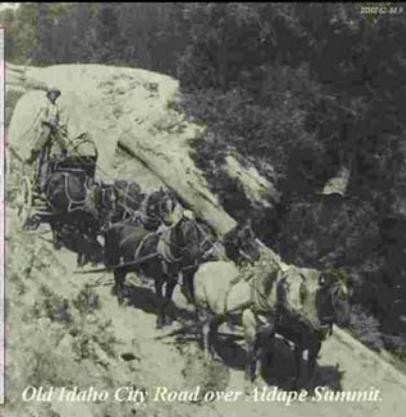


Rights of way were claimed along the boundaries of these sections, leading to our current grid system of streets spaced one mile apart.



The new transcontinental railroad allowed goods to be more easily obtained at Kelton, Utah, via stage lines and freight wagons.

Idaho sought to have a railroad extend through the state, but a national financial panic in 1873 delayed these plans.



ADA COUNTY CHRONICLES

1860-1880

THE GLEAM OF GOLD



Throughout this time period Boise was developing as a key government center. Federal, state, and county offices enhanced the County's ability to grow and prosper.



ADA  
COUNTY  
CHRONICLES

**COUNTY ROOTS**  
1880-1900



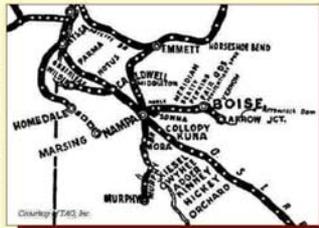
ADA COUNTY  
HISTORIC PRESERVATION COMMISSION

**OREGON SHORT LINE RAILROAD**

Railway construction and large scale mining set the stage for dramatic growth after 1880. The railroad originally bypassed Boise, due to the steep grades down the benches (bluffs) into town.



In 1882, the Oregon Short Line Railroad set up a construction camp by Indian Creek where the Boise-Silver City Road crossed, naming the site Kuna. Hauling goods and passengers to Boise became an important local industry.



Much of Ada County's early success came from using irrigation to reclaim barren tracts of sagebrush into productive farm land, and by the 1870s nearly all of the bottomland of the Boise River was under cultivation.



The new railroad created demand for even greater production, spurring plans for extensive irrigation systems on the benches above the Boise River.



Arthur Foote arrived in 1884 to design a 75-mile long canal that would greatly expand irrigation and potentially provide water for Snake River placers. Dubbed the New York canal, its large capital cost meant that it would not be finished for another 25 years.



*Headgate of original New York Canal. 2007/2008*

In 1887, the Idaho Central Railroad reached Boise via a spur from Nampa, facilitating the delivery of freight and goods. This led to decline in Kuna, as stage and freight service to Boise was no longer needed.

This depot, at 10<sup>th</sup> & Front, was not built until 1893. An original modest board and batten depot was located on the bench near the present depot.



In 1890, the roots for Meridian were set when a mail drop known as "Hunter" was established along the railroad.



Agriculture was a big part of Meridian's early industry, which included a creamery built in 1897...



And a fruit drying plant for prunes near Beatty, a small siding near Maple Grove and Franklin.

Technological advances were transforming everyday life in Ada County.



The bicycle gave people greater freedom to travel to neighboring towns,...

...electricity was harnessed to perform many dangerous, back-breaking jobs, such as quarrying and mining,...



Source: Bill Ripplow Inc./Hemlock

...and the telephone was greatly facilitating long distance communication.

ADA COUNTY CHRONICLES

1880-1900

COUNTY ROOTS



1890 brought  
statehood ...

...and a modern  
transportation  
system.



12302-0-314

ADA COUNTY CHRONICLES

1880-1900

COUNTY ROOTS



Also in 1890, the presence of hot  
springs in the area led to the drilling  
of geothermal wells next to the Old  
Penitentiary.

The plentiful supply  
of hot water was  
recognized as a  
cheap source of  
heating, leading to  
the creation of the  
nation's first  
geothermal heating  
district.



The Natatorium, a luxurious indoor pool and recreation facility, was a natural commercial use for this abundant natural hot water.



The construction of a street car line to serve the Nat, combined with the availability of hot water for heating, made Warm Springs Avenue the most desirable neighborhood in Boise.

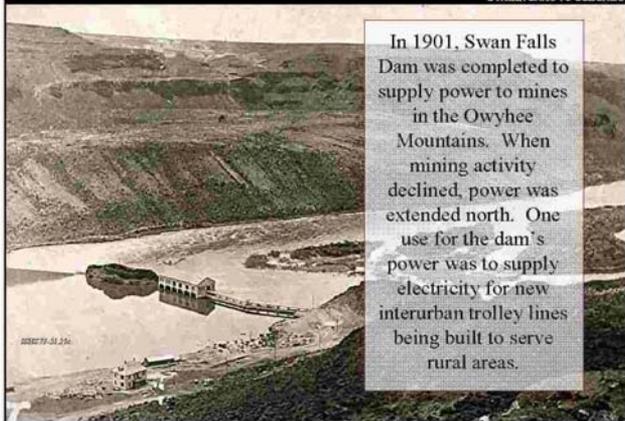
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In 1891, Thomas Aiken settled the Eagle area, and a small community later formed when a bridge was built to cross the Boise River. It became an important crossroads to the Payette Valley to the north.



## STREETCAR SUBURBS

1900-1920



In 1901, Swan Falls Dam was completed to supply power to mines in the Owyhee Mountains. When mining activity declined, power was extended north. One use for the dam's power was to supply electricity for new interurban trolley lines being built to serve rural areas.

In 1902, the U.S. Reclamation Service provided the capital investment necessary for large scale irrigation projects. The Boise Project enlarged and extended the New York Canal, greatly increasing the amount of land that could be irrigated.



*Steam powered dragline*



Developers used streetcars to create demand for housing throughout Ada County, extolling the serenity of the countryside with the conveniences of modern urban living.

Perhaps most notable among developers was W.E. Pierce & Co, who were instrumental in developing "streetcar suburbs" such as Pierce Park, as well as subdivisions in Star and other outlying communities.



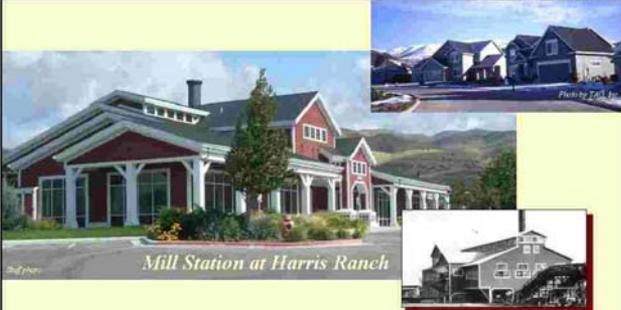
Pierce and others of his time set a pattern that is still followed by today's developers - planning and financing transportation, water, services and amenities to attract home buyers.

*Near 13<sup>th</sup> & Altrus, Hyde Park*

The timber industry was another important part of Ada County's economy.

In 1905, the Barber Lumber Company constructed a sawmill east of Boise along the Boise River.

In conjunction with the sawmill, a wooden dam was constructed across the Boise River to provide a holding pond for logs and an electrical plant for the sawmill. In 1906, a company town was built. It eventually included nearly 75 homes, a hotel, a store and a school, plus power, sewer and water service.



In 1934, the mill was dismantled and operations were moved to Emmett. Today a new housing development, Harris Ranch, is located on the site of Barber. Mill Station at Harris Ranch acknowledges the area's past, taking its design from the former Barber Mill.



Ustick served orchardists and dairymen, who took advantage of the trolley line to get products to market.

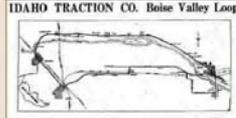
A local vinegar plant made use of surplus fruit, providing one source of employment.



Another "streetcar developer" was dentist Harlan P. Ustick, who platted the Ustick townsite in 1907. He was instrumental in getting an interurban line - The Boise Valley Railway - built south of the Boise River from Boise to Nampa.

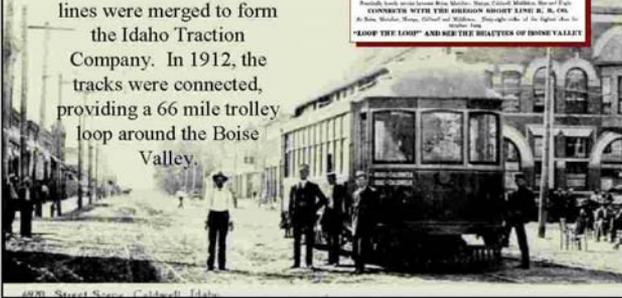


A competing trolley line - The Boise and Interurban Railway - was extended north of the Boise River to Caldwell at about the same time. The line opened the communities Middleton, Star and Eagle to suburban development, and provided a means for local produce to be shipped within the region and beyond.



Probably built on the former Boise, Meridian, Shoshone, Caldwell, Madras, Rex and Eagle RIVERSIDE WITH THE DESIGN SHORTLY LATER BY I. & N. CO. At Rex, Madras, Shoshone, Caldwell and Madras. The right side of the higher line is the former line.

The competing interurban lines were merged to form the Idaho Traction Company. In 1912, the tracks were connected, providing a 66 mile trolley loop around the Boise Valley.



1920 Street Scene, Caldwell, Idaho

D. R. HUBBARD & CO

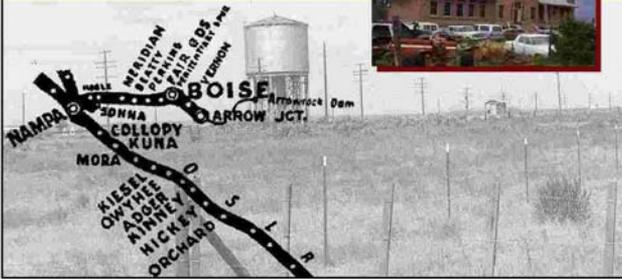
Exclusive Dealers in Lands under Government Canals

Agents for Kuna Townsite and Fruit Lands on Orchard Ridge



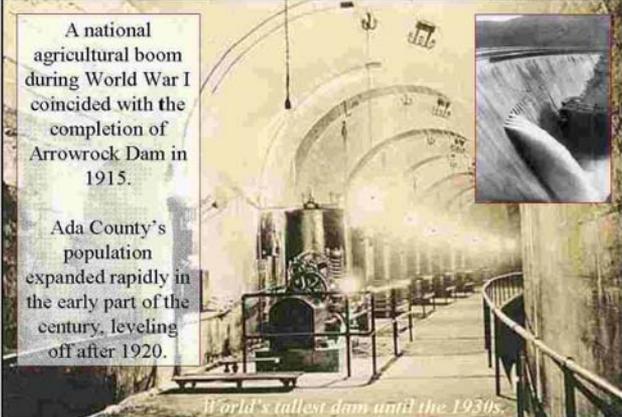
Kuna blossomed with the anticipated availability of irrigation water. In 1907, F.H. Teed and his brother-in-law D.R. Hubbard filed adjacent land claims, platting the area as orchard tracts. They marketed Kuna's access to the railroad as an enticement for people to homestead the land.

Efforts were made to develop other railroad stops in the area into small communities – such as Mora, Pleasant Valley and Orchard - though they were not as successful.



A national agricultural boom during World War I coincided with the completion of Arrowrock Dam in 1915.

Ada County's population expanded rapidly in the early part of the century, leveling off after 1920.



*World's tallest dam until the 1930s.*

## RAILS TO PROGRESS

1920-1940

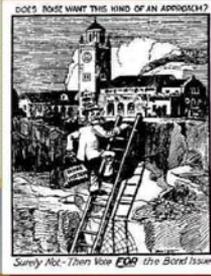


BOISE RIVER BRIDGE



The 1924 completion of the Capitol Boulevard plan preceded a new Mission Revival Depot in 1925, and construction of a new bridge over the Boise River in 1931. The bridge commemorates the pioneers of the Old Oregon Trail and is located on the site of an Oregon Trail ferry.

The 1924 Capitol Boulevard Plan came about as the result of the American City Beautiful Movement.



Some portions of the plan were eventually realized, including a simplified depot hill approach.



During the 1920s transportation improvements continued to shape Ada County. In 1925, direct passenger train service was initiated on a new rail line that originated near the abandoned town of Orchard.



Mass production had made cars affordable, but roads were inadequate. In the 1880s, cyclist's demands for better roads led to a national political movement, the Good Roads Movement. This resulted in the paving of many local roads. The Federal Highway Act of 1921 led to construction of two-lane interstate highways, and the era of the automobile was in full bloom.



**AUTO STAGE LINES**

17 Passengers, 8-Cylinder Cadillac Special

|   |   |   |
|---|---|---|
| <p><b>Esmett</b><br/>Leaves Boise<br/>8:15<br/>Arrives<br/>7:15 p. m.<br/>Leaves Esmett<br/>8:15<br/>Arrives<br/>7:15 p. m.<br/>Leaves Esmett<br/>8:15<br/>Arrives<br/>7:15 p. m.</p> | <p><b>Hailey</b><br/>Leaves Boise for<br/>Hailey, via All<br/>Foglia<br/>7:30 a. m.<br/>Daily leaves Boise<br/>7:30 a. m.<br/>Leaves<br/>7:30 a. m.<br/>Leaves<br/>7:30 a. m.<br/>Leaves<br/>7:30 a. m.</p> | <p><b>Mt. Home</b><br/>Leaves Boise<br/>8:15<br/>Arrives<br/>7:15 p. m.<br/>Leaves<br/>8:15<br/>Arrives<br/>7:15 p. m.<br/>Leaves<br/>8:15<br/>Arrives<br/>7:15 p. m.</p> |
|---|---|---|

**TRASK BROS.**

Boise Office 115 S. 11th St. Near Owlshoe Hotel. Phone No. 2

By 1928, more flexible transportation alternatives resulted in the end of the Valley's trolley system, though the tracks were used for several more years to haul freight to the railyards.



Established in 1926, US Highway 30, also known as the Old Oregon Trail Highway, was the first interstate highway through Boise. Development naturally followed along this route, opening up suburban development in new areas.



57



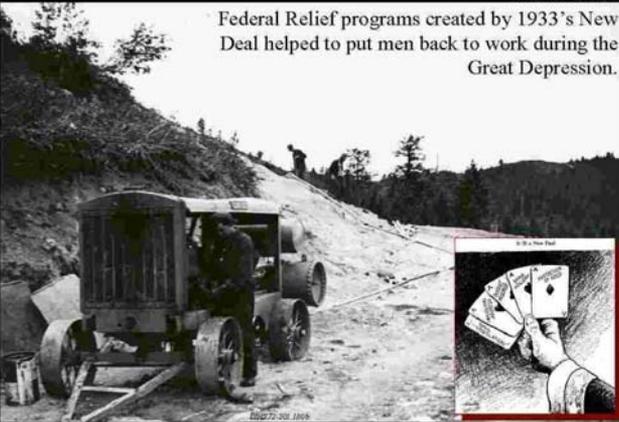
Learning from its struggles to obtain rail service, Boise was quick to embrace air transportation. An airstrip, Booth Field, was located between downtown and the train depot, adjacent to Capitol Boulevard. On April 6, 1926, Varney Air Lines initiated the first airmail service in the United States on a Pasco - Boise - Elko run, marking the beginnings of United Airlines.

58



The airport quickly outgrew its riverfront location, so a new site, Whitney Field, was selected beyond the New York Canal to the south. Operations commenced in 1938.

In 1939, the old airport site became the home of Boise Junior College, which is now Boise State University.



Federal Relief programs created by 1933's New Deal helped to put men back to work during the Great Depression.

ADA COUNTY CHRONICLES

1920-1940  
RAILS TO PROGRESS

In Ada County, this included constructing Bogus Basin Road and the Ada County-courthouse, plus other public works improvements, such as sewer systems for Meridian and Kuna.



ADA COUNTY CHRONICLES

1920-1940  
RAILS TO PROGRESS



After the road was completed, the Bogus Basin ski area quickly become one of the area's major attractions. With the later backing of J.R. Simplot and Harry Morrison, it eventually grew to be one of the largest community owned and operated ski areas in the nation.

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The Farm Credit and Agricultural Adjustment Acts of 1933 revived Ada County farming operations by helping farmers secure new loans and get better price supports for their crops.



And in 1934, the Federal Housing Administration made guaranteed home mortgage loans available, encouraging construction of new homes in the late 1930s...



...such as these in Rose Park (above) and Resseguie (left).

## POST-WAR DEVELOPMENT

1940-1960



The fall of France in 1940 led to a dramatic expansion of the Army Air Corps. Whitney Field became home to a bomber training and assembly base during WWII. It was renamed Gowen Field in honor of Lt. Paul Gowen of Caldwell, who was killed in action in Panama.



ADA COUNTY CHRONICLES

1940-1960

POST WAR DEVELOPMENT



The 1939 Federal Reclamation Act led to projects to create more water storage, also creating needed jobs. It provided funding for Anderson Ranch Dam on Boise's south fork.

The dam was intended to increase irrigation, produce power and control flooding for the Treasure Valley and southwest Idaho. Started in 1941, completion was delayed until 1951 due to the War.



ADA COUNTY CHRONICLES

1940-1960

POST WAR DEVELOPMENT

Also during these years Joe Albertson opened his first grocery store in Boise in 1939, marking the beginning of Albertson's Supermarkets. J.R. Simplot started processing potatoes in Caldwell in 1941. Both Albertson's and Simplot are among the area's largest employers.





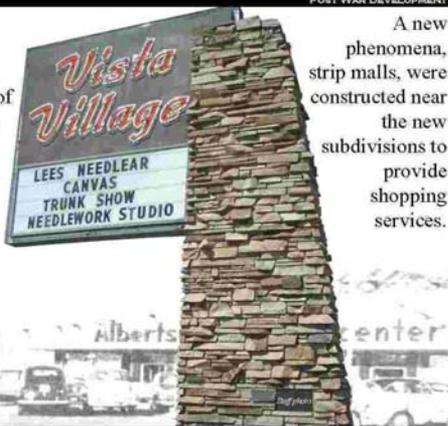
During the 1950s Boise grew to the south, on the benches above the Boise River. Development followed Orchard Road, which had been paved to improve access to Gowen Field.



After the War, growth returned to the smaller towns of Ada County, with agriculture providing the chief sources of income.

At the time, Meridian claimed the most milk cows per square mile of settled area in Idaho.

Growing auto use resulted in insufficient parking in the central areas of Ada County's cities and towns, encouraging suburban development.

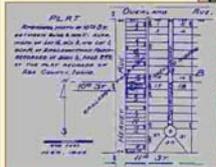


A new phenomena, strip malls, were constructed near the new subdivisions to provide shopping services.

At the same time, increasing traffic was impacting neighborhoods located along major roads.



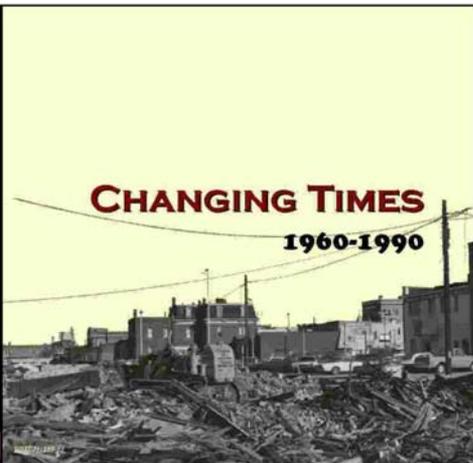
The use of alleys declined in the 1940s, followed by an increased use of cul-de-sacs to eliminate cut-through traffic. The result was the demise of the traditional grid street pattern, forcing more cars onto fewer streets.



Eagleson Park Subdivision, 1946

## CHANGING TIMES

1960-1990



By 1960, growth in the suburbs led to the majority of Boise's population living outside of city limits. In 1961, Boise's charter was replaced with municipal government as a regular first class city.

This made it easier for Boise to expand its boundaries. By 1962, the city had taken in 50,000 new citizens.

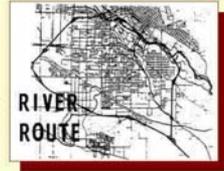




In the 1960s, the results of the 1956 Federal Highway Act were tangible. By the end of the decade I-80N (now I-84) would be completed through Ada County, encouraging growth in Meridian and unincorporated Ada County.

In the mid-1960s, deciding how the freeway would connect to downtown Boise was a contentious issue with significant consequences for the region's future. Three alternatives for the freeway design were studied...

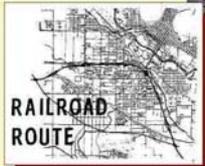
The complex block features a background aerial view of downtown Boise. Overlaid on this are three maps, each with a red border, illustrating different proposed freeway alignments. The top map is labeled 'RIVER ROUTE', the middle map is labeled 'RAILROAD ROUTE', and the bottom map is labeled 'BYPASS ROUTE'. Each map shows the proposed route in black lines against a white background with street grids.

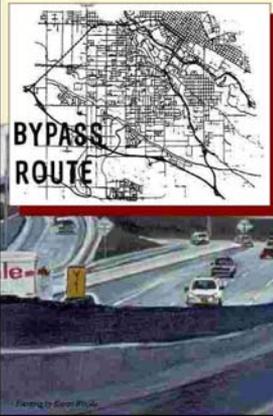


*River Parkway Route*

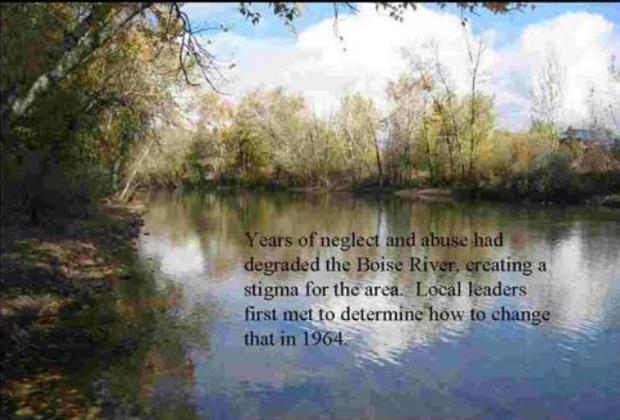
The River Route proposed a freeway that paralleled the Boise River. It would have created noise for parks and residences in the area, and created a negative aesthetic impact on downtown Boise by obscuring the vista along Capitol Boulevard between the Capitol and the Depot. 77

The Railroad Route would have followed the existing Union Pacific passenger tracks through town, though passenger service to Boise did not end until 1997. The proposal would have likely marred one of Boise's key landmarks, the Union Pacific Depot.





In the end, the Bypass Route concept was selected. The project would be constructed in phases over the coming decades as funds became available.



Years of neglect and abuse had degraded the Boise River, creating a stigma for the area. Local leaders first met to determine how to change that in 1964.



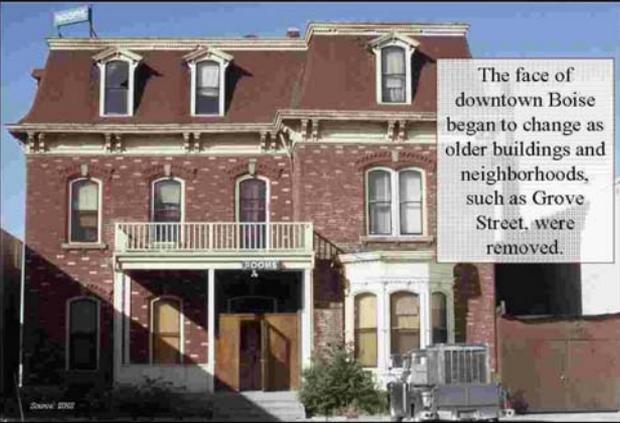
In 1969 a committee was formed to guide development of the Boise River Greenbelt, which extends from Lucky Peak Dam to Eagle. Currently, continuous public access ends at Garden City.

*Staff photo.*

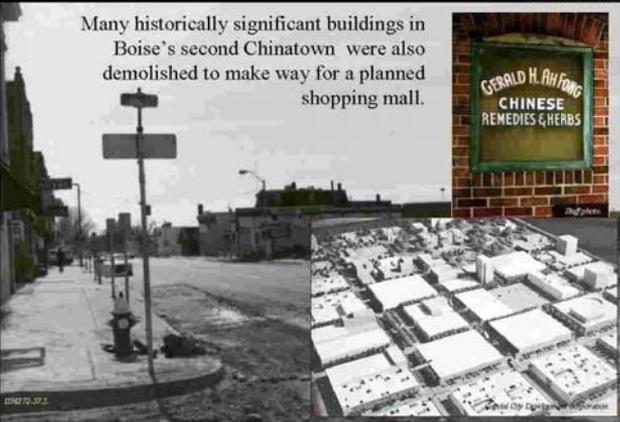
In the mid 1960s an urban renewal plan was implemented for revitalizing and rebuilding Boise's downtown. The Boise Redevelopment Agency (BRA) was established to oversee reconstruction of the core area.



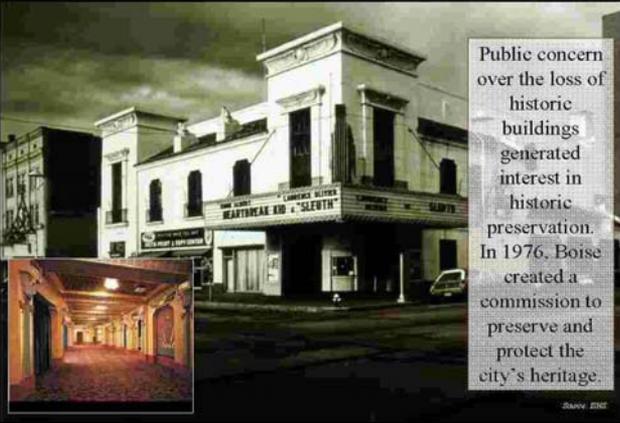
*BSU, Shelton's Library - Mike Salsman Collection*



The face of downtown Boise began to change as older buildings and neighborhoods, such as Grove Street, were removed.

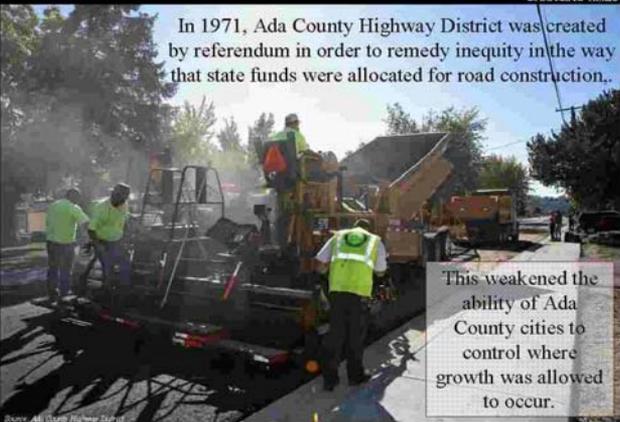


Many historically significant buildings in Boise's second Chinatown were also demolished to make way for a planned shopping mall.



Public concern over the loss of historic buildings generated interest in historic preservation. In 1976, Boise created a commission to preserve and protect the city's heritage.

Source: IDOT



In 1971, Ada County Highway District was created by referendum in order to remedy inequity in the way that state funds were allocated for road construction..

This weakened the ability of Ada County cities to control where growth was allowed to occur.

Source: Ada County Highway Dist.

ADA COUNTY CHRONICLES

1960-1990

CHANGING TIMES



Boise began to attract new businesses. In 1973 Hewlett Packard opened an Ada County plant. To foster this sort of development, a new Technical Industrial zone was established to separate such uses from incompatible industrial and commercial uses.



ADA COUNTY CHRONICLES

1960-1990

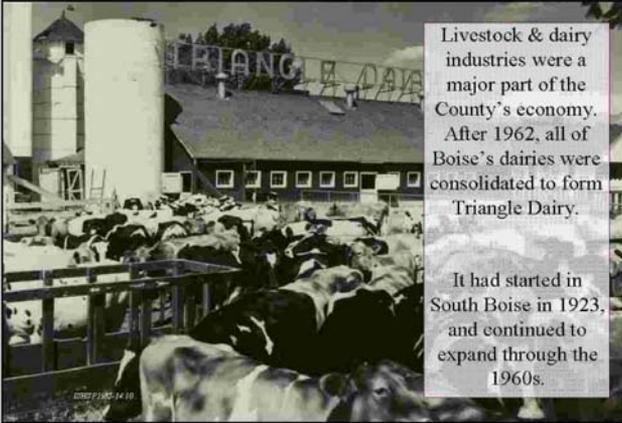
CHANGING TIMES

Morrison-Knudsen (now WGI), a large construction and engineering firm, built a headquarters complex and centralized its international management operations in Ada County.



Albertsons, Ore-Ida and Idaho Power were other major employers at the time.

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Livestock & dairy industries were a major part of the County's economy. After 1962, all of Boise's dairies were consolidated to form Triangle Dairy.

It had started in South Boise in 1923, and continued to expand through the 1960s.



In 1973, a subsidiary company was formed to convert Triangle's dairy pastures from hayfields to housing. The 10-year project called for the construction of 1,900 homes in several planned developments complete with apartments, houses, and park and recreation amenities.

This was Boise's first master planned community, which created a walkable community with more parks and open space than typical development.



In the late 1970s, River Run became the pilot planned unit development project for the area, introducing a new tool for allowing the best use of unique sites. In 1990 it received an Award of Excellence from the Urban Land Institute for residential development.

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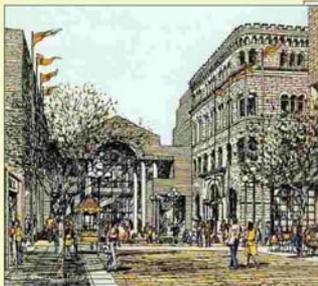
The project also pioneered the idea of public-private partnerships. Partnering with public agencies, the developers built a flood relief channel to re-route the floodway, preserved wildlife habitat and helped extend Greenbelt pathways.

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In 1978, another major employer was established in Ada County – Micron.

Micron's success has led to expansion of higher education in the region and increased support for community events and programs.

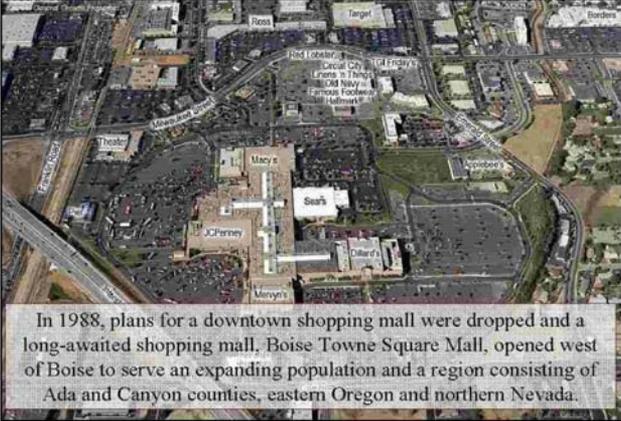


In the 1980s, downtown plans were changed. While a mall was still the central concept, the new plan sought to retain many of the historic buildings in the area.



BOISE CITY CENTER

UPPER LEVEL PLAN



In 1988, plans for a downtown shopping mall were dropped and a long-awaited shopping mall, Boise Towne Square Mall, opened west of Boise to serve an expanding population and a region consisting of Ada and Canyon counties, eastern Oregon and northern Nevada.



The focus of downtown redevelopment shifted to building a convention center and office space. This was facilitated by "The Connector's" promise of easy access from the freeway. But some of the original concepts for downtown redevelopment endured, including the central fountain on The Grove.



## DESIGNING THE FUTURE

1990-Present



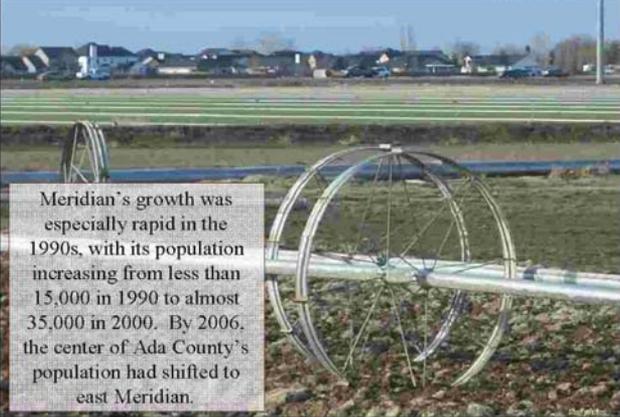
Since the late 1980s, the area's economic opportunities, climate and access to the outdoors have attracted people and businesses. These attractions fueled the record population growth and development that made the Boise metropolitan area the seventh-fastest growing region in the United States through the 1990s.



The 1990s saw Idaho's first planned community, Hidden Springs. In 2000, it won the Best Smart Growth award from the National Association of Home Builders, and it is the first community in Idaho to be certified as a Community Wildlife Habitat by the National Wildlife Federation.



Planned communities seek to knit residents together through employment, recreation and social programming. They provide a mix of housing, employment and significant amounts of open space.



Meridian's growth was especially rapid in the 1990s, with its population increasing from less than 15,000 in 1990 to almost 35,000 in 2000. By 2006, the center of Ada County's population had shifted to east Meridian.

Ada County population grew from about 206,000 in 1990 to more than 345,000 in 2005, **an increase of almost 70% in 15 years**, which has vastly changed the County's once rural nature.

Based upon the more than 9,000 new residential lots approved in 2005, the current growth rate is nearly double the average for the past decade. If this current trend continues, Ada County's population will be approximately **600,000 by 2015**.

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While Ada County encompasses over 1,000 square miles, around 60% of it is in public ownership, including the Snake River Birds of Prey National Conservation Area, Orchard Training Area and recent Foothills land acquisitions.

Current low density development is consuming available land at an unsustainable rate.



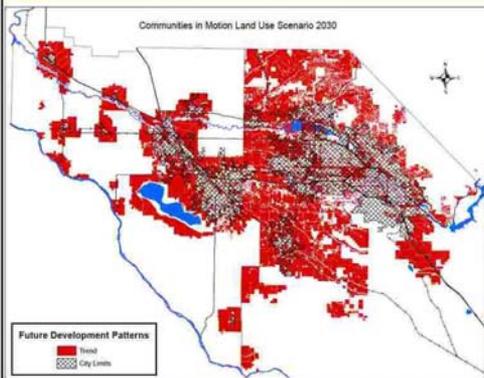
Communities in Motion and Blueprint for Good Growth are planning processes aimed at creating a sustainable future that assures livable communities that retain natural and historic values, while providing urban amenities and a distinct sense of place.



Communities in Motion is a long range transportation plan for six counties in southwestern Idaho that is aimed at meeting the region's transportation needs for the next 25 years.

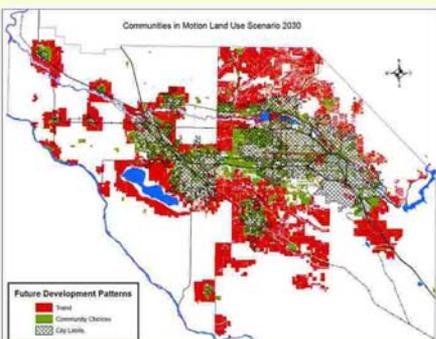


Blueprint for Good Growth is a consortium of Ada County governments attempting coordinated land use and transportation plans that assure the County's orderly and mutually beneficial growth.



This of Ada and Canyon Counties shows the amount of land (in red) that would be consumed by development under current growth trends and development patterns.

An alternative “Community Choices” development pattern was created from extensive public participation (shown in green). This scenario conserves considerable amounts of land and public services are concentrated, resulting in lower costs for taxpayers.



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## Ada County *Past, Present, and Future .....*



How can Ada County’s history provide guidance for future growth and development?

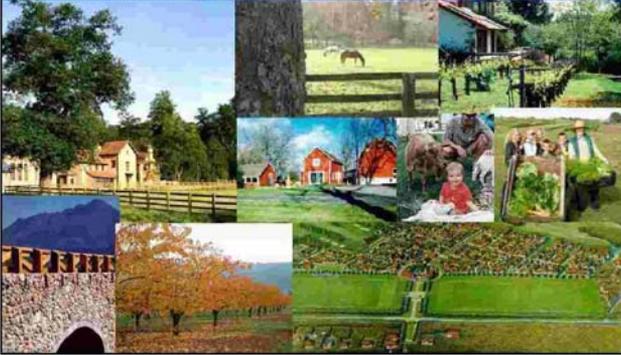
1. Interconnected open space and wildlife corridors
2. Accessible and developed open space along waterways/slopes
3. Historic settlement patterns: hamlet, village, town, & city
4. New towns & cities emerging from rural roots
5. High-density, mixed use, walkable town centers & downtowns

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## RURAL HAMLET

Community Stables/Arenas - Organic Gardens/Orchards - Local Farms and Cooperatives



## COUNTRY VILLAGE

Creates a "Sense of Place" - Encourages Walkability - is Socially Sustainable



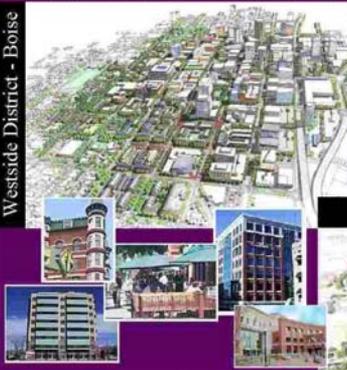
### URBAN TOWN & CITY

Walkable Neighborhoods - Variety of Housing Options - Vibrant Economic Sustainability



### VIBRANT MIXED-USE TOWN CENTERS & DOWNTOWNS

Westside District - Boise



Encourage Urban Infill -  
Redevelopment in existing  
downtowns, plus create mixed-use  
town centers in new planned  
communities.

River/Myrtle Street District



MULTI-MODAL TRANSPORTATION OPTIONS

A number of current planning processes could facilitate development of rapid transit in the Boise Valley. By incorporating transit oriented development principles in these plans, it becomes possible to achieve densities that make rapid transit pay for itself. Examples are Meridian's Ten Mile Interchange Subarea Plan and a number of planned community proposals.

*Urban Infill* and *Planned Communities* promote mixed-use, mixed-density clustered development footprints with these sustainable development benefits:

- NATURAL AND DEVELOPED INTERCONNECTED OPEN SPACE
- ENVIRONMENTAL, SOCIAL, & ECONOMIC SUSTAINABILITY
- DEVELOPER FUNDED MITIGATION & PUBLIC-PRIVATE PARTNERSHIPS
- LIVE-WORK-PLAY ENVIRONMENTS: JOBS, HOUSING, AMENITIES
- DIVERSITY OF HOUSING OPTIONS & LIFESTYLE COMMUNITIES

Over its 140 year history, Ada County has accumulated the experience to deal with the issues that face our community. This includes public and private partnerships to ensure planned growth that is beneficial, economically viable and retains the quality of life that has attracted residents to the valley for more than a century.



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**A PARTING THOUGHT:**

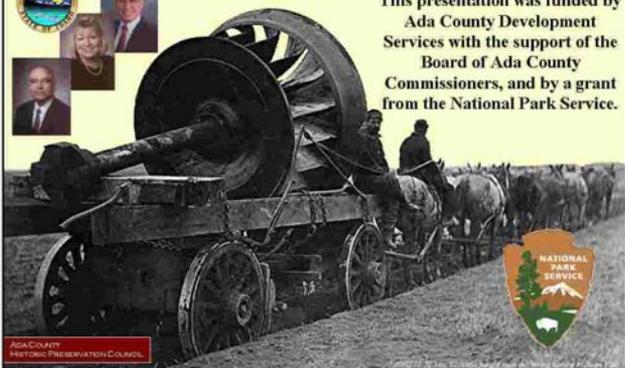
*"Our duty is to preserve what the past has had to say for itself, and to say for ourselves what shall be true for the future."*

**- JOHN RUSKIN**



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# ADA COUNTY CHRONICLES



This presentation was funded by Ada County Development Services with the support of the Board of Ada County Commissioners, and by a grant from the National Park Service.



ADA COUNTY HISTORIC PRESERVATION COUNCIL

# ADA COUNTY CHRONICLES

The screenshot shows a web browser window with the following content:

- Browser title: Home - Microsoft Internet Explorer
- Address bar: http://www.adaweb.net/department/development/services/HPC/home.asp
- Page title: ADA COUNTY HISTORIC PRESERVATION COUNCIL
- Navigation menu: Home, About Us, News, Events, Contact Us, etc.
- Section: News & Upcoming Events
- Article: **Architectural Preservation of Landmarks** by Sarah J. Blum
- Text: "In August 2001, the National Park Service's National Historic Landmarks Program..."
- Section: **County Board on National Landmark**
- Text: "In September, you'll see the National Historic Landmarks Program..."
- Footer: ADA COUNTY HISTORIC PRESERVATION COUNCIL

A copy of this presentation is available in PDF format on the website of the Ada County Historic Preservation Council at [WWW.ADAWEB.NET/HPC](http://WWW.ADAWEB.NET/HPC)

# ADA COUNTY CHRONICLES

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