# Vista Vision Neighborhood Plan

Published 1-23-99

Development Services Department Boise, Idaho

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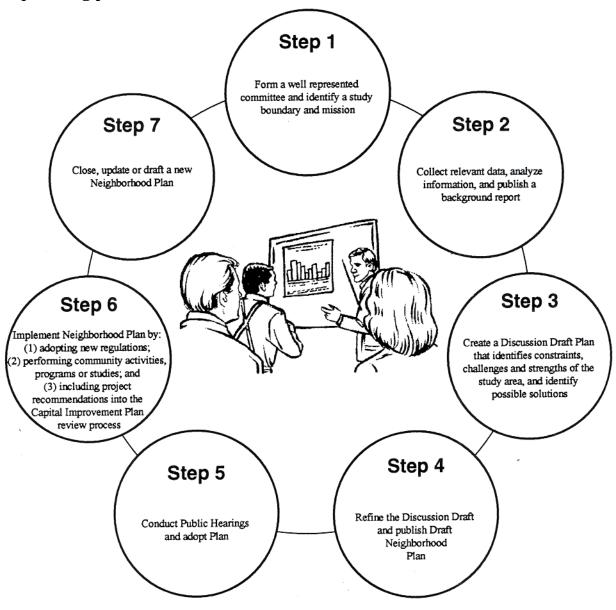
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# Introduction

**Mission Statement:** The mission of the Vista Neighborhood Plan is to highlight the strengths, weaknesses, opportunities and challenges in the Vista Neighborhood and formulate responsive, citizen-based action strategies and objectives for comprehensive improvement. The plan is intended to be used as a policy and activity guide for all with a vested interest in the Vista Neighborhood.

**Neighborhood Planning Process:** Adoption of a neighborhood plan represents the validation of publicly expressed needs and recommended actions, and it is the result of the planning process outlined below:



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**Plan Function and Horizon:** In association with the Boise City Comprehensive Plan, the Vista Neighborhood Plan serves as the long term comprehensive policy guide for the social, environmental and economic development of the Vista Neighborhood. To create a useful context for development decisions, the Vista Neighborhood Plan looks toward the year 2020 and beyond. The Vista Neighborhood Plan is a vision statement of its ultimate physical form and function, and it will serve to:

- **★** Enable the City Council, Planning and Zoning Commission and Design Review Committee to establish long- range development policies;
- \* Provide a basis for judging whether specific development proposals and public projects are in harmony with the policies;
- \* Guide public agencies and private developers in designing and funding projects that are consistent with City policies; and
- **★** Define the generic parameters for zoning ordinance amendments.

Plan Monitoring and Update: Since conditions within the neighborhood could change and alter the premise for the various recommendations, it is important to review the plan periodically. The action strategies listed in this plan are designed over a twenty year time period, 2000 - 2020. However, planning is a continuous process and the plan is merely a framework from which to build. It is anticipated that necessary changes will be addressed by adjusting the Vista Neighborhood Plan during future updates. Revisions of the plan should be conducted in five-year increments from the date of City Council's adoption of the document. At the annual meeting of the Vista Neighborhood Association a status report will be presented to the neighborhood's residents/businesses. It will include an implementation assessment of the Vista Neighborhood Plan.

Relationship to Other Plans: Neighborhood planning is a critical tool for refining and turning into a reality the vision of the Boise City Comprehensive Plan. While the comprehensive plan establishes a definitive course of growth for the city as a whole, neighborhood plans specify in greater detail how each sub-region of the city is to accomplish those city wide goals. In a sense, a city without neighborhood plans is like an orchestra without sheet music. Much of the vision of the Vista Neighborhood Plan is derived from the Boise City Comprehensive Plan. Upon adoption, the Vista Neighborhood Plan will be incorporated into the Boise City Comprehensive Plan by reference.

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# **Public Participation**

Below is a chronological recap of efforts made by the Vista Neighborhood Association to ensure that input was received from all the Vista neighborhood.

- 3,000 surveys to Vista addresses in August, 1985 (while Vista Neighborhood Housing Services was still in Vista neighborhood). Received 500 responses, or 17%.
- Special publicized meeting on Neighborhood Plan on 9/30/86.
- Survey to Vista addresses in September, 1990. 3,029 mailed, received 725 responses. Note: Responses on this survey formed the basis for our neighborhood plan.
- Open Neighborhood meetings with city staff involvement (publicized): 5/8/90, 5/10/90 & 5/16/90 City Planning Staff Ed Nigbor present 11/7/90, 11/8/90 & 11/13/90 Special meetings with residents
- Every Annual Meeting since 1990 has had the Neighborhood Plan on the agenda. All were advertised in <u>The Idaho Statesman</u>. Dates of annual meetings were: 1/22/91; 1/9/92; 1/7/93; 1/20/94; 1/31/95; 1/20/96; 1/23/97 and 2/26/98.
- Neighborhood Plan has been addressed in almost every newsletter published by Vista Neighborhood Association, as well as future meetings identified in newsletters.
- Final review meetings held as follows and all publicized in Idaho Statesman. City planner present for all: 10/23/97; 11/11/97; 11/13/97; 11/18,97; 11/2097.

## How the Plan is Organized:

#### Chapter 1

**Vista Neighborhood's Identity and Vision** The Vista Neighborhood Plan boundary, a brief historical description of the Vista Neighborhood, and vision statements are displayed.

# Chapter 2

**Plan Objectives and Action Charts** A summary of the Vista Neighborhood Background Report findings and issues are highlighted, and recommended actions needed to attain the vision of the Vista Neighborhood are set forth.

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# Chapter 3

**Background Report** A catalog of Vista Neighborhood strengths, weaknesses, opportunities and challenges.

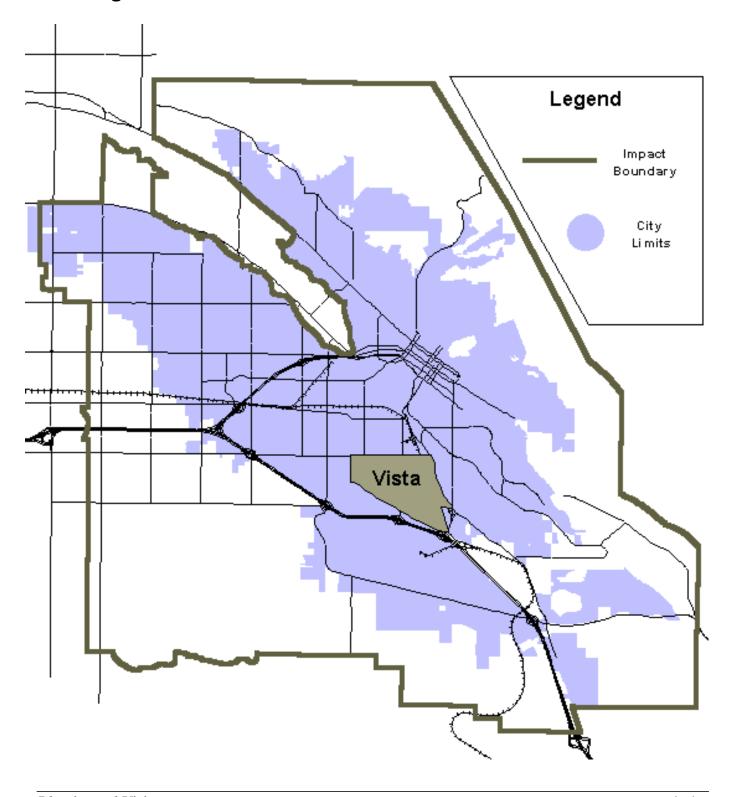
# Chapter 4

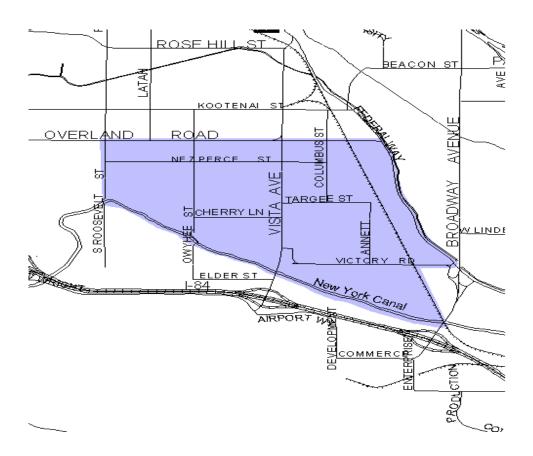
**Letters of Agency Comments and Support** The evolution of this plan incorporated many comments and concerns from agencies noted in the plan. Numerous revisions have been made to highlight and/or correctly convey their ideas, concerns and issues. These letters of support show the involvement and consideration of all interested parties and their support for the Plan.

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# 1.0 Vista Neighborhood's Identity

# Vista Neighborhood Plan Boundaries





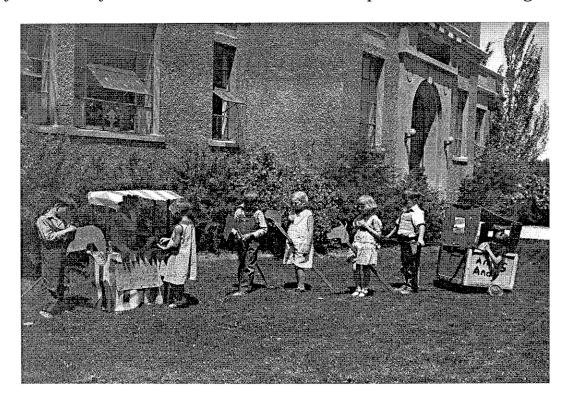
**Historical Description of the Vista Neighborhood** - Prior to annexation into the City of Boise, a major portion of the Vista Neighborhood belonged to the Whitney Township. Many of the neighborhood anchors still bear the name "Whitney," such as Whitney Baptist Church, Whitney United Methodist Church, Whitney Friends Church and Whitney Elementary School . The Township appears to have been in existence in 1936. The area north of Targee Street was annexed into the City of Boise in 1962, followed by the remainder of the area in 1964, with the exception of a small portion south of Victory Road, which was annexed in 1986. Two structures deserve special mention.

# Whitney Elementary School

Whitney Elementary School, located at 1609 South Owyhee, occupies an 8.85 acre site. The school is a low, horizontal, one-story stucco-over-brick building with parapet roof and large multi-paned windows. The original central unit of the school was designed by Wayland & Fennell in 1926 to replace an old box-type school that had burned down. The design of Whitney Elementary School was an unusual departure from accepted architectural practice. Controversy over the merits of the one-story building flourished during its initial design stage, but the School Board chose the new concept of the single-story design over the traditional two-story building. It was not until after the Second World War that the single-story building was widely accepted by the area.

In 1936, Tourtellote and Hummel designed additional wings for the north and south ends of the building providing additional classrooms and a lunchroom/kitchen/playroom facility. The provision of hot lunch in school was an innovation shared with Cole and Central schools and reflected the expanding social role of the schools. In 1946, a large wing was added to the south end of the school. On November 8, 1982, Whitney Elementary School was listed in the National Register within the Boise Public Schools Thematic Resource nomination. Whitney School is one of two one-story schools in the Thematic Group.

Whitney Elementary School continues to be a valued part of the Vista Neighborhood.



# Gambrel Roof Dairy Barn

The site at 2201 Vista originally hosted a farmstead consisting of a 1-1/2 story brick home, dairy barn, privy, well house, bunkhouse, windmill, derrick, root cellar and icehouse. The construction date is estimated to be around 1915. These structures were shared with pastureland and cornfield and comprised approximately 20 acres. This acreage was part of a larger parcel claimed under a patent from the United States around 1900.

The dairy barn was two stories, with a gambrel roof, central aisle, and double-hung hayloft door, with attached silo. Its structural system was wood stud, and perhaps post and beam. This type of barn was one of very few remaining in the area. Several neighbors recall dances being held in the loft of the barn.

The land went through three different owners before being deeded to Charles O. and Gertrude E. Nelson in 1921. Besides being an assistant postmaster, Nelson ran a small dairy, and bottled milk in a portion of his garage. Included were at least 16 registered Holstein cows, of which two were bred heifers imported from Wisconsin at a cost of \$250 each. The Nelsons also had a registered Holstein bull, named Segis Pieterje Korndyke, reportedly sired by the Carnation Farm's prize bull, King Segis. At one time, the property was listed as "Star Dairy" in the City directories. Originally, they separated the milk with a hand crank DeLaval separator and sold the cream to a creamery. Later, they bottled the whole milk and delivered retail to homes in Boise. It is believed this was discontinued in approximately 1925.



After the death of Gertrude Nelson in 1934, her portion of the property was deeded in equal portions to her children and to Charles. The property then passed to his children and eventually his son owned all of the property, selling it in 1964 to Norm Mattefs. Mattefs lived on the property and used the barn for his construction company. He sold the property to Fred Meyer, Inc., in 1982. The barn burned down, believed to have been started by adolescents. The property was sold to the City of Boise, who then sold it to a non-profit corporation that built Oak Park Village.

# **Oral Interviews**

Long-time Vista Neighborhood residents provide the following "snapshots" of life in Vista 'back when . . . '

- "... When we bought our ground at Shoshone and Nez Perce, it was a wheat field..."
- Conversation with Pauline (Wittlake) Hartman May 1996.



- "...They were delivering mail twice a day when I came to Boise in 1943..."
- Conversation with Jean Hartman May 1996.



- "...John Jordan was the motorman on the Boise Rapid Transit Streetcar line. The line came out Nez Perce and went on over to where Nez Perce hits the Rim on old Highway 30 (now Federal Way), then it dropped down the hill into South Boise. John talked about how, when they'd get to the hill, they'd turn it loose and let it fly down the hill...."
- Conversation with Gordon Hartman May 1996.



- "...In 1890, when Grandmother Masoner came to Boise, she got off the train there in about a foot of dust.... the City of Boise then built another depot downtown at 10<sup>th</sup> and Front, then in 1925 they raised \$250,000 to build the present train depot...."
- Conversation between Gordon Hartman and his daughter, Sandy Dickerson May 1996.

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- "...The social thing was to get together to fix food to share and to help someone out. Everyone had a garden. They were never bored; they were always busy..."
- Conversation with Verona Vargason May 1996. Note: Verona has lived on Vista Avenue since July 1937.

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Union pacific Depot: Picture provided by Caroll F. Howerton

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- "... There were no telephones in houses, but there was one at the grocery store. We didn't get a phone until after the war..."
- Conversation with Verona Vargason May 1996.

"...They used to have what they called "half houses." They would build a house, haul it out here, and sit it on a lot. The roof would go one way to a peak. Then later you could get the other half and put it alongside it..."

- Conversation with Gordon Hartman - May 1996.

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"...The fire station for the Whitney Township used to be located at the northeast corner of Nez Perce and Vista...."

- Conversation with Gordon Hartman, May 1996.

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"...In 1940 we bought a house at 1800 Hervey (on the corner of Nez Perce and Hervey). We paid \$1,000 for the lot and the house. It had a tarpaper roof on it . . . it had a pretty nice little kitchen in it with white cabinets and a sink with running water. You'd even have hot water if you built a fire in the stove. There was no bathroom—we had a privy out in the back..."

- Conversation with Gordon Hartman - May 1996.

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"...Back in those years, if we wanted to call anybody, we had to go downtown and get into a phone booth and have a bunch of change with you..."

- Conversation with Gordon Hartman - May 1996.

"...In the 1930's, you could always hear someone driving nails, building something. Vista was a dirt road—there wasn't much traffic on it, and it didn't go out very far. Gowen Field wasn't out there; it wasn't built up until during the war. The war was something. When Pearl Harbor was attacked, we were putting siding on the north side of our house—our neighbor came over and told us. The traffic on Vista really started then. Vehicles went up and down the road to Gowen Field day and night. It

# ♥ Visioning ♥

In 1990 a survey questionnaire was mailed to 3,029 residents and commercial enterprises within Vista Neighborhood. 715 residents returned the questionnaire with comments. The following summarizes their vision of the Vista Neighborhood in the year 2020.

# Curb Appeal! Curb Appeal! Curb Appeal!



Due to the winning combination of location, price, and curb appeal, realtors elect to bring prospective buyers to the Vista Neighborhood. Over the years, improvements in storm drainage, sidewalk, and street tree placement have transformed large blocks of the neighborhood into a collection of highly desirable properties and homes. The cleanliness of the neighborhood has deterred certain levels of criminal activity, which has lead to increased residential and commercial investments.

# **Attractive and Diverse Residential Neighborhoods**



The Vista Neighborhood yards and homes are attractively designed and maintained. Over the years, community volunteer efforts such as Paint the Town, Habitat for Humanity, and public assistance in the form of code enforcement and community housing have teamed up to improve the appearance of the neighborhood. Non-conforming uses and structures are gone, or sufficiently regulated to protect the interests of nearby residents and business owners. Vacant lots are few, due to a high demand for both commercial and residential property in this highly prized neighborhood. Remaining vacant lots are kept free of weeds and uses that create nuisances to the neighbors. The abandoned buildings and vehicles of the 1990's have all been removed or refurbished. A wide choice of housing types and prices is available for a diversity of urban lifestyles and incomes within Vista.

## Vista Avenue, a Street with a View!



Vista Avenue has reclaimed its namesake as one of Boise's premier streets. Years of planning and construction of street medians and land uses have altered the appearance and function of Vista Avenue to one characterized as the principal gathering place of Vista residents. Although traffic levels have increased, speeds and turning movements are less threatening to pedestrians. Commercial and residential buildings abut the sidewalk, which further reinforces slower traffic flow and improved pedestrian orientation. Multiple small building facades ensure interest and activity to the street scene and are a reflection of the strong local business environment of Vista Avenue. The former sign-studded skyline has been replaced with intricate building designs flanked by large healthy trees.

# **Recreational Opportunities**



The new public park on the east side of Vista Avenue provides youth and recreational programs, and attracts new residents to the area. The residents of the Vista Neighborhood work cooperatively with the City of Boise to operate a community recycling center at this new park site. Due to reduced traffic speeds, newly constructed sidewalks, bike paths/lanes, crosswalks and street light improvements, more residents exercise and socialize along streets. Through efforts of the school district, the City Parks and Recreation Department, and the Vista Neighborhood, the residents of the neighborhood actively utilize school grounds.

# Community Policing, a Success



The Vista Neighborhood is a safe place for all its citizens. Cultural and ethnic diversity is celebrated, and personal freedom is cherished and protected. Community policing has been successful in the Vista Neighborhood. The opening of a new police office has helped ensure the area's safety, and has improved contact between the community and police officers. Continued close coordination between neighborhoods, business associations, and police patrolling the area has helped to quickly identify and resolve public safety problems.

## Where Transportation Planning = Mobility Choices



The long-held notion that neighborhood quality of life shouldn't be sacrificed for the sake of building infrastructure for through traffic is manifest in the Vista Neighborhood. Overland Road, Vista Avenue, and Federal Way all carry significant amounts of traffic; however, the design of the road and the abutting land uses regulate automobile speed and movements such that businesses benefit from both regional markets and local pedestrian traffic. In order to preserve the integrity of neighborhoods, inconveniences to automobile travel are intentionally planned. Although vehicular passage is provided, local travel is primarily accomplished on foot or bike. Neighborhood businesses, open spaces, housing and streets are destination places for pedestrians and bicyclists. Youth, senior citizens, and adults of all ages have the freedom to travel to various sites within the neighborhood without the aid of or reliance on the automobile. Sidewalks, which were once missing in large blocks of the neighborhood, are now neighborhood gathering and travel sites. People of all ages take pleasure in walking or bike riding along tree-lined streets to their favorite neighborhood shop, school, park or friend's house.

# 2.0 Plan Objectives and Implementation

This chapter highlights the Vista Neighborhood Background Report findings, establishes plan objectives, and sets forth an implementation strategy. This chapter contains the following sections:

- 2.1 Land-Use
- 2.2 Mobility
- 2.3 Community Image and Character
- 2.4 Business Growth and Development
- 2.5 Public Park System
- 2.6 Public Utilities and Services
- 2.7 Public Safety

# **Action Chart Implementor and Advocate Key**

Agency/ Group	Acronym
Ada County Highway District	ACHD
Boise City Arts Commission	BCAC
Boise City - Generic	BC
Boise City Community Forestry	BCCF
Boise City Fire Department	BCFD
Boise City Parks and Recreation Department	BCPR
Boise City Planning and Zoning	BCPZ
Boise City Police Department	BCPD
Boise City Public Works Department	<b>BCPW</b>
Boise Urban Stages	BUS
Independent School District of Boise City	ISDB
Union Pacific Railway	UPR
United Water	UW
Vista Neighborhood Association	VNA

# **Plan Implementation**

Tools to implement this plan include Action Charts and Vision Maps.

**Action Charts** contain four types of actions: (1) Programs, (2) Projects, (3) New Regulations and (4) Land-Use Application Review Policies. Actions are ranked in order of priority. In essence, implementation is a four-pronged approach.

<u>Programs:</u> This section of the Action Chart lists long-range activities such as further planning efforts and participation in annual community events. Many of the programs are performed through community volunteer efforts, or through regular local government staffing positions.

<u>Projects:</u> This section of the Action Chart describes site-specific construction projects, which will need to be (1) placed on agency capital improvement plans, (2) funded with Neighborhood Reinvestment Funds, (3) funded by agency department budgets, or (4) funded through some other means.

<u>New Regulations:</u> This section of the Action Chart lists new code regulations that need to be adopted in order to realize some of the objectives of this plan.

<u>Land-Use Application Review Policies:</u> This section of the Action Chart lists policies that can be utilized by the planning staff in their day-to-day review of development projects to apply specific conditions of approval. These policies may be utilized upon publication of the neighborhood plan.

**Vision Maps** are graphical representations of the planning strategies listed in the Action Charts.

Important Note about Action Charts: Identification of an implementor for an action is an expression of interest and support with the understanding that circumstances may affect the implementation leader's ability to take action, and that some actions will need to be adjusted and others replaced with more feasible proposals. Actions with a listed advocate rather than an implementor are included in recognition of the importance of continued discussion of these issues. Such actions will become part of this plan only when an advocate has agreed to support them.

# 2.1 Land Use

# Introduction

Good land-use regulation guides growth and development patterns that protect and enhance the residential character and economic stability of a neighborhood. Key issues for the Vista Neighborhood include housing, redevelopment opportunities, and compatibility.

**Housing** - The Vista Neighborhood provides much affordable housing in the form of owner-occupied units and rentals. In comparison to the City of Boise as a whole, the concentration of households with low and moderate incomes in the Vista Neighborhood is high. Our challenge is to create and maintain a well-balanced stock of housing types and sizes that are occupied by a population of varying income groups.

# Plan Objectives:

- ✓ Maintain the Vista Neighborhood's supply of older housing units.
- ✓ Minimize large concentrations of high and medium density zoning districts.
- ✓ Maintain and improve the appearance of existing houses and property, and construct attractive new homes and multi-family dwellings.
- ✓ Provide decent, safe, adequate and affordable housing in sufficient quantities for all economic segments within the neighborhood.



The housing stock of the Vista Neighborhood is a great asset to the city. It consists of a large range of types, sizes and prices.

Redevelopment of Land-Uses along Arterial Streets - Much of Vista's population is comprised of young and old people. They rely more on non-automotive modes of transportation than does the "middle-age" population. On the whole, Vista's households earn less than the Ada County average. This comparable reduction of accessibility and wealth may be offset by increasing options in transportation. Transit-supportive land uses allow people to move within the community in ways which match the residents' lifestyles. Walking, bike riding and taking the bus become feasible alternatives to the automobile. Transit-supportive developments also benefit the neighborhood as a whole by increasing the economic market and livability of the area. The structure of the Vista Neighborhood lends itself well to this type of landuse. It has a grid street pattern, several transit routes, a moderate population density, a railway corridor, and land that is posed for redevelopment.

## Plan Objectives:

- ✓ Create an environment where people elect to reside close to work, school and shops.
- ✓ Increase housing opportunities for current and future residents of the Vista Neighborhood by constructing sites which mix commercial, office and housing uses.
- ✓ Participate with other neighborhoods within the City in accommodating population growth in a compact urban form.



Clustering of multiple shops adjacent to a pedestrian oriented sidewalk are elements of creating transit-supportive land uses. The mixing of land uses within the same building is another element of creating transit-supportive land uses. Residences may be located on the second floor of these retail uses.

**Compatibility** - In order to provide for increased levels of population and commercialization, this plan focuses growth onto Vista Avenue, Overland Road and Federal Way. Such intensification will need to be carefully balanced with the need to provide linkages and compatible design with the residential portions of the neighborhood.

#### Plan Objectives:

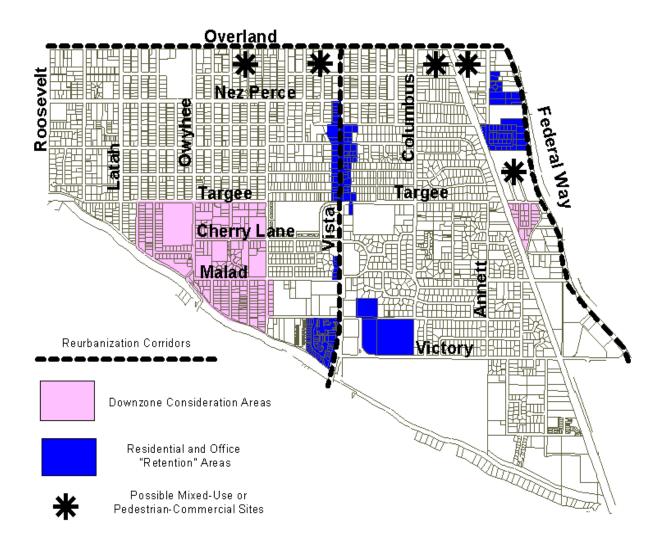
- ✓ Direct higher intensity land uses to Vista Avenue, Federal Way and Overland Road; developments outside these corridors shall generally be developed at a lower scale and density.
- ✓ Ensure that development adjacent to residential properties is built at a scale and with architectural designs that are compatible with residential characteristics.
- ✓ For land uses characterized by differing functions, intensity, and/or density, and where building design cannot attain compatibility between them, provide adequate physical and visual buffers to ensure their compatibility.



### Comprehensive Plan Guidelines and Support

Comprehensive Plan policies and page numbers: (1) promote increased residential densities along transit routes and around shopping places / page 8-9; (2) direct us to create activity nodes, mixed use and pedestrian oriented designs/ page 8-9; (3) guide office development along arterial and collector streets/ page 8-11; (4) discourage the creation of "single-use" commercial and office districts/ page 8-12; (5) require the use of special design treatments to provide compatibility/ page 8-15; (6) promote the placement of mixed-use developments along Overland Road and Vista Avenue/ page 8-18; (7) guide the work toward developing reduced parking requirements or deferred development impact fees/ page 6-16; (8) recognize the availability of on-street parking facilities when determining parking standards/ page 6-17; (9) encourage the direct production of affordable housing/page 7-1; (10) encourage a mix of housing types, densities and price/page 7-3; (11) promote the dispersal of low and moderate income housing throughout the city/ page 7-3; (12) promote the maintenance of existing housing/page 7-4; (13) direct establishment of target areas for future housing rehabilitation and maintenance programs/ page 7-4; (14) require multi-family residential projects be designed to convey a high level of quality and distinctive neighborhood character/ page 7-7; and (15) Encourage pursuit of a variety of strategies and programs to prevent disinvestment from occurring/ page 7-8. The Vista Neighborhood Plan reflects this broad vision.

# VISION MAP LAND-USE



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#	Actions	Adopted with Plan		Next 5 yrs	6 to 20 yrs	Implementor s <i>Advocate</i> s
	PROGRAMS					
LU 1	Develop a code enforcement pilot program that emphasizes a cooperative partnership between the Vista Neighborhood Association and the City to pro-actively minimize non-conforming sites throughout the neighborhood.		Х	Х		BC, VNA
LU 2	Develop and implement incentive programs for the replacement of dilapidated residential structures which cannot be upgraded.		Х			ВС
LU 3	Publicize the availability of public/private rehabilitation loan programs that encourage housing ownership, maintenance and rehabilitation		Х			BC, VNA
LU 4	Support and participate in efforts of Habitat For Humanity to construct high quality designed housing units.		Х			VNA
	NEW REGULATIONS					
LU 5	Amend the zoning ordinance to require residential development to be architecturally consistent with high quality design standards including the use of features such as building modulation, porches, vertical windows and gable ends facing the street.			X		BCPZ
LU 6	Amend the zoning ordinance to require commercial, industrial, office and institutional developments to adhere to the Design Guidelines listed in the Community Design section of the Boise City Comprehensive Plan.			Х		BCPZ
LU 7	Amend the zoning ordinance to clarify what standards can be required of entertainment, drinking establishments, and other uses characterized by high activity levels, to preclude negative impacts to adjacent properties			X		BCPZ
	LAND-USE APPLICATION REVIEW POLICIES					
LU 8	Within the specified areas (see Vision Map), support down-zones of R-2 zoned properties, especially those which front local streets.	X	Х			BCPZ, VNA
LU 9	Encourage residential densities along Federal Way, Vista Avenue and Overland Road that will stimulate pedestrian-oriented commercial redevelopment.	Х	Х			BCPZ
LU 10	Preserve existing residential and office zoning districts along Overland Road, Vista Avenue and Federal Way, especially those delineated on the Vision Map. If changes occur, then encourage pedestrian commercial or mixed-use zoning districts, especially in those areas delineated on the Vision Map.	X	X			BCPZ
LU 11	Encourage the construction of office developments within the existing commercial zoning districts.	Х	Х			BCPZ
LU v12	Require that proposals to construct multi-family PUD developments within low density residential neighborhoods (1) be held to the highest design standards, (2) discourage waiver of amenity requirements, and (3) not be permitted unless all public services are at adequate levels, or can be attained prior to issuance of occupancy permits.	Х	Х			BCPZ

#	Actions	Adopted with		Next 5 yrs	6 to 20 yrs	<b>Implementors</b> Advocates
	PROGRAMS	Plan				
LU 13	Continue the current ACHD program of allowing individual assessments for reduced transportation impact fees for mixed-use projects.			Х		ACHD
LU 14	Where parking cannot be viably accommodated, explore the feasibility of establishing a cash-in-lieu fee program.			Х		ВС
	PROJECTS					
LU 15	Coordinate with public and private agencies to construct monuments, art and public open spaces within mixed-use or pedestrian-oriented projects.		Х			BCAC, VNA
	NEW REGULATIONS					
LU 16	Establish regulations and standards which allow for the development of structures which incorporate residential units on floors above and/or behind retail and/or office commercial uses			Х		BCPZ
LU 17	Amend the zoning ordinance such that on-street parking for pedestrian-oriented or mixed-use projects along Federal Way, Overland Road and Vista Avenue count toward fulfilling the parking requirements. The cost of constructing on-street parking outside the right-of-way will be incurred by the property owner.			Х		BC, ACHD, BUS
LU 18	Amend the zoning ordinance to set minimum and maximum off- street parking requirements for mixed-use and pedestrian oriented developments.			Х		BC,ACHD, BUS
LU 19	Develop guidelines for mixed-use projects so that the cost of rehabilitation need not carry an undue off-street parking performance burden.			Х		BCPZ
	LAND-USE APPLICATION REVIEW POLICIES					
LU 20	Require that newly constructed parking lots along Vista Avenue be located at the rear or at the side of buildings.	Х	Х			BCPZ
	Encourage the use of the pedestrian-oriented commercial zone, and mixed-use type developments along Vista, Overland and Federal Way.	Х	Х			BCPZ
	Require developments adjacent to residential properties be built at a scale and with architectural designs that are compatible with residential characteristics.	Х	Х			BCPZ
LU 23	Prohibit drive-through facilities along Vista Avenue.	Х	Х			BCPZ

# 2.2 Mobility

## Introduction

Transportation improvements provide the means by which people elect to move from one land-use to another. These modes are pedestrian, bike, transit and automobile. Cities that elect to permit large blocks of land to be used for singular land uses create environments that are served best by the automobile. If a city desires greater use of the other modes of transportation, then the first step is to create "human scale" spacing of land uses where pedestrian, bike and transit modes of travel make practical sense. Generally, this means "mixing uses" in a small area, and providing user friendly linkages between them. The Vista Neighborhood Plan recognizes the current reliance on the automobile mode of travel, and attempts to bring a sense of balance in transportation mode use by (1) re-establishing transit and pedestrian supportive land uses and designs, and (2) by providing the infrastructure needed for all modes of travel.

## **Background Report Findings**

**Street Network** The grid street pattern dominates the urban form of the Vista Neighborhood. Recent developments are easily detected on maps as those with cul-desacs. While the cul-de-sac is superior at minimizing traffic levels, it does so at the detriment of (1) good emergency response times, (2) bike, pedestrian and transit forms of mobility, and (3) an even distribution of traffic.



**Roadways and Traffic Calming** This plan calls for the provision of roadways for the use of cars and trucks to be maintained and that widening may occur in a form that is balanced with other modes of transportation. In order to emphasize the importance of other forms of mobility within the Vista Neighborhood, the use of traffic calming measures is key. Through the traffic calming measures and community image building policies of this plan, the use of pedestrian, bicycle and transit facilities is promoted.



**Public Transit** The Vista Neighborhood is well served by transit. New development and changes in the street pattern should be designed to support transit facilities through the provision of bus stops, bus pullouts, and shelters. In addition, new commercial uses at or near existing or planned transit stops should provide preferential access to transit. This is done through orienting building entrances to the transit stop, locating buildings near pedestrian venues of movement, and clustering different types of land uses around the transit stop.



**Pedestrian and Bicycle Use** The Vista Neighborhood public street sidewalk system is deficient and is in need of completion. The provision of adequate pedestrian facilities throughout the Vista Neighborhood is key to providing multiple modes of travel. Increasing and maintaining the number of safe and convenient bicycle routes within the neighborhood, particularly between shopping areas, high density residential areas, schools and parks, is highly desirable.

**Alleys** The Vista Neighborhood contains numerous alleys, which allow for the location of outbuildings and vehicles in the rear of the property. Not only is the appearance of the front streetscape improved, but the function of the sidewalk is more easily utilized as a key site for pedestrian interaction and mobility.

#### Plan Objectives:

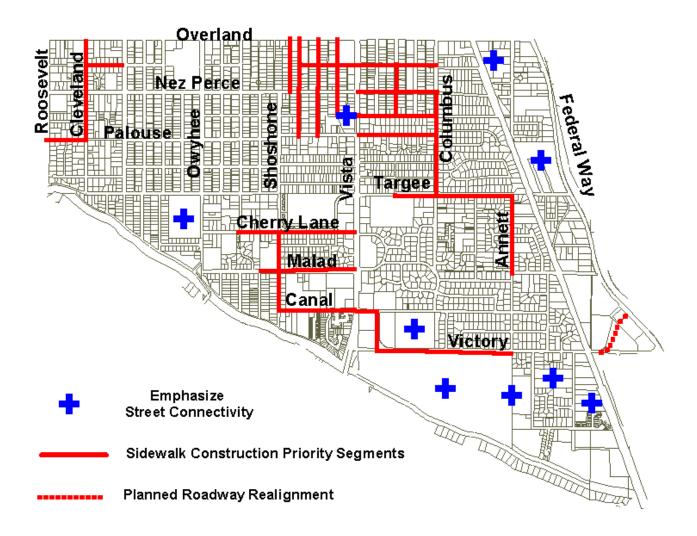
- ✓ Create and maintain a well-balanced multi-modal transportation network.
- ✓ Increase the use of public transit.
- ✓ Through the use of traffic-calming strategies and other programs at select neighborhood sites, control vehicular traffic in order to preserve neighborhoods.
- ✓ Retain alleys and encourage their appropriate use as important elements of the transportation network



#### Comprehensive Plan Guidelines and Support

Transportation and Land Use policies: (1) state that motorized traffic may have to experience some inconvenience in order to preserve neighborhoods/ page 6-5; (2) call for the provision of an adequate arterial and collector system/ page 6-5; (3) discourage traffic on local streets through the use of traffic calming strategies /page 6-5; (4) require new development to provide stub roads/ page 6-6; (5) discourage alley abandonment / page 6-7; (6) promote the creation of standards for narrower streets and tighter curb radii/ page 6-7; and (7) establish an objective to capture 10% of peak hour commute trips in the city / page 6-9. **The Vista Neighborhood Plan reflects this broad vision.** 

# Vision Map Mobility



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#	Actions	Adopted with Plan	On- going	Next 5 yrs	6 to 20 yrs	Imple mento rs Advoc ates
	PROGRAMS					
M 1	Improve and emphasize children pedestrian safety by providing striping/signing, crossing supervision, traffic signals, and other safety devices and educational programs that are deemed to improve safety at designated school crosswalks and crosswalks near schools and park areas			X		ISDB ACH
M2	On a case-by-case basis, open public alleys which have been illegally blocked.			Х		VNA ACHI
M 3	Continue to review and examine needs for traffic calming. Traffic short cutting, neighborhood speeding, and other issues will be addressed using traffic calming measures in preference to road closures		X			VNA ACHI
M 4	Coordinate with Boise Urban Stages to assess the need for the adjustment of fixed-route service within the Vista Neighborhood.		Х			VNA BUS
M 5	Periodically sweep, remove debris and weeds, and repair open-alleys to maintain and enhance their physical and visual quality		Х			ACHI
M 6	Work with Albertson's to retrofit the shopping center with identifiable pedestrian walkways and additional landscaping.		Х			VNA BC
	PROJECTS					
M7	Paint crosswalks where Nez Perce Street and Palouse Street intersect Vista Avenue. Conduct a safety study to determine appropriate treatments for crosswalks at unsignalized intersections to increase pedestrian safety. Make needed improvement in signage, lighting, or other improvements to increase pedestrians' safety, convenience and visibility at crosswalks.	X				ACH
M 8	Signals should be reprogrammed to allow adequate time for pedestrians to cross Vista Avenue and Overland Road, especially at non-peak traffic hours	X				ACH
M9	Construct sidewalks as identified in the Mobility Vision Map using neighborhood reinvestment, ACHD's Neighborhood Enhancement Program and school safety funds. ACHD's five-year work program funding may be utilized for sidewalks on collector streets. Vista Neighborhood Association will assist in the prioritization of which sidewalk segments would be constructed, recognizing that not all sidewalks listed will be built within the horizon of this plan.			X	X	BC, VNA ACH
M 10	Construct BUS shelters, newspaper racks, shade trees and public information kiosks at key transit sites within the neighborhood.			Х	Х	VNA BC
M 11	Study the existing alley facilities parallel to Vista Avenue and Overland Road to assess the opportunity to improve and provide continuity of the alleys to enhance commercial and residential access.			Х		BC, ACH VNA
	NEW REGULATIONS					
M 12	In cases where an alley abuts a property, establish an ordinance standard which requires the primary vehicular access to such a property be from the alley.			Х		BCPZ ACH
M 13	Establish ordinance standards for the inclusion and maintenance of landscapes, signs, and lights adjacent to public alleys.			Х		BC, BCPl

	DEVELOPMENT REVIEW POLICIES		
M 14	The use of cul-de-sacs shall be discouraged and only permitted where no through connection can be made.	Х	BC, ACHD
M 15	Within pedestrian-oriented and mixed-use developments, require that the primary building entrances front onto a public sidewalk. Utility location will need to adjust to this priority need.	Х	ВС
M 16	Within reason, support <i>parking reduction</i> requests for residential projects that front onto a street which has a BUS route.	Х	BCPZ
M 17	Require the inclusion of pull-out areas for private vehicle and public transit passenger drop-offs in large-scale development projects and locate these so that they do not impede traffic flow or parking access	Х	ACHD, BUS, BC

# 2.3 Community Image and Character

#### **Introduction**

As densities increase in Vista Neighborhood's residential and commercial districts, public amenities need to be incorporated into the built environment to foster a sense of community pride and ownership. Basic principles include: (1) the preservation and installation of trees along street frontages; (2) the use of consistent and well-designed signs to create a distinctive identity for principal commercial districts and residential neighborhoods; (3) the improvement of sidewalks with new street furniture, paving, lighting, and landscape; and (4) the creation of a distinctive entry into Boise City via Vista Avenue.

## **Background Report Findings**

**Vista Avenue Improvement Plan** - As the City's primary gateway, Vista Avenue plays an important role as the "welcome mat" to the neighborhood and Boise City for more than 24,000 vehicles per day. For many visitors, the first impression of Boise City is created as they travel from the airport or Interstate 84 down Vista Avenue. The current image is a relatively wide unadorned roadway flanked by parking lots, and few architecturally noteworthy buildings. Installation of street medians can improve the visual integrity of the street, and will help to improve traffic flows and safety. In addition to reclaiming Vista Avenue's namesake, the placement of street medians and other improvements will help to knit the Vista Neighborhood back together, having been divided by a major road widening project in 1990.

#### **Plan Objectives**

- Define the city's primary gateway with its own special brand of artistic multi-purpose public spaces.
- ✓ Establish a high quality visual and functional environment along Vista Avenue to stimulate pedestrian activity.



**Streetscape Image Plan -** Improving the physical image of the Vista Neighborhood can spark redevelopment interest in both the housing and commercial markets. Vista residents place a high value on street trees and want to maintain and strengthen this positive feature of their neighborhood. Street tree placement is highly versatile, and their inclusion into the design of a street increases such street's pedestrian use and appearance. Emphasis on street tree placement will ensure that the "view from the road" would add to Boise's image as the City of Trees. Signs can either enhance or degrade the scenic quality of a neighborhood. Signs should inform pedestrians and motorists of business names and services, but in a manner that does not detract from the architectural quality of individual buildings or from the public realm as a whole. Certain improvements to the pedestrian environment, such as the use of parkways, decorative bricks and paving stones, street furniture, well-designed crosswalks and aesthetic street lights, can help to create desirable neighborhoods and shopping districts.

## Plan Objectives:

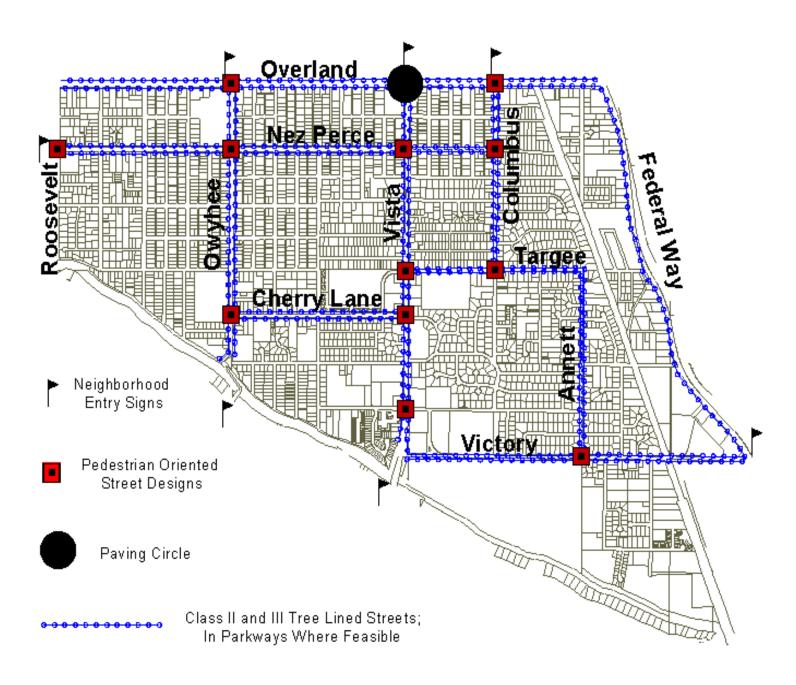
- ✓ Implement the *Streetscape Image Plan* in order to establish a strong and distinct focal image at neighborhood entryways, important street intersections, and community gathering places.
- ✓ Provide for the consistent use of trees and their permanent maintenance along all sidewalks and property frontages.
- ✓ Develop a consistent, comprehensive, and well-designed program for signage that will convey a distinctive and high quality visual image for the Vista Neighborhood.



# Comprehensive Plan Guidelines and Support

Policies: (1) encourage that landscape strips always be required along gateway streets/ page 6-18; (2) support the development and implementation of a comprehensive street tree planting plan/ page 5-7; (3) encourage the formation of consistent and well-designed signage/ page 7-15; (4) encourage construction of unique design and landscapes along gateways/ page 7-13; (5) encourage the prohibition of billboards along scenic corridors/ page 7-15; (6) allow variations from standard street light standards/ page 6-8; and (7) seek opportunities for creating and enhancing activity nodes and to provide pedestrian oriented designs/ page 8-9. **The Vista Neighborhood Plan reflects this broad vision.** 

# Vision Map Community Image and Character



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#	Actions	Adopted with Plan	On- going	Next 5 yrs	6 to 20 yrs	<b>Implementors</b> Advocates
	PROGRAMS					
SIP 1	Support cultural expression through use of sculpture, performing arts, painting and music at neighborhood entryways, important street intersections, and community gathering places.		Х			VNA, BCAC
SIP 2	Work with businesses, private property owners, non-profit corporations, residents, and with federal and state agencies to secure funding necessary for the implementation of the Streetscape Image Plan.		Х			VNA, BC, ACHD
SIP 3	Coordinate the planting of street trees with residents and community groups. Participate in the annual Re-Leaf Boise program.		Х			VNA, BCCF
	PROJECTS					
SIP 4	Prepare a Vista Neighborhood Urban Forest Plan to enhance the pedestrian character of and convey a distinctive and high quality visual image for Vista's streets. It should list the desired trees for all street frontages, minimum size, space requirements and irrigation and maintenance requirements, and will consider street light, power lines and sign needs.			X		VNA, BCCF
SIP 5	Design and construct neighborhood nodes (see Vision Map) with street trees, special lighting, bulb-outs and brick pavers; The design of each node may vary.			Х	X	BC, ACHD, BCFD
SIP 6	Plan, design and construct streets with allowance for street trees, on-street parking, and separated sidewalks where feasible; Specifics of each street segment design will vary. Vista Neighborhood Association will initiate project by identifying and prioritizing which street segments to study and then submit applications for such streets to ACHD's Neighborhood Enhancement Program.			X	X	ACHD, BC, VNA
7	Establish public notice posting location(s) and construct public information kiosk(s).			Х		VNA, BC
SIP 8	Identify appropriate sites for the placement of banners and decorations for city events, holidays, and other special occasions.			Х		VNA
	NEW REGULATIONS					
SIP 9	Amend ordinances to provide for the standards and requirements of the Vista Neighborhood Urban Forest Plan.			Х		BCPZ
	LAND-USE APPLICATION REVIEW POLICIES					
	In association with SIP 6 above, require separated sidewalks along streets where this feature can be accommodated. Requirement takes effect only after ACHD Commission has approved a plan for such street segments.		Х			ACHD, BCPZ
SIP 11	Require, where feasible, Class II and Class III trees along arterial and collector streets throughout the neighborhood.	Х	Х			BCCF

#	Actions	Adopted with Plan	On- going	Next 5 yrs	6 to 20 yrs	<b>Implementors</b> Advocates
	PROJECTS					
VIP 1	Install landscape medians along Vista Avenue to beautify the City's primary gateway.			Х	Х	ACHD, BCPR
	In order to (1) identify feasible ways to retain and enhance residentially zoned areas along Vista Avenue; (2) learn whether or not traffic volume thresholds can be balanced with a livable street scene; and (3) improve the "Gateway" status of Vista Avenue, study alternative roadway designs using the existing street section and the existing right-of-way of Vista Avenue between Nez Perce Street and Targee Street that incorporate some or all of the following: on-street parking, street trees, landscaped medians, street furniture zones; sidewalk bulb-outs and crosswalks. Submit findings of the feasibility study to the ACHD Commission and Boise City review boards."			X	X	VNA, BCPZ, ACHD, BCPR
	At neighborhood node locations (see Vision Map), construct crosswalks to promote continuity between sidewalks (possibly using stamped concrete or bulb-outs).			Х	Х	VNA, BC, ACHD
	Install new street furniture where it does not impede pedestrian activity or physical and visual access to buildings and which is aesthetically pleasing, consistent in design, functional, comfortable, durable and is conductive to pedestrian activity, including such elements as bus and pedestrian benches, trash receptacles, newspaper racks, bicycle racks, public telephones, landscape planters, drinking fountains, and bollards. Coordinate activities with Ada County Highway District.			X	X	VNA, BC
	For sections of Vista Avenue that are residentially zoned or are developed with pedestrian-oriented commercial or mixed-use sites, repave existing sidewalks along Vista Avenue with brick pavers, colored concrete, or other safe, non-slip materials to create a distinctive pedestrian environment. Repave when the existing sidewalk is in need of replacement.			X	X	VNA, BC, ACHD
	Replace current streetlights with ones that are pedestrian- oriented and attractively designed. These streetlights also need to be standardized, high quality, durable and cost efficient.			Х	Х	BCPW
	At the intersection of Vista Avenue and Overland Road, plan, design, and construct decorative brick paver crosswalks.				Х	VNA, ACHD, BC
	NEW REGULATION					
	Amend the zoning ordinance to prohibit the construction of new off-premise billboard signs along Vista Avenue.			Х		BCPZ
	LAND-USE APPLICATION REVIEW POLICIES					
	Encourage the use of lighting elements which reinforce a "village character," and help to create a festive and exciting night time environment		Х			ВС

# 2.4 Business Growth and Development

### Introduction

The definition of economic development used in this Plan differs from the more traditional "first generation" definition of economic development that is aimed primarily at attracting "new" business. For the purposes of this Plan, economic development encompasses broad goals including the retention of neighborhoodserving commercial uses, image marketing, and increasing the market share. These goals are based on the underlying philosophy that more jobs don't necessarily make a better neighborhood, but that making a better neighborhood can help to attract more good jobs.

## **Background Report Findings**

**Business Retention** - Although many economic development programs devote most of their resources to attracting "new" businesses into an area, the residents of the Vista Neighborhood view the existing businesses as valued members of the Neighborhood, as they are often called upon to promote community events, support local charities, and provide goods and services that reflect the needs of the local residents. For these reasons, and because it is more cost effective to retain an existing business than to attract a new one, the Plan recommends engaging in a business retention program, with personal outreach being at the heart of the program.



**Maintain Special Niche Markets** 

**Image Marketing** - If Vista Avenue is to reach its full potential as the primary gateway into Boise City, business owners must be competitive with other areas of the City. As such, an effort to develop and promote a cohesive mixed-use corridor is considered a vital foundation. Improvements in transportation infrastructure, mixing of land-uses and improvement of community image will facilitate the strengthening of Vista's local economy.

**Expanding Vista's Retail Market** - The market can be expanded by added population density, increased income levels within the neighborhood, and creation of specialty markets. The Land-Use section of the Vista Plan sets forth strategies for increased densities near retail markets, achieving stabilization and improvement of housing quality within core neighborhoods, and encourages smaller niche-type businesses to locate in the Vista Neighborhood.

### **Plan Objectives:**

- ✓ Strengthen the local economy by encouraging and assisting the retention and expansion of existing businesses within the Vista Neighborhood.
- ✓ Increase the urban design quality in new developments and revitalization projects in an effort to enhance the linkage/recognition of Vista Avenue as the City's primary gateway.



**Increase Population to Build Local Markets** 



### **Comprehensive Plan Guidelines and Support**

Economic Development policies: (1) encourage land owners, businesses and tenants along strip commercial corridors to create identifiable district themes for market recognition purposes / page 9-2; (2) gives direction to create a positive image of the City to visitors by providing attractive and functional landscaping and architectural designs in the city, particularly along the gateway streets / page 9-3; and (3) gives direction to work to prevent disinvestment from occurring in older parts of Boise / page 9-2. **The Vista Neighborhood Plan reflects this broad vision.** 

ш	A set and	A 1	0	Tyr .	Tc :	Implementers
#	Actions	Adopted with Plan	On- going	Next 5 yrs	6 to 20 yrs	<b>Implementors</b> Advocates
	PROGRAMS					
BG 1	Support the establishment of a "Vista Merchant Association" to coordinate economic development issues and promote the local business district.		Х			VNA
BG 2	After the establishment of a local merchant association, the Vista Neighborhood Association shall implement a "Shop within the Neighborhood" program.		Х	Х		VNA
BG 3	Encourage the retention of the Albertson's supermarket located at Vista Avenue and Overland Road		Х			VNA
BG 4	Practical revitalization projects should be negotiated between the City and the individual district of owners and tenants. Such programs may be one-, three-, or five-year duration (or more) and may include:  A) Voluntary structure/space rehabilitation loans; B) New public improvements through the use of maintenance assessment districts; C) Installation of public improvements at a one-time cost (lighting, tree planting, street signing, etc.); and D) District identification symbols/logos, identifying the Vista Neighborhood Association and/or established merchant association.		X			BC, VNA
	NEW REGULATIONS					
BG 5	Amend the zoning ordinance to allow buildings along selected streets to be sited close to the front and external side property lines, and to provide space for street furnishings.			Х		BCPZ
BG 6	Create Special Sign Districts which allow the construction of directories, vertical pylons, flags, banners, public art, murals and/or other distinctive signs which identify the principal entries to the Vista Neighborhood.			Х		VNA, BCPZ
	LAND-USE APPLICATION REVIEW POLICIES					
BG 7	Within 600 ft. of the Overland Road, Federal Way and Vista Avenue corridors, encourage uses and development densities which stimulate market activity to a level where local business reliance upon pass-through vehicle trips may be reduced		Х			BCPZ

# 2.5 Public Park System

### Introduction

As the population of the Vista Neighborhood increases, so will its demand for public open spaces. The provision for local parks and activities suited to the needs and desires of the population will serve to attract and retain families within the Vista Neighborhood.

## **Background Report Findings**

**Provision of Park and Recreation Services** - The Vista Neighborhood is considered deficient in neighborhood parks. The Comprehensive Park and Recreation System Plan supports the purchase and improvement of a neighborhood park on the east side of Vista Avenue. Besides the acquisition of neighborhood parkland, opportunities to provide park area exist in the form of: (1) shared facilities with Whitney and Hawthorne Elementary Schools; (2) through the provision of mini-parks; and (3) by managed use of linear open space uses along the New York Canal and Union Pacific Railroad rights-of-ways.

The economic and demographic character of Vista Neighborhood households supports locating a community center that serves low to moderate income families, and the young and aged members of the population. During the decade from 1980 to 1990 only two age groups saw an increase in population; people between the ages of 35-44, and over 65 years old. In 1990, more than 40% of the population was under 19 years of age, or over 65 years old. In regards to income, 40%-50% of the housing units within the Vista Neighborhood are rental, as compared to a citywide average of 34%. During the 1997/98 school year 63% of the Whitney Elementary School student body qualified for free and reduced lunches, as did 48% at Hawthorne Elementary School; the city average for that school year was 33%. These statistics are a reflection of the fact that more than 50% of the households in a large portion of the Vista Neighborhood earn low to moderate incomes.

## **Plan Objectives:**

- ✓ Increase the amount of green and open space within the Vista Neighborhood.
- ✓ Maintain and provide significant vegetation throughout the Vista Neighborhood.
- ✓ Manage and maintain the neighborhood's park and recreation facilities in a manner that makes them attractive, safe, and functional for the population it serves.





At Whitney Elementary School, six out of ten students qualify for free or reduced school lunches.



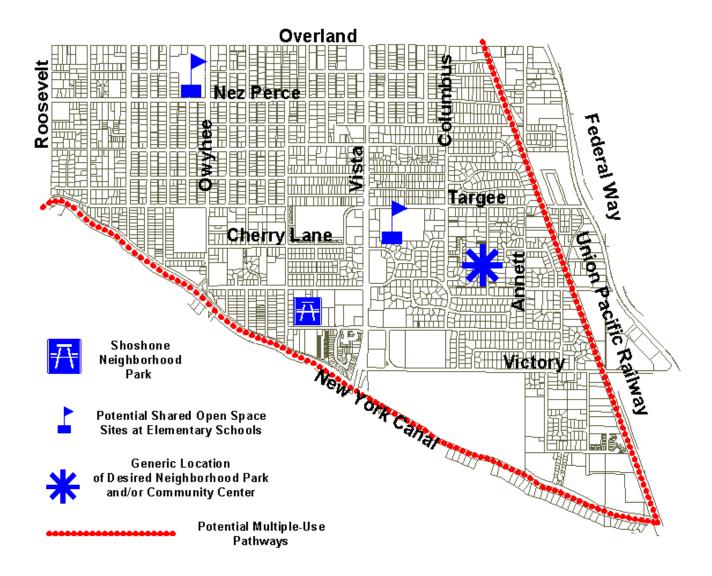
New equipment at Shoshone Neighborhood Park



## **Comprehensive Plan Guidelines and Support:**

Parks, Recreation, and Cultural policies: (1) guide us to strive to provide parks at the higher recommended standards identified in the adopted Comprehensive parks and Recreation Plan/page 5-1; (2) directs us to develop multiple-use trails/page 5-4; and (3) allow for the development of mini-parks/page 5-5. **The Vista Plan supports this broad vision.** 

# Vision Map Public Park & Recreation Services



Act	ion Chart: Parks & Recreation					
#	Actions	Adopted with Plan	On- going	Next 5 yrs	6 to 20 yrs	Implementors Advocates
	PROGRAMS					
PR 1	Maximize active recreational opportunities for Vista residents to enjoy ball fields, turf areas, and hard courts through joint-use of local school facilities.		Х	Х		VNA, BCPR
PR 2	Increase personal safety and reduce vandalism repair costs within the neighborhood's green and open spaces by encouraging the use of foot patrols, neighborhood watch, and other community policing efforts		Х	Х		BCPD
PR 3	Support community services programs for the benefit of the needy members of the Vista Neighborhood.	Х	Х			VNA, BCPR
	PROJECTS					
PR 4	Acquire parkland on the east side of Vista Avenue using the following sequence: (a) establish as a public funding priority the acquisition and development of a neighborhood park; (b) where there is no feasible alternative, consider the use of eminent domain to acquire additional parkland; and (c) acquire and develop properties as mini-parks if it is not possible to acquire sufficient acreage for a neighborhood park.			X		BCPR
PR 5	Shoshone Park should be enhanced by providing the following: tables, benches, cooking grills, pay phone, improved lighting, boundary pathway (Example; Cassia Neighborhood Park), and activities for seniors, children and the disabled.			Х		BCPR
	Continue efforts to preserve the New York Canal for creation of the South Boise Loop trail system. Development of a management plan to address appropriate recreational uses, user safety, capital improvements, maintenance and continued canal operation should be a long-term goal.				Х	BCPR
	LAND-USE APPLICATION REVIEW POLICIES					
PR 7	As guided in the Boise City Comprehensive Plan, retain flexibility in applying park standards in terms of size, facilities, and service areas so that existing and future needs can be met	Х	Х			BCPR, BCPZ
PR 8	Where feasible and appropriate, retain and acquire ability to access and utilize land alongside the New York Canal and the Union Pacific Railway rights-of-ways for possible future open spaces uses.	Х	Х			BCPR

## 2.6 Public Utilities and Services

## **Background Report Findings**

**Domestic Water** - Most of the water lines within the Vista Neighborhood are substandard; however, a handful of newer and larger water lines have bolstered water pressure to acceptable levels in much of the neighborhood. There are pockets within the neighborhood, however, that have substandard water pressure (see Police and Fire Protection Services Chapter).

**Open or Closed Irrigation System** - Throughout the Vista Neighborhood, much of the water applied to landscape is supplied from flood irrigation. It is recommended that prior to proceeding with reconstructing either an open or closed irrigation system, the residents consider a broad range of objectives. Irrigation systems designed to address urban utility functions, recreational and educational opportunities, wildlife enhancement and aesthetic considerations are more desirable than just a single-purpose water delivery systems.

**Master Storm water Drainage Plan** - Storm water runoff from public streets onto adjoining private properties is a concern to residents. Storm water planning efforts need to be comprehensive and include related items such as: (1) the need for sidewalks; (2) an improved flood or pressurized irrigation delivery system; and (3) the placement of street trees and street lights.

### **Plan Objectives:**

- ✓ Provide adequate and safe public infrastructure to support the Neighborhood's land uses; upgrading existing deficient systems and expanding, where necessary, to serve new and existing development.
- ✓ Balance conservation efforts with irrigation water delivery systems within the Vista Neighborhood.
- ✓ Manage storm water to minimize property destruction and to protect the quality and quantity of the Neighborhood/City's groundwater.



### **Comprehensive Plan Guidelines and Support**

Public Facility policies: (1) give direction to plan for adequate water delivery systems, and to require all new development to provide minimum fire-flows / page 2-15; (2) support the construction and upgrade of storm drainage facilities to protect existing development/ page 2-4; (3) encourage maintenance and utilization of existing water rights/ page 2-9; and (4) give direction to pursue a program for retrofitting existing development to utilize canal water for irrigation/ page 2-9. **The Vista Neighborhood Plan reflects this broad vision.** 

Act	Action Chart: Public Utilities and Services					
#	Actions	Adopted with Plan	On- going	Next 5 yrs	6 to 20 yrs	<b>Implementors</b> Advocates
	PROGRAMS					
PU 1	Participate in public/private programs which facilitate water and energy conservation.		Х			VNA
PU 2	Support efforts to oppose transfers of water and water rights where impact will lessen water availability to the Vista Neighborhood		Х			VNA
	Work with the Boise School District to utilize the library facilities at Hawthorne and Whitney Elementary Schools in the evenings		Х			VNA, ISDB
	PROJECTS					
PU 4	Conduct a study of the Central Bench storm drainage system to establish the following: (a) existing problem areas; (b) appropriate remedial actions; (c) associated costs to mitigate existing problems; (d) implementation schedule			Х		BCPW, ACHD
	Where irrigation ditches are currently piped (closed system) and are experiencing problems due to broken pipes and/or tree roots, assess whether or not to convert to open ditches in order to facilitate groundwater recharge.			Х		VNA, BCPW, NYID, BKID
	Explore the use of the City's Neighborhood Reinvestment funds for improvements to the irrigation delivery system. Projects shall be ranked as set forth in the background report.			Х		VNA

## 2.7 Police and Fire Protection Services

### Introduction

As Vista grows, maintaining the current level of fire protection and police services will require adjustment of the city's financial resources. Appropriate deployment of public safety equipment and personnel should be provided to meet the needs of the Vista Neighborhood.

## **Background Report Findings**

**Substandard Fire Coverage** - A large section of the Vista Neighborhood is outside the standard emergency response time and driving distance. While it is unlikely that a new fire station will be constructed, this sub-standard fire coverage may be improved by (1) exchanging speed humps for other traffic calming measures; (2) improving fire flows; (3) constructing secondary access roads; and (4) installing opticom pre-emption devices.

**Community Policing** - Establishment of a community police facility with full-time staff within the Vista Neighborhood should be considered as one alternative to providing effective public safety service to the area. Use of this site as a "drop-in" station for officers should also be considered. Law enforcement officers are also encouraged to expand outreach efforts by attending neighborhood association meetings and by developing new or expanded educational programs to better establish their presence within the neighborhood.

**Improved Site Design Standards** - Police protection can be enhanced without adding more officers by ensuring that additional commercial and residential densities within the Vista Neighborhood are designed to maximize surveillance opportunities and which incorporate clear delineations between public and private spaces. Use of crime prevention through environmental design concepts and techniques is highly recommended.

### **Plan Objectives:**

- ✓ Ensure that adequate service levels of law enforcement and fire protection are maintained within the Vista Neighborhood.
- ✓ Assure that existing and new development address fire and police protection in a pro-active and preventive way.
- ✓ Promote the use of defensible space concepts (site and building lighting, visual observation of open spaces, secured areas, and so on) in project design to enhance public safety.



The visibility from the apartments to the street, and from the street to the apartments is practically non-existent.



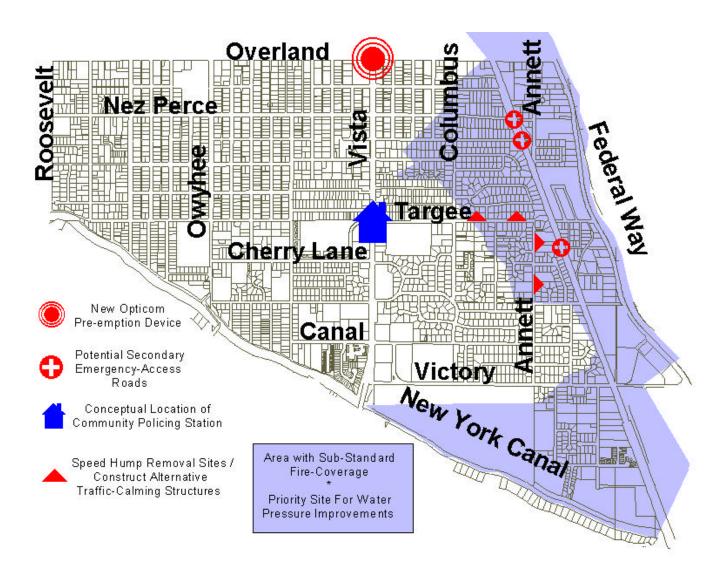
Optimal visibility and orientation is provided.



### **Comprehensive Plan Guidelines and Support**

Public Facility policies: (1) give direction to work with ACHD to install traffic signal control devices at all signalized intersections/ page 2-14; (2) require all new development to provide minimum fire flow requirements/ page 2-15; (3) support and encourage community-based crime prevention efforts/ page 2-18; (4) give direction to implement Crime Prevention Through Environmental Design programs/ page 2-18; and (5) direct the Police Department to participate in the review of development applications/ page 2-18. **The Vista Neighborhood Plan reflects this broad vision.** 

# Vision Map Community Safety



AC	tion Chart: Police and Fire Protection Services	,	1	1	•	_
#	Actions	Adopte d with Plan	On- going	Next 5 yrs	6 to 20 yrs	<b>Implementors</b> Advocates
	PROGRAMS					
PF 1	Encourage Merchant Associations to establish a Neighborhood Watch program for commercial areas of the neighborhood.			Х		VNA, BCPD
PF 2	Create opportunities for community policing, and expand police outreach programs. Use patrol methods that increase accessibility and visibility of the police within the Vista Neighborhood		Х			BCPD
PF 3	Conduct periodic meetings with the public safety service providers to review complaints of inadequate or inappropriate responsiveness. Identify the contributing factors and circumstances and identify and implement programs which can lessen or mitigate any identified problem areas.		Х			BCPD, BCFI
	PROJECTS					
PF 4	Replace speed humps, which are located within areas having sub-standard fire coverage, with traffic calming measures that allow fire equipment to move faster through the area.			Х		ACHD, BCFD, VNA
PF 5	Install a complete opticom system at the intersection of Overland and Vista.			Х		BCFD, ACHI
PF 6	Improve the fire-flow water pressure within areas having substandard fire coverage.			Х		BCFD, UW
PF 7	Upon approval from the Union Pacific Railway, install secondary emergency access roadways to connect with Annett Street, east of the railway tracks.			Х		BCFD, UPR
	LAND-USE APPLICATION REVIEW POLICIES					
PF 8	Apply conditions of approval to correct or mitigate sub-standard designs. Ensure that new development will not result in a reduction of law enforcement or fire protection services below acceptable levels.	Х	Х			BCFD, BCPZ
PF 9	Solicit public safety comments from the "Crime Prevention Unit" of the Boise City Police Department, and apply conditions of approval to correct or mitigate sub-standard designs.	Х	Х			BCPD, BCPZ
PF 10	As recommended by the "Crime Prevention Unit," maximize neighborhood surveillance opportunities by the siting and design of structures within new development. See Background Report for examples.	Х	Х			BCPD, BCPZ

## 3.0 Vista Neighborhood Background Report

The following is a comprehensive examination and catalog of Vista Neighborhood's strengths, weaknesses, opportunities and challenges. Elements include:

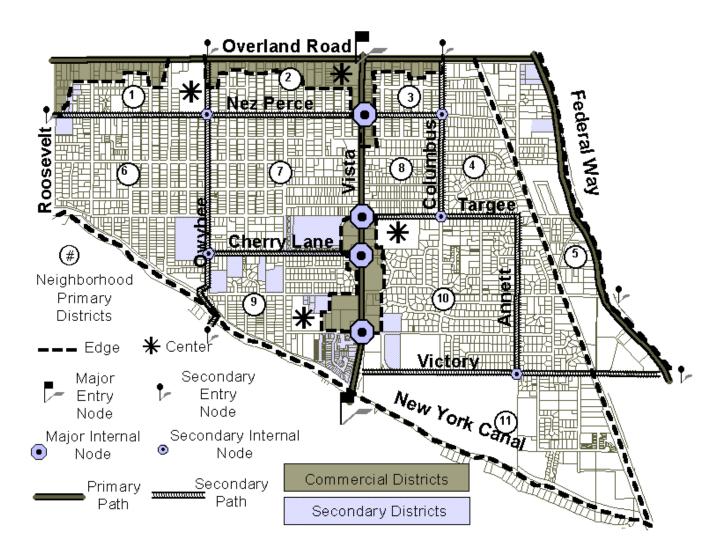
- 3.1 Urban Form and Setting
- 3.2 Public Utilities and Services
- 3.3 Population and Housing
- 3.4 Open Spaces
- 3.5 Police and Fire Protection Services
- 3.6 Land Use
- 3.7 Mobility
- 3.8 Economic Development

Background Report 3-1

## 3.1 Urban Form and Setting

The Vista Neighborhood is exceptionally well located and has potential to develop into one of Boise's most desirable neighborhoods. It has the same kind of geographic position, relative to the downtown center that is enjoyed by the North End, East End, and Depot Bench neighborhoods. It also has the basic elements of these traditional neighborhoods: grid street pattern, mixture of lot sizes, close proximity to a variety of uses, street trees and older homes.

**Exhibit 1** below illustrates the sub-areas, linkages and other elements that give form and structure to the Vista Neighborhood's physical and visual environment:



**Paths** or channels of movement are the predominant form-giving element within a city or neighborhood; these include streets, walkways, transit lines, canals, railroads, and interstate highways. They are the lifelines along which most activity takes place, and adjacent to which lie all the functions on which a city /neighborhood depends: government, industry, commerce and housing. They can reinforce an image of order and unity or, in worst-case scenarios, exacerbate chaos.

**Nodes** are strategic focal points or points of transition within a city /neighborhood. They are points to and from which people travel and are closely associated with paths. Nodes are differentiated according to their function. Entry nodes are focal points between neighborhoods whereas internal nodes are focal points located within a neighborhood.

### **Major Entry Nodes**

<u>Vista Avenue /Overland Road Intersection</u>: The Vista Avenue /Overland Road intersection is distinct due to the volume of traffic that passes through the intersection (24,000 vehicle trips/day), and because of the Albertsons grocery store, which functions as one of the Neighborhood's primary centers. Conversely, the Vista Avenue /Overland Road intersection is indistinct due to its bland streetscape and visually apparent overhead utility lines.

<u>Interstate 84 /Vista Avenue Intersection</u>: The Interstate 84 off-ramp /Vista Avenue intersection functions as the primary gateway into both the City and the Vista Neighborhood. With direct access from the Boise City Airport, this major entry node functions as the City's welcome-mat. Despite the approximate 330,000 passengers per year that pass through the Boise Airport, and the 24,000 average daily vehicle trips that pass through the Interstate 84 /Vista Avenue intersection, the entryway is weakly defined.

### **Secondary Entry Nodes**

Owyhee Street /Overland Road Intersection: The Owyhee Street /Overland Road intersection is distinct due to the location of Whitney Elementary School which is listed in the National Register of Historic Places. With an enrollment of approximately 470 students, Whitney School functions as one of Vista Neighborhood's primary centers. Despite the historic listing and function of Whitney School, the Owyhee Street /Overland Road intersection is relatively uninspiring and contains no aesthetic treatments which would differentiate it from any other intersection along Overland Road.

<u>Columbus Street /Overland Road Intersection</u>: The Columbus Street /Overland Road intersection contains few elements that would differentiate it from any other intersection along Overland Road.

Roosevelt Street /Nez Perce Street Intersection: The Roosevelt Street /Nez Perce intersection

functions as a secondary district within the neighborhood due to the location of the Circle K convenience market and the surrounding high-density residential uses. Despite this intersection's role as a secondary activity area within the neighborhood, aesthetically this neighborhood entryway leaves much to be desired.

Owyhee Street /New York Canal Intersection: The Owyhee Street /New York Canal entryway represents the convergence of both a secondary path (Owyhee Street) and a neighborhood edge (New York Canal). This intersection's role as a secondary entryway into the neighborhood functions relatively well due to the enhanced pedestrian network and views from the bench.

<u>Federal Way / Victory Road Intersection</u>: The Federal Way / Victory Road intersection consists of a mixture of industrial facilities and vacant land. Where Victory Road crosses the Union Pacific right-of-way into the heart of the neighborhood, no sidewalks are currently present.

### **Major Internal Nodes**

<u>Vista Avenue /Nez Perce Intersection</u>: Anchored by a Circle K convenience market, the Vista Avenue /Nez Perce intersection is representative of today's strip commercial district. With a daily average of approximately 24,000 vehicles traveling on Vista Avenue, the built environment is primarily designed to accommodate automobiles. The spillover effect of this design on adjacent residential properties has forced some landowners to build fences directly adjacent to the public right-of-way. Although understandable, the privacy fences leave much to be desired with regards to aesthetics. The east side of the Vista Avenue /Nez Perce Street intersection is characterized by small business and residential uses. No sidewalks exist on the section of Nez Perce Street immediately adjacent to Vista Avenue.

<u>Vista Avenue /Targee Street Intersection</u>: The Vista Avenue /Targee Street intersection is characterized by a newly developed pool supply store on the southeast portion of the intersection and the mixed-use Oak Park Village on the west. The Oak Park project is a positive example of how to re-urbanize a neighborhood by providing a sense of place, local services and amenities that people can walk to from surrounding properties.

<u>Vista Avenue / Cherry Lane Intersection</u>: The Vista Avenue / Cherry Lane intersection continues the connection to Oak Park Village on the west and transitions into the Neighborhood's hotel district to the east, with the recent development of the Extended Stay America Hotel.

<u>Vista Avenue /Canal Street Intersection</u>: The Vista Avenue /Canal Street intersection is characterized by multi-family development to the east and a hotel and multifamily development to the west. Currently, there are no sidewalks on either the northwest or southeast portion of Canal Street.

### **Secondary Internal Nodes**

<u>Nez Perce /Owyhee Street Intersection</u>: Due to the proximity of Whitney School, the Nez Perce /Owyhee Street intersection is one of the most important within the Vista Neighborhood. In an effort to both slow traffic and improve aesthetics, the Vista Neighborhood Association recently received a grant to change the paving material at this intersection. This change in texture is a visual and visceral signal to both driver and pedestrian of the appropriate boundary for each at this location.

<u>Nez Perce / Columbus Street Intersection</u>: The Nez Perce / Columbus Street intersection is relatively indistinct, consisting primarily of single-family residential homes.

<u>Columbus Street /Targee Street Intersection</u>: The Columbus Street/Targee Street intersection consists primarily of single-family residential homes on the northeast and southeast corners, with older mobile homes on the northwest and southwest corners of the intersection. Due to its proximity to Hawthorne Elementary School, this intersection is in need of major redevelopment. With no sidewalks on the northwest, northeast and southeast portions of the intersection, the pedestrian network is particularly fragmented.

<u>Victory Road / Annett Street Intersection</u>: The Victory Road / Annett Street intersection consists primarily of single-family homes on the northwest and northeast sides of the intersection. Lands on the south side of Victory Road are currently vacant and represent the largest vacant land holding within the neighborhood's boundary.

<u>Cherry Lane /Owyhee Street Intersection</u>: The Cherry Lane /Owyhee Street intersection consists primarily of single-family homes on the east side of the intersection, with the Shalom Villa Mobile Home Park on the west side of the street. The pedestrian network is almost fully developed with sidewalks missing only on the northeast portion of the intersection, and a section on the southeast side immediately adjacent to the intersection.

**Districts** are areas that can consciously be entered. Buildings or structures within a district share certain commonalities and characteristics that can be recognized. People use districts to help them mentally organize the layout of a city /neighborhood and to aid in reducing an area of overwhelming scale to one that can be more easily managed.

**Primary Districts**: The Vista Neighborhood Primary Residential District consists of single-family homes built primarily between 1950-1970. Very few self-contained planned developments exist within the neighborhood. As such, the majority of housing units are homogeneous in style with varied degrees of maintenance.

**Secondary Districts:** Vista Neighborhood's secondary districts consist primarily of multi-family residential and mobile home park developments. Although these secondary districts can be found throughout the neighborhood, the majority exists south of Targee Street and east of Owyhee Street.

**Commercial Districts:** The Vista Neighborhood's commercial districts include:

The Overland Road District: From Roosevelt Street to Columbus Street, Overland Road is a continuous corridor of commercial and limited office uses. Most of its length is developed with one and two-story buildings setback from the street. Running east to west, Overland Road lays adjacent to four (4) neighborhood sub-areas. The western segment, between Roosevelt Street and Owyhee Street contains a significant number of small commercial businesses and single-family houses that that been converted to offices. The segment between Owyhee Street and Vista Avenue contains a mix of commercial and older industrial uses. The presence of excessive signage, overhead utility lines and minimal landscape treatments contribute to a somewhat negative image to this area. East of Vista Avenue, Overland Road is identifiable by a mix of both commercial and residential uses. Most of the structures are low rise and exhibit few pedestrian-oriented characteristics with no sidewalks between the Overland Road and Federal Way street segment.

The Vista Avenue District: From Targee Street to Canal Street, Vista Avenue is dominated by new development consisting primarily of visitor-serving commercial uses and neighborhood-oriented retail. Although none of the buildings front directly on the sidewalk, a higher level of pedestrian activity exists due primarily to the higher development densities associated with the Oak Park mixed-use project. The visitor-serving commercial uses are beginning to intensify, displacing older neighborhood-serving commercial uses. Although the Vista Avenue District lays adjacent to four neighborhood sub-areas, much of the land within the district is still under utilized and cannot support storefront, pedestrian-oriented development until greater residential densities are achieved.

**Centers** function as concentrated or single-location districts. They are characterized by functions that are localized to a specific parcel or site rather than spread along a corridor or broader district. Four distinct centers are identifiable within the Vista Neighborhood. They include the following:

- <u>Albertsons Shopping Center Located</u> at the intersection of Overland Road and Vista Avenue, the Albertsons Shopping Center is located at the Neighborhood's busiest intersection and is the principal focus of commercial shopping for surrounding residents.
- <u>Shoshone Park-</u> Shoshone Park is the principal center of recreational activity for the west side of the neighborhood. Its tennis courts and open spaces are used by both individual residents as well as groups.
- Whitney Elementary School Located at the Overland Road /Owyhee Street intersection, Whitney Elementary School functions as the primary anchor for neighborhood sub-areas One (1) and Two (2) and has an enrollment of approximately 470 students.
- Hawthorne Elementary School Located at the intersection of Targee Street and Columbus Street, Hawthorne Elementary School functions as the principal center for neighborhood subareas eight (8), four (4), and ten (10) and has an enrollment of approximately 530 students.

**Edges** are linear elements not used or considered as paths. While not as dominant as paths, they are interpreted as strong organizing elements. Edges are formed by abrupt changes in topography, water features or changes in development patterns. Approximately four distinct edges are identifiable within the Vista Neighborhood. They include the following:

- Union Pacific Railroad Right-of-Way From Overland Road to Victory Road the Union Pacific Railroad right-of-way segment functions as both a path and an edge. With primarily single-family homes backing up against the railroad right-of-way and few available crossings, the edge functions as a major barrier to residents located on the east side of the right-of-way.
- New York Canal Traveling in a northwest direction, the New York Canal is one of the most significant man-made environmental features in Boise. Although the edge is clearly defined, the Canal's role as an open space link between neighborhoods has never been fully developed.
- <u>Transition Areas /Benches</u> Transition areas between commercial and residential districts and areas within the neighborhood effected by topographic relief, such as the Federal Way bench, also function as strong neighborhood edges.

## 3.2 Public Utilities and Services

#### PUBLIC SCHOOLS

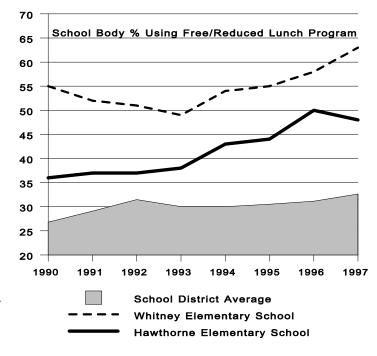
The Vista Neighborhood falls entirely within the Boise School District. Vista Avenue serves as a boundary for all levels of schools. On the west side of Vista Avenue, students attend Whitney Elementary, South Junior High, and Borah High School. Students on the east side of Vista attend Hawthorne Elementary, East Junior High, and Boise High School. The focus of this plan is aimed at the issues and needs of the two elementary schools.

Whitney Elementary School takes the name of the original town site of "Whitney" and is one of the oldest principal structures in the Vista Neighborhood (See Chapter 1, Vista's History and Vision). The school and the surrounding neighborhood were constructed at a time when pedestrian travel was at a greater level of use than it is today. This is reflected in the school's minimal parking and loading improvements, the surrounding grid street system, and the fact that no school bussing is needed. Many students walk, while family or friends drive others to school.

Hawthorne Elementary School serves the population on the east side of Vista Avenue and a small

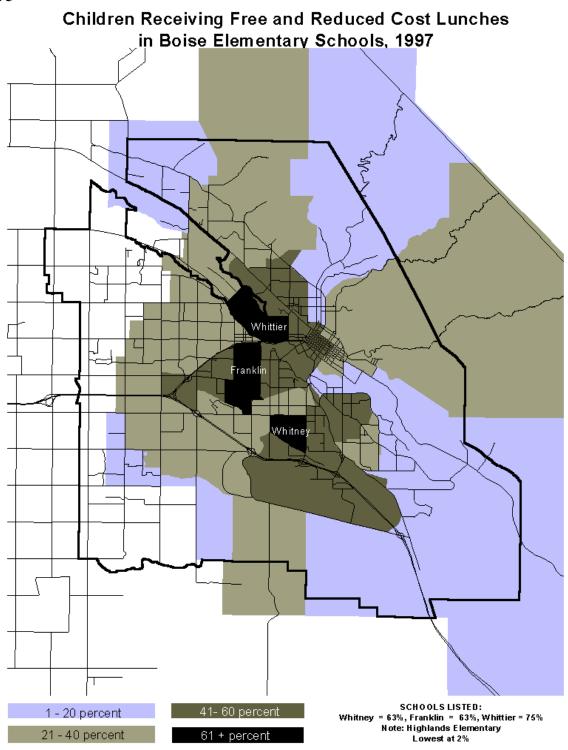
section north of Overland Road. Students on the north side of Overland have the option of being bussed to school. Those who elect to walk need to be cautious when crossing Overland Road between Vista Avenue and Federal Way; there are no signalized intersections or pedestrian cross-lights. This is a dangerous arrangement as is evidenced by past vehicular-pedestrian accidents along this stretch of roadway.

Of particular note, both Whitney and Hawthorne Elementary Schools have higher than average participation rates in the "Free and Reduced Hot Lunch Program" of the Boise School District (see Exhibits 2&3). This is a reflection of the neighborhood's low household income levels and is an indication of community disinvestment.



**Exhibit 2:** Percent of students using the free/reduced school lunch program.

Exhibit 3



#### DOMESTIC WATER

Approximately 90% of the homes located within the Vista Neighborhood are connected to a community water system owned and operated by United Water Idaho. The remaining ten percent utilize private wells for domestic water service. Although the majority of the neighborhood has sufficient water pressure for day-to-day needs, there are some isolated problem areas within the neighborhood that experience inadequate water pressure during peak operating conditions. Additionally, some of the distribution lines within the neighborhood are undersized, which limits their utility with regards to fire suppression. In an effort to upgrade deficient infrastructure, United Water Idaho operates a program whereby new distribution lines are installed as needed. United Water Idaho is also responsible for the installation and maintenance of fire hydrants placed within the Neighborhood,

### **SEWER SYSTEM**

Approximately 75% of the homes located within the boundaries of the Vista Neighborhood are served by the Bench Sewer District, with treatment provided at the Lander Street Treatment Facility. All sewage reaches the Lander Street Facility by gravity flow. The remainder of the area is served by Boise City Sewer, which also ships product to the Lander Street and West Boise treatment facilities. Although several residences within the neighborhood continue to utilize private septic disposal systems, a City Ordinance requires that these systems be upgraded within six months after the properties they service are sold or connected to sewer in the event of septic system failure.

At the present time, none of the trunk or interceptor lines are considered by the Bench Sewer to be in substandard condition. Additionally, scheduled maintenance (flushing /brushing) is on-going throughout the year. Trunk and interceptor lines served by Boise City Sewer District are checked every five (5) years and rehabilitated or replaced as necessary. Corridor re-urbanization areas should be given priority with regards to the provision of additional capacity in piped served and expanded facilities.

#### STORM DRAINAGE

Storm sewers and other drainage facilities provide for drainage of storm water within urban watersheds. In urban and urbanizing areas, open land and vegetated areas that so effectively absorb storm-water runoff are replaced by parking lots, roads, sidewalks, rooftops, patios and other impervious surfaces.

Within the Vista Neighborhood, storm water is channeled into a drainage system that consists of closed pipes, irrigation ditches and natural drainage channels. With the exception of Overland Road, Vista Avenue, Nez Perce, and Owyhee Street, and a few other streets, the majority of all storm-water flowing off of streets do not have adequate discharge facilities. During storm events in these areas, storm water pools in the street or onto adjacent parcels.

Urban storm-water runoff is one of the major sources of water pollution. Runoff from parking lots, roads, landfills, lawns, and golf courses deposit significant amounts of nutrients, heavy metals, oil,

grease, settled air pollutants, pesticides, herbicides, and organic materials into receiving streams and rivers. Effective storm-water management policies can help to control those discharges.

### ELECTRIC AND PRIVATELY-OWNED UTILITIES

Electricity is provided to the neighborhood by Idaho Power Company. Intermountain Gas provides natural gas. There are no serious service or maintenance problems with the electrical and natural gas systems within the Vista Neighborhood, nor are any problems anticipated in the near future, according to representatives of each company.

Additionally, this plan supports and reiterates the Comprehensive Plan policies to explore a utility undergrounding program with Idaho Power, and that the Vista Avenue Gateway and Corridor Reurbanization Areas be given first priority.

#### **SOLID WASTE**

Collection of solid waste within the Vista Neighborhood is operated and managed by Browning Ferris Industries (BFI). Fees are charged to cover the costs of collection and disposal. In an effort to reduce the City's projected waste stream and to eliminate the disposal of household hazardous materials into the landfill, the Environmental Division of the Boise City Public Works has prepared a source reduction and recycling plan and is in the process of developing a household hazardous waste plan. Neighborhood residents are encouraged to participate in the City's efforts. Residents have indicated a preference for neighborhood collection sites.

#### **IRRIGATION**

The irrigation systems within the Vista Neighborhood are part of the New York Irrigation District, and the Boise-Kuna Irrigation District, which have responsibility for maintaining the system for the Hyatt and Bennett Laterals. The Hyatt and Bennett Laterals consist of 41 smaller rotations of varying size and functionality. Some are well organized and operate at a high service level. Others are disorganized and are often the source of great frustration within the neighborhood.

Responsibilities of the irrigation districts, through their operating arm, the Project Board of Control, include the maintenance of an "on-demand" water delivery system to individual or collective water users. Each rotation must maintain, prepare, and improve their own system, which starts at the delivery point. How this is accomplished is up to each individual rotation. This lack of uniformity and oversight, combined with lack of assured water delivery, has some residents favoring the development of a closed system of pipes and pumps.

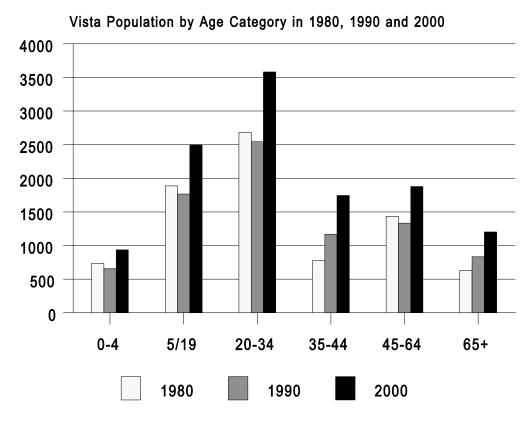
The Vista Neighborhood Association can explore the use of the City's Neighborhood Reinvestment funds for improvements to the irrigation delivery system. Projects should be ranked as follows:

- a) Funds will only be made available for improvements to each rotation's main ditch. The improvement, maintenance, and repair of the feeder lines to individual properties remain the responsibility of the individual property owner;
- b) The closing of ditches currently open shall be discouraged (unless there is a safety reason or the ditch flows under a driveway, house, etc.);
- c) Favorable consideration shall be given to irrigation projects that incorporate attractive design themes;
- d) All improvement projects must demonstrate that surface irrigation flows will not be channeled into the public street, unless the channelization is part of an area-wide drainage plan;
- e) For new development, emphasis will be placed on incorporating pressurized water systems to maximize the use of the available water, minimize the time allotment to each user, and minimize waste;
- f) Public safety, particularly with regard to young children, shall be at the forefront of all application proposals; and
- g) Those **rotation**s that participate in the improvement program must register with the Vista Neighborhood Association, providing a current list of their members, their boundaries, and their officers.

## 3.3 Population and Housing

### **Population**

In the decade between 1980 and 1990, the population of the Vista Neighborhood rose approximately 2%, from 8,144 residents to 8,301 residents. During the decade between 1990 and 2000, the planning department projects that the population will range between 8,771 to 11,841. The upper figure of the range was factored based on the large population growth rate of Boise City as a whole.



**1980-1990** As depicted in the figure above, between 1980 and 1990 the Vista Neighborhood lost population in most of the age categories. In fact, the total population on the east side of Vista Avenue actually decreased. The neighborhood as a whole, however, saw a net increase in population due to population increases on the west side of Vista Avenue. The figure indicates that this new population is from the 35-44 and 65+ age groups. Since these age groups represent the first time home buyer and senior citizens, it is likely that the affordable housing supply in the Vista Neighborhood served to draw this increased population. The loss of people aged 34 and less and of people within the "move up" age group 45-64, indicates a certain level of disinvestment may be occurring as those with financial resources move their families to different neighborhoods.

**1990-2000** The increase in population across all age groups is reflective of the overall increase in Boise's population as a whole. U.S. census results for the year 2000 should be consulted to update the projections listed in the previous figure. Vista neighborhood population trends indicate that growth rate of the 35-44 and 65+ age groups will continue to be strong. In terms of sheer numbers, however, the 5-19 and 20-34 year age groups comprise the majority of the Vista Neighborhood population.

**2000 - 2010** If the current growth rate continues, the population of the Vista Neighborhood is projected to rise to 13,097 by the year 2010. Based on the population projections for the year 2000 and 2010, and by the fact that available vacant land within the neighborhood is limited, new housing starts must focus on producing high quality town home and condominium products. As described later in this section, there is a need to balance the high percentage of rental units with owner-occupied products.

**Future Service Demand** - By classifying and projecting the total population by the types of age-specific services each group consumes, the neighborhood can adopt goals and policies now that will enable it to adequately deal with the increased future demands in areas such as child care, education, employment, neighborhood stability, and health care.

### Age

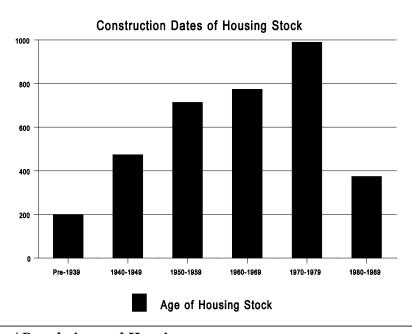
## **Group Services Required**

- **0-4** Day care and preschool users
- 5-19 In addition to after-school day care, all children must have access to tot lots, play fields, public schools, and libraries for their development. Adolescents between the ages of 15-19 impact high schools, local transportation systems, public parks and recreational facilities.
- 20-34 Those individuals between 20-34 are college bound and/or entering the labor force. This age category is characteristically "on the move," and will be drawn toward population centers offering higher education or to areas considered "job rich." If there is an insufficient supply of employment opportunities, persons in this age category are more likely than persons in older age groups to seek more suitable locations. Access to employment, multifamily housing, restaurants, entertainment, recreation and even laundromats is needed.
- In light of surging home prices, the 35-44 year age group represents the first-time home buyers of the 1990's. As housing prices have increased (\$104,000 county average 1994), first time single-family home buyers with 10% down (\$10,400), at 9% financing (30 year term) on a \$93,600 home (excluding tax and homeowners association fees), require an annual income or approximately \$31,103 to qualify. The fact that the largest percentage of Vista households earn between \$15,000 \$24,999 illustrates the fact that first-time single-family home buyers within the neighborhood will typically be double income households comprised of established professionals who have been working for some time. Necessary proximate services include

supermarkets, shopping centers, churches, and banks. In addition to housing affordability, the desirability of the neighborhood hinges upon the perceived quality of schools, employment opportunities, and the surrounding housing values.

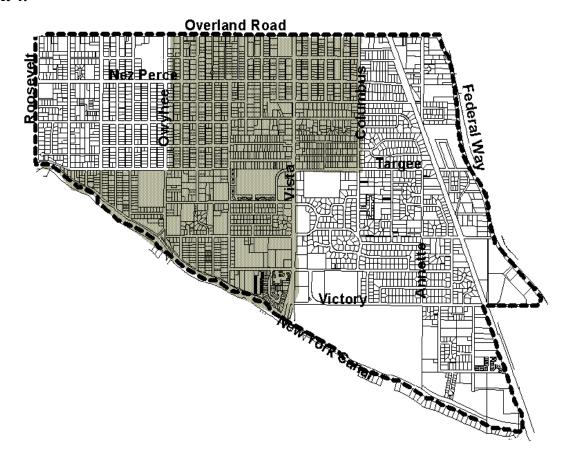
- 45-64 The 45-64 year olds will be in their prime earning and spending years, and as a group represents the second or "move-up" housing market. Access to the services listed above in addition to restaurants, cultural events, medical facilities, and recreational opportunities should be located in close proximity to the neighborhood. Persons in the 50-64 age group are well established and usually do not make a change of residences until after retirement.
- Research has proven that most people will choose to stay in their single-family homes as long as possible. Those who do move, however, seek smaller maintenance-free homes in neighborhoods close to where their grown children live. Persons over 75 years of age are heavy users of the health care system. The need for additional health care services on a daily basis usually draws seniors, specifically those over 75, to congregate to some form of care retirement housing.

**Housing Stock** - The Vista Neighborhood contains a wide range of housing types. Large older homes, modest cottages, new condominiums, and apartments can all be found within a few blocks of each other. In general, housing within the Vista Neighborhood is older and less expensive than housing in many other parts of the City. In general, older homes can also be more costly to maintain than newer homes. Residents who can afford to own a home may choose not to do so in Vista because of the older age of the structures and the number of properties in substandard condition. The cost of housing in Vista also varies widely. These factors help influence the unique diversity of residents within the neighborhood. As shown in the following section, much of the housing stock is occupied by low and moderate income households.



Rental or Owner-Occupied - According to 1990 census data, the city-wide average of owner-occupied units is estimated to be 66.3%, and the city-wide average of rental-occupied housing is estimated to be 33.9%. West of Vista Avenue, 40-50% of the housing units within the Vista Neighborhood are rental-occupied, far above the city average--a condition which often impacts the stability of a neighborhood and negatively effects the level of investment. Additionally, while the City's owner-occupancy rate decreased by approximately 1% percent between 1980 and 1990, owner-occupancy rates within the Vista Neighborhood tumbled by almost 6% percent. During the same period, the number of rental households throughout the Vista Neighborhood increased by 20%. The concentration of rental properties in the Vista Neighborhood is reflective of the household income levels. Exhibit 4 below, shows those areas of the Vista Neighborhood where more than 50% of the households earn low to moderate incomes. These incomes range between 51% and 95% of the Ada County median income of \$30,246 (1990).

#### Exhibit 4:



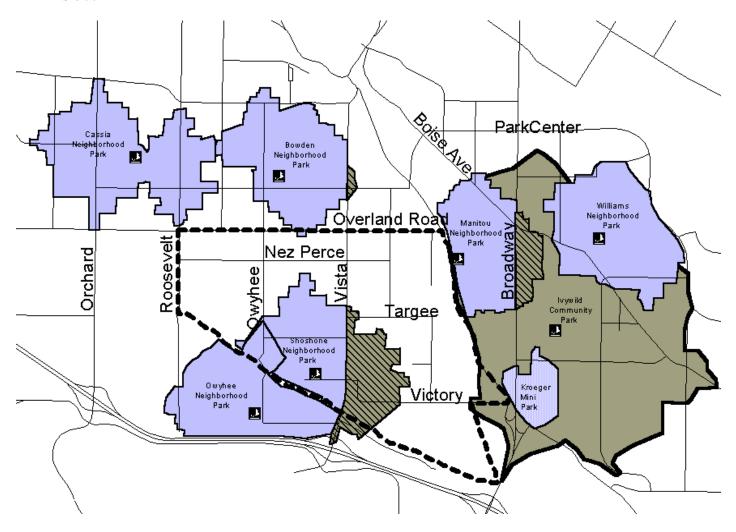
Boise City / Vista Neighborhood Demographic Comparisons 1980-1990						
	198	30	1990			
	Boise City	Vista	Boise City	Vista		
Population	102,160	8,128	125,738	8,301		
Median Age	28.8	26.5	32.2	32.3		
Average Household Income	\$20,836	\$16,434	\$37,170	\$29,451		
Households	40,269	3,177	50,852	3,392		
Housing Units	43,301	3,415	53,271	3,522		
Lived in House for 5+ years	37.7%	44.5%	38.2%	40.2%		
% of Owner Occupied Units	67.4%	66.1%	66.3%	60.4%		
Source: US Bureau of Census						

The Vista Neighborhood Plan

# 3.4 Open Spaces

Current Park Facilities: The Vista Neighborhood contains one park, located at 2800 Canal Street on the west side of Vista Avenue. Approximately 5.75 acres in size, Shoshone Neighborhood Park is developed with restrooms, a children's play area, tennis courts, and a ball field. There are no parks on the east side of Vista Avenue, forcing those who desire to use Shoshone Park to cross a five (5) lane arterial roadway. Neighborhood parks are located just outside the eastern boundary of the Vista Neighborhood but are relatively inaccessible due to three significant barriers: the Union Pacific Railroad, Federal Way and the New York Canal. Exhibit 5 below shows the current park coverages for the Vista Neighborhood Area. Note that the land east of Vista Avenue is devoid of parks, and the crosshatched area displays park coverage that is marginal due to poor accessibility.

Exhibit 5:



**Potential Shared Facilities:** Whitney and Hawthorne Elementary Schools are located outside of the Shoshone Park coverage area and could serve to provide additional land area for certain forms of recreation. Discussions between the city and the principals of each school would be necessary to determine whether or not school lands could be utilized for recreational uses by the public at large.

**Private Facilities:** Only a handful of apartments and condominiums contain recreational facilities. Usually, these include swimming pools, health clubs, and tennis courts, and are most frequently found in newer, large multiple-unit building complexes. Of course, these recreational facilities are restricted to the use by tenants and guests.

**Pocket Parks:** Public input suggests that undeveloped lots or minimally developed lots become pocket parks. Pocket parks can provide small areas of open space for neighborhood members to enjoy. When designed and located properly, they can be attractively maintained and safeguarded by surrounding residents and businesses. They can also strengthen neighborhood pride and identity and afford space for a variety of small-scale uses such as community gardens or people/bird watching. The Boise City Comprehensive Plan does support the development of pocket parks when no other option exists for larger park sites.

Potential Linear Parks and Paths: The Union Pacific Railroad, Federal Way, and the New York Canal currently act as barriers between the population and existing public park facilities. As will be demonstrated by the Federal Way street improvement project, opportunities to create linear parks or linkages along these corridors do exist. Creating opportunities for Vista Neighborhood residents to utilize existing park resources may be less expensive than providing new sites. Under utilized rights-of-ways may be suitable for pedestrian travel or may be enhanced to encourage greater use. The New York Canal and Union Pacific Railroad rights-of-ways may be able to provide land for linear parks and pathways. Due to the potentially hazardous nature of these sites, however, a feasibility study to determine the benefits, risks, and design options associated with increased pedestrian activity needs to be performed. Many communities around the nation have already dealt with these issues and are a good source of information for Boise to help determine what are appropriate and compatible uses within these rights-of-way. Until such time, however, current efforts should preserve the ability of these sites to be utilized for open space uses in the future.

**Planned Neighborhood Park:** The Comprehensive Park and Recreation System Plan supports the purchase and improvement of a neighborhood park on the east side of Vista.

# 3.5 Police and Fire Protection Services

#### **Fire Protection Services**

Fire protection services are provided to the Vista Neighborhood by engines from Station No. 8-4422 Overland Road, Station No.7, 2855 Lockheed Lane, and Station #3, 2202 Gekeler Lane, while truck companies respond from Station #6, 6933 Franklin Road and/or Station #1, 707 Reserve Street. The Boise City Fire Department also provides the first response to emergency medical service calls to the area. The Boise City Fire Department policy-goal is to maintain a four-minute response time to any incident, with response sites to be within a 1.5-mile driving distance from the nearest fire station.

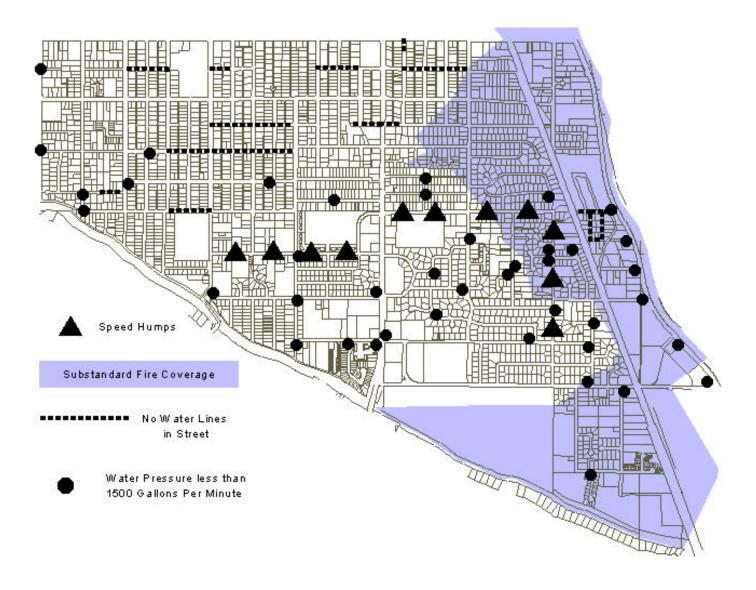
Maintaining the response time and geographic proximity depends on a number of variables. One of the most important variables includes adequate street access to the areas to be protected. Adequate access includes, in some cases, control of traffic lights (Opti-Com) so that priority passage can be provided to emergency vehicles. The current grid-street pattern of the Vista Neighborhood, overall, provides excellent accessibility for emergency vehicles.



Members of the Boise city Fire department test equipment at Shoshone Park

A large portion of the Vista Neighborhood falls outside the desired emergency response time and driving distance. The situation is further exacerbated by low fire hydrant water pressure and the presence of speed humps (see Exhibit 6).

# Exhibit 6 Fire Fighting Challenges, July 1998



Providing adequate water for fire suppression is also another component of public safety. Water mains range in sizes from 2" - 8". Hydrant distribution reveals that the majority of the area is adequately covered; however, there are a number of hydrants that are providing a marginal quantity in gallons per minute (gpm) for fire suppression. Allocating funds to provide optimal coverage and adequate water for fire suppression will have to be secured. The current fire department budget would have to be increased to assure funding for hydrant purchase/ installation, and funds would have to be available to upgrade water mains utilizing United Water Idaho.

# 1.01 Police Setting and Services

Police services are provided in the neighborhood by the Boise City Police Department Patrol Division from reporting districts 26, 27, and 28 and investigators on an assignment basis. All three districts come under Patrol Area No. 8, which covers the area south of the railroad tracks, west to Roosevelt Street, and south to the City Limits. With over 9,000 residents and approximately 3,700 households, concerns about the occurrence of crime are becoming more intense within the Vista Neighborhood.

As a result, the pressure for law enforcement services has increased. Additionally, residents of the area express many expectations for police services that can be attributed to the City's goal to provide 1.5 officers per 1,000 in population. Based on current fiscal limits, these expectations cannot be met. Nevertheless, they still shape the perceptions and desires of the residents in the planning area about the appropriate level of City services.

Residents also point out the need for more "community policing." Community policing is a philosophy emphasizing developing relationships between law enforcement personnel and local residents. These close relationships make it possible for police to better understand and meet the needs of local neighborhoods. Police, by becoming more familiar with the local neighborhood and its people, are able to have better insight into crime-related activities in that neighborhood. However, at the same time that labor intensive "community policing" goals are being attained, the police department must also deploy resources to respond to calls for service.

Community policing involves looking for opportunities to work with local residents and/or to establish neighborhood-level offices where law enforcement personnel can be present in the neighborhood on a regular basis. A community policing facility currently operates in the River Street Neighborhood.

While the addition of more police officers may be the quickest and most visible way to improve police protection, other methods can be employed to improve the efficiency and effectiveness of the current police force. One of the simplest and broad-ranging methods is to improve the design and maintenance standards of commercial and residential developments. Development designs can be viewed as providing good or poor habitat for criminals. If the habitat is missing, then the opportunity for crime is diminished.

Sites designed with poor visibility, for example, create unmonitored areas that attract the criminal element.

Methods utilized to maximize neighborhood surveillance opportunities include the following:

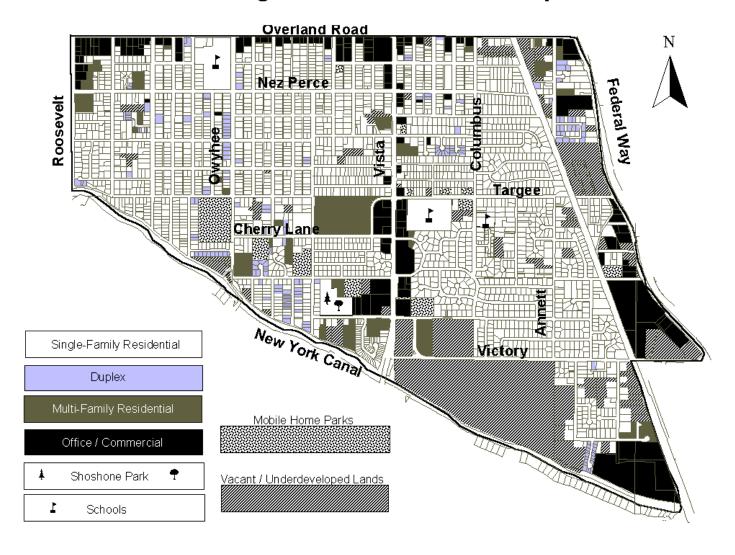
- a) Provide opportunities for retail uses along the ground floor perimeter of the building with access directly onto surrounding public areas.
- b) Locate windows in building walls that abut such public areas as sidewalks, plazas, parks, and parking lots.
- c) Situate windows so that building users can easily view sidewalks, parking, and entrances. This will also make it easier to view activities inside and facilitate police patrol.
- d) Encourage the inclusion of sidewalk cafes and coffee shops with windows over-looking sidewalks and parking lots.
- e) Locate and design entrances so that they can be easily viewed from both the street and inside the building.
- f) Control access to loading and delivery areas, unless these areas can be easily viewed from either inside the building or the street, or both.
- g) Situate areas intended for exterior activities, displays, products, and produce so that they can be easily viewed from inside the building and from the street.
- h) Illuminate walkways so that they can be easily seen from both the street and inside the building.
- i) Select landscape materials so that they do not obstruct the view from the street of windows and doors, and through plazas and parking lots. Shade trees and low shrubs would accomplish this objective.
- j) Orient lights so that parking areas, building entrances, and other vulnerable exterior areas can be viewed from the street.
- k) Encourage new detached and attached residences to provide porches, balconies, and windows that overlook the street and minimize the garages' exposure to the street.

# 3.6 Land Use

## **Current and Actual Land-Use Distribution**

To a great extent, projected land use is based on the visible pattern of existing land use. **Exhibit 7**, below, illustrates the distribution of actual land uses within the Vista Neighborhood.

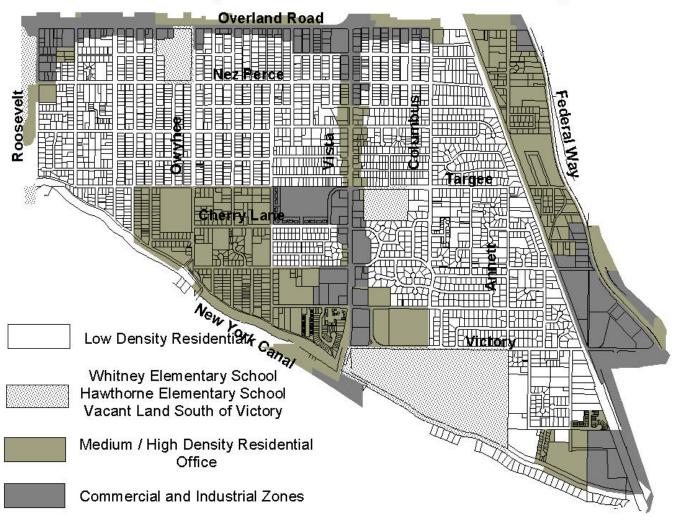
# Vista Neighborhood Land-Use Map



# **Vista Neighborhood Zoning Designations**

The zoning designation of an area is the principal mechanism used to regulate and guide growth. The current zoning designations for the Vista Neighborhood are shown in **Exhibit 8** below.

Vista Neighborhood Generalized Zoning



#### **General Land-Use Areas**

For purposes of this plan, the Vista Neighborhood is composed of two general land use areas: primary corridors and low-density residential neighborhoods.

**Primary Corridors:** This area includes the properties that front on Overland Road, Vista Avenue, and Federal Way. These primary corridors will continue to provide for a wide range of business uses as well as provide development opportunities for high-density housing. The policies in this Plan regarding the Primary Corridor areas are intended to enhance commercial compatibility within the Neighborhood and direct high density residential development into the Neighborhood's arterial street system. Some areas that are currently zoned office and residential have value that should stay with the neighborhood. Commercial may fill in between these sites.

Low Density Residential Neighborhoods: This area includes the predominantly lower density residential areas that make up the major portion of the Neighborhood area. Increased population densities within this area have primarily occurred by addition of accessory units and two-family dwellings. Any new construction or renovation should respect the character and scale of the immediate surroundings. Boise City's Planned Unit Development (PUD) ordinance provides a property owner affected by unique circumstances with a mechanism for proposing alternative land uses otherwise not allowed under the strict adherence of the policies of this Plan. Any such PUD proposal should be evaluated as to its overall compatibility with and contribution to the Vista Neighborhood Plan.

The Vista Neighborhood Association analyzed the land use, zoning and corridor maps against the Boise City Comprehensive land-use map and have found reason to change the following items:

**1. Reduction and Relocation of Certain R-2 Zoned Properties:** The R-2 (Medium Residential) Zoning District has been too liberally applied to that portion of the Neighborhood bordered by Targee Street to the north, Shoshone Street to the east, the New York Canal to the south, and Atlantic Street to the west. Like the Comprehensive Plan, the Vista Neighborhood Plan recommends directing higher densities to the Neighborhood's transit corridors and to provide a well-balanced blend of housing types and incomes throughout the neighborhood and city.

## 2. Modify Comprehensive Plan Land Use Map:

As the R-2 zoned properties mentioned above are downzoned, consistent changes to the Comprehensive Plan Land Use map should occur as well.

# **Mixed-Use Development**

A key ingredient in retaining and attracting new residents and businesses to the Vista Neighborhood is through the creation of a balanced market and living environments. The current orientation of uses along the primary pathways of the Vista Neighborhood is toward motorized traffic. The impacts from this form of traffic and the land uses that depend on it minimize the higher quality of living that can be attained. By mixing uses and making other forms of movement possible, residents are provided new opportunities, and businesses are provided increased markets from which to draw customers. What may be lost in the appearance of convenience is made up for in the gain of choice and market stability. The first step to attain this pattern is by maintaining and adding more population, which in turn requires public investment in enhancing the public realm. As it pertains to increased levels of population, this plan proposes to allow the consolidation of abutting residential and commercial/office-zoned parcels into unified mixed-use development projects containing an aggregate site area of at least 60,000 square feet, provided that:

- a) only residential parcels classified as R3 are included with the commercial parcels;
- b) at least 50 percent of the maximum allowable residential density is developed on site;
- c) no residential uses are located along the ground floor of the commercial frontage;
- d) only residential uses are developed along the residential street frontage;
- e) existing alleys are maintained;
- f) the project demonstrates that it is compatible with and complements adjacent uses;
- g) the buildings are required to relate to the street with a pedestrian scale; and
- h) no parking space is closer to the street than the building.

# 3.7 Mobility

The principal mode of transportation over the past forty years in Boise has become the automobile. As our roadways have reached capacity, driver frustration has increased. There is growing demand for alternative modes of transportation, and a rethinking of how our energy, air quality, and transportation goals are met, and how our land use decisions impact these goals. While the automobile has increased our range of choices in many aspects of our culture, be it a choice of where to live, work or shop, it is ironic that the automobile, for many people, has become their primary source of movement.

Streets can provide a balance for the different modes of movement. Unfortunately, during the past four decades, this balance has changed so that the main function of many streets has become the accommodation of traffic, some of it quite unrelated to the residents themselves. The once common social interactions between neighbors and businesses, the casual conversations, the play of children, the passive enjoyment of one's front yard and street on a balmy summer evening have become less common, less safe, or less enjoyable. As shown in the following photos, this accommodation of the automobile, both on private and public property is readily apparent.



Pedestrian movement is incidental in this street scene.

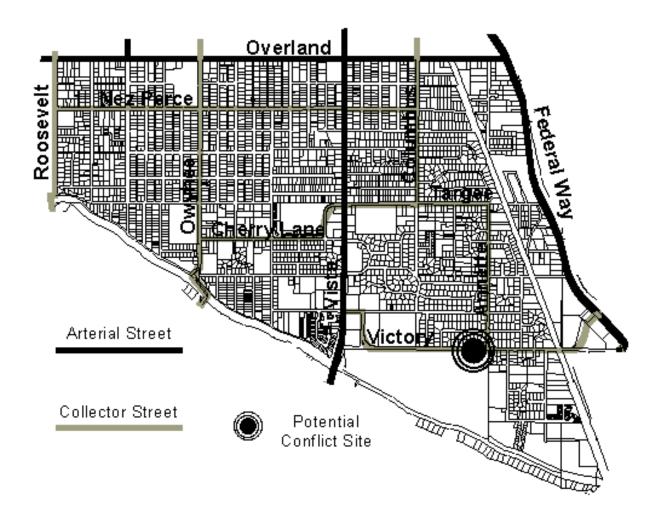


Parking Area occupies prime property of residential lot.

## **Roadways**

The Vista Neighborhood is well served by a grid system of local streets and continuous collectors, which tends to disperse traffic levels evenly throughout the neighborhood. The northern boundary of the Neighborhood is formed by the arterial street Overland Road, and on the east by the arterial street Federal Way. Vista Avenue, an arterial street, traverses through the center of the neighborhood in a north/south direction. Due to the presence of the New York Canal on the south side of the neighborhood, traffic is funneled onto the few streets that cross this feature. Vista Avenue carries the majority of this traffic due to its access to the interstate and to the Boise Air Terminal.

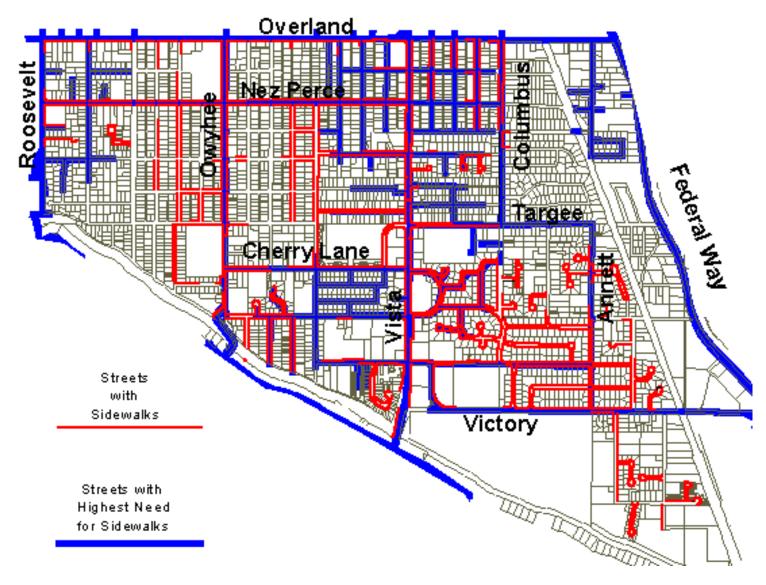
Potential neighborhood cut-through traffic conflicts will arise along Victory Road east of Vista Avenue. Although currently designated a collector roadway, traffic levels are currently low. As traffic levels increase through time, property owners on this stretch of road will experience negative impacts unless mitigated.



#### **Sidewalk Facilities**

In preparation of this plan, the Vista Neighborhood Association surveyed the current placement of sidewalks and found that the area is grossly deficient in sidewalk infrastructure. Exhibit 9 clearly shows this infrastructure need. Utilizing this sidewalk deficiency map, the Vista Neighborhood Association then ranked the need for sidewalks based on the classification of the street and its proximity to schools, parks, and commercial sites, and those near transit routes. This effort resulted in identification of sidewalk priority sites shown on the mobility vision map.

## Exhibit 9:



## **Traffic Calming**

Citizens throughout the city are becoming increasingly concerned about the effects of traffic on their streets. As such, restraining traffic has become a common goal of concerned residents who feel that their streets have changed for the worse over time. A vision now being promoted for local residential streets is that cars should be guests there and behave accordingly. This can be achieved most effectively through the redesign of roadways from the wide, straight open places they typically are now to the traditional narrower, shorter sections of street broken up by an array of different techniques. Traffic calming is the name given to this process and its techniques. The Vista Neighborhood is fortunate to have core traffic calming and dispersing features in place today. The grid street pattern provides multiple travel routes, and frequent intersections cause traffic to slow.

Placement of "speed humps" onto collector level roadways in areas that are beyond standard fire coverage areas has compounded problems of emergency service vehicle response times. In order to improve response times in these deficient areas, and to maintain traffic calming measures, this plan calls for the installation of intersection bulb-outs or other traffic calming techniques to eventually replace speed humps in these areas. This would affect speed humps on Columbus, Targee and Annett Streets. Refer to the Background Report on public safety to view Exhibit 6.

#### **Alleys**

In the early days of Boise's development, alleys were an integral part of the subdivision layout. The houses generally faced a street with a narrower alley along the rear. Alleys provided access for horse-drawn carriages and deliveries. With the coming of the automobile and changes in subdivision patterns, the number of new alleys in Boise decreased. The Vista Neighborhood contains numerous alleys. Pedestrians, bicyclists, and other vehicles extensively use them. Alleys allow for the location of outbuildings and extra vehicles in the rear of the property, thus improving the main streetscape appearance and function as a key site for social interaction.

#### **Transit**

The Vista Neighborhood is well served by public transit. This is not surprising given the fact that the Vista Neighborhood is well centered within Boise City. Access to Downtown, Boise State University, regional parks, the train depot, Boise Air Terminal, and Interstate 84 are all within minutes of the neighborhood. Four separate service lines travel through or adjacent to its boundaries.

# 3.8 Economic Development

The retail market within the Vista Neighborhood consists of the three general categories:

- Visitor-serving commercial uses along Vista Avenue between Targee Street and Interstate I-84;
- Highway and automobile-oriented uses along Overland Road, Federal Way, and Vista Avenue; and,
- Neighborhood-serving commercial uses along Overland Road and Vista Avenue.

Due to the proximity of the Boise City Airport, the neighborhood-serving commercial uses along Vista Avenue are evolving into a visitor-oriented market consisting primarily of hotels, restaurants and other travel-related businesses. Additionally, these neighborhood-serving uses are also being affected by large "big-box" retailers located in other parts of the City. In the face of this competition, the business establishments within the Vista Neighborhood will be forced into "niche" markets over time if they are to survive.

## How Can Vista's Retail Market Be Expanded?

There are several approaches to expanding the retail market potential of a given area. The first is through population growth. More households represent more buying power. Raising the income of residents that increases the amount of disposable income, a key indicator of potential buying power, can also increase the buying power of an area that is not growing substantially. The third is an actual expansion of the market area through the offering of specialty goods that have a drawing well beyond the limits of the "normal" market area. The final strategy is to increase the number of potential shoppers by expanding the number of employees and tourists in the area.

## **Choice #1: Population Growth Strategy**

The first alternative would appear to be the easiest but is limited by regional population growth trends and the availability of job opportunities, transportation networks and housing. Again, population growth, like economic development, is not without its costs. If not properly planned for and managed, the gain in buying power resulting from increased number of households may be offset by the incremental costs of servicing them.

# **Choice #2: Socioeconomic Change Strategy**

Whereas the above is a quantitative approach to increasing buying power, there is also a qualitative approach. This can be accomplished by either increasing the income of present residents through improved job opportunities or by replacing lower income residents with higher income residents in a process known as gentrification. Although this process has net positive economic benefits, its social implications are open to question.

# **Choice #3: Specialty Markets Strategy**

The Neighborhood can expand its market area by offering specialty goods for which competitive markets are few and far between. Standard retail markets are determined by the locations of comparable retail facilities modified by market penetrations due to unique merchandise or marketing techniques. For certain merchandise lines, most notably high fashion clothing, there is a very limited number of stores serving extremely large market areas. While it is true that the market for this line of merchandise is limited, it can also grow with the general rise in affluence. Other retail outlets that would fall into this category include antique stores; unique, one-of-akind gift stores; certain lines of discount clothing stores; and specialty bars and restaurants.

# **Choice #4: Increase of Potential Shoppers**

It has been shown in other economic studies that large numbers of office or other employees and tourists have a positive impact on retail sales, particularly in downtowns. While these persons happen to be in downtown for other reasons or purposes, they often find shopping during lunch hour or after work a convenient and pleasant diversion. It is particularly effective if the stores offer lines of merchandise that are not found where the employee or tourist lives.

# 4.0 Letters of Agency Comment and Support

BOISE CITY OF TREES

BOISE PARKS & RECREATION

H. BRENT COLES MAYOR

COUNCIL MEMBERS

CAROLYN TERTELING COUNCIL PRESIDENT MIKE WETHERELL COUNCIL PRO TEM

SARA BAKER
PAULA FORNEY
ANNE STITES HAUSRATH
M. JEROME MAPP

RECEIVED

JUL 1 5 1938

PLUTION DOPT CHY OF

July 14, 1998

Mr. Bill King, Neighborhood Planner Boise Planning & Development 150 N Capitol Blvd Boise ID 83702

Dear Bill:

This letter is intended to express the support and commitment of Boise Parks & Recreation Department's Community Forestry Unit for the Vista Vision Neighborhood Plan.

Over the last several months, Forestry staff has reviewed the draft documents you have submitted and have found it to be very well-organized with clearly defined goals and objectives. Community Forestry staff looks forward to working closely with the Vista Neighborhood Association toward making the Vista Vision Neighborhood Plan a success.

Thank you for the opportunity to contribute.

Sincerely,

Dan Desjarlais, City Forester Community Forestry Unit

Boise Parks & Recreation Department

Attachment &

10

BOISE CITY
COMMISSION

P.O. Box 1015 - Boise, Idaho 83701-1015

RECEINED

September 18, 1998

The Honorable Mayor H. Brent. Coles Boise City Council The City of Boise 150 North Capitol Boulevard Boise, Idaho \$3701 DEVELOPMENT SERVICES

SEP 21 1998

Dear Mayor Coles and members of the Boise City Council:

As identified in the Metro Arts Plan and Boise City's Comprehensive Plan, the Boise City Arts Commission is supportive of revitalization and neighborhood stabilization strategies that integrate quality cultural components into our communities.

On behalf of the Boise City Arts Commission (BCAC), I am pleased to affirm the commitment of the BCAC to the Vista Vision Neighborhood Plan, and to the assumption of our responsibility for helping make this plan a success.

With Boise's Public Art Coordinator, Karen Bubb, I have met with Sue Pisani of the Vista Neighborhood Association. We look forward to further discussions regarding how the BCAC could facilitate two specific action items identified in the Vista:

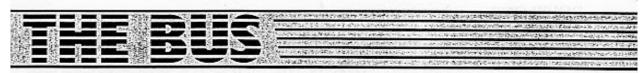
- Action Chart: Land Use: Project LU15 Coordinate with public and private agencies to construct monuments, art and public open spaces within mixed-use or pedestrianoriented projects
- Action Chart: Streetscape Image Plan Program SIP1 Promote cultural expression through use of sculpture, performing arts, painting and music at neighborhood entryways, important street intersections, and community gathering places.

Thank you for recognizing the role of the arts in the revitalization of our neighborhoods.

Sincerely

Kris Tucker, executive director Boise City Arts Commission

Attachment A



Boise Urban Stages

September 10, 1998

Mr. Bill King Boise City Planning and Development 150 N. Capitol Boulevard P.O. Box 500 Boise, ID 83701-0500

SEP 1 1 1998

DEVELOPMENT SERVICES

Dear Bill:

Thank you for the opportunity to comment and provide input on the development of the Vista Vision Neighborhood Plan - Discussion Draft No. 3. After reviewing the proposed plan and discussing it with you and Sue Pisani of the Vista Neighborhood Association, I believe you have developed a sound plan that will encourage use of public transportation while at the same time preserving the overall integrity and character of the neighborhood.

The Plan notes that new development and changes in the street pattern should be designed to support transit facilities through the provision of bus stops, bus pullouts, and passenger shelters. Further, I understand the Plan encourages commercial building entrances to be oriented in a manner that are easily accessible to transit stops. These proposed actions and strategies will help encourage use of public transportation in the area.

On behalf of Boise Urban Stages (THE BUS) I am pleased to affirm the commitment of THE BUS to the Vista Vision Neighborhood Plan. We look forward to working with the City of Boise and the Vista Neighborhood Association in implementing the Plan.

Congratulations on producing such a fine work. Let me know if I can be of further assistance in any way.

Sincerely.

Lewis May

General Manager

Attachment

4788 S. Orchard • 





# Independent School District of Boise City #1

Boundaries, Transportation, and Safety 1207 W. Fort Street - Boise, ID 83702 (208) 338-3661 Fax (208) 338-5376

July 6, 1998

DECEIVED

The Honorable Mayor H. Brent Coles Boise City Council The City of Boise 150 North Capitol Boulevard Boise, ID 83701 MAYOR'S OFFICE

COPY RECEIVED MAYOR CITY COUNCIL

Dear Mayor Coles and members of the Boise City Council:

The Independent School District of Boise City is fully aware of the revitalization and neighborhood stabilization strategies of the Vista Vision Neighborhood Plan and of our role in such effort.

On behalf of Boise Schools I am pleased to affirm the commitment of the Boise School District to the Vista Vision Neighborhood Plan, and to the assumption of our responsibility for helping make that plan a success.

Sincerely,

Sarah Stobaugh

Supervisor of Transportation and Traffic Safety

Attachment A

FIRE DEPARTMENT RENN M. ROSS CHIEF



H. BRENT COLES MAYOR

COUNCIL MEMBERS

COUNCIL PRESIDENT MIKE WETHERELL COUNCIL PRO TEM

SARA BAKER PAULA FORNEY ANNE STITES HAUSRATH M. JEROME MAPP

September 16,1998

Dear Mayor Coles:

The Boise City Fire Department has worked with the Vista Neighborhood Association to identify ways to improve the emergency services for their area. Improvements identified have been included in the Vista Vision Neighborhood Plan. Implementation of these improvements will significantly increase the chances for a favorable outcome, if and when emergencies occur.

The Department will continue to work to bring about these improvements by including the needs in the regular budget process and by working in partnership with other agencies who may have direct jurisdiction for the service.

Sincerely,

Lan Smith,

Deputy Chief

LS/bt

POLICE DEPARTMENT LARRY A. PAULSON CHIEF OF POLICE



H. BRENT COLES MAYOR

COUNCIL MEMBERS

CAROLYN TERTELING COUNCIL PRESIDENT MIKE WETHERELL COUNCIL PRO TEM SARA BAKER PAULA FORNEY ANNE STITES HAUSRATH M. JEROME MAPP

July 30, 1998

The Honorable Mayor H. Brent Coles Boise City Council The City of Boise 150 North Capitol Boulevard Boise, Idaho 83701

Dear Mayor Coles and Members of the Boise City Council:

The Boise Police Department is fully aware of the revitalization and neighborhood stabilization strategies of the Vista Vision Neighborhood Plan and of our role in this effort. This plan has been reviewed and input gathered from our Crime Prevention Unit, Patrol Division, and Planning Section.

On behalf of the Boise Police Department, I am pleased to affirm our commitment to the Vista Vision Neighborhood Plan, and to the assumption of our responsibility for helping make the plan a success.

Sincerely,

Larry A. Paulson Chief of Police

LP/jv

7200 BARRISTER DRIVE • BOISE, IDAHO 83704-9217 • 208/377-6670 • FAX 208/377-6668
An Equal Opportunity Employer

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# CITY OF BOISE

INTRA-DEPARTMENT CORRESPONDENCE

Date: July 20, 1998

To:

BILL KING

PLANNING AND DEVELOPMENT SERVICES

From:

RON REDMOND

PUBLIC WORKS

Subject:

DRAFT VISTA NEIGHBORHOOD PLAN

The draft plan was circulated through Public Works for comments from staff on the full range of Public Works concerns. With this draft, very minor changes were identified and they are noted on the circulated text attached. Public Works supports the plan and applauds the planning effort that has been undertaken for this area. We would like to emphasize that when actual projects are initiated that Public Works be contacted for coordination. Street lighting, tree planting, landscaping and storm water disposal are interrelated issues where one can affect or encumber the other. Our staff can assist with ideas and recommendations that may preclude problems and provide enhancements when the projects get ready to move ahead to construction.

RR/njs

Attachment

cc:

SF PWE 052 2.4

4WP/Ron/vista

Attachment,

# interoffice MEMORANDUM



SEP 17 1998

DEVELOPMENT SERVICES

To:

Bill King, Neighborhood Planner

From:

James R. Mall Director BPR

Date:

September 8, 1998

Subject:

Vista Vision Neighborhood Plan (CAR-98-26)

The Boise Parks & Recreation Department has reviewed the subject planning document for consistency and concurrence with the adopted Boise Comprehensive Parks & Recreation System Plan. It appears that the proposed plan's Parks, Recreation, and Community Forestry elements are substantially in line with adopted Parks & Recreation Plan element. The majority of the plan's action chart recommendations related to Boise Parks & Recreation are being actively pursued by the Department. BPR recommends approval of the Vista Vision Neighborhood Plan with the following minor changes:

#### Page #

2-18 (Action Chart) VIP 1 & VIP 2:

#### Recommendations

The Boise City Parks & Recreation Department should be listed as a specific implementing agency. BPR currently maintains the majority of landscaped R.O.W. area in the City. BPR notes that increased City maintenance responsibilities for new R.O.W. landscaping areas will require additional funding authorization by the Mayor and Council.

2-25 (Action Chart) PR6:

The adopted Parks & Recreation System Plan's Trail element already supports preservation of the New York canal for future use as part of a "South Boise Loop" trail system, a multi-use pathway. Preservation of the canal is an on-going activity. Planning for future management of a multi-use recreational trail on the canal is more likely to be 6 to 20 years out. BPR recommends PR6 time frames be amended as such and language of this recommendation be changed to read:

"Continue efforts to preserve the New York Canal for creation of the South Boise Loop trail system. Development of a management plan to address appropriate recreational uses, user safety, capital improvements, maintenance and continued canal operation should be a long term goal.

Attachment A





October 13, 1998

TO:

Sue Pisani

Vista Neighborhood Association

1809 Hervey St. Boise, ID 83705

FROM:

Karen Gallagher, Coordinator

Planning & Development

SUBJECT:

CAR98-26 Vista Vision Neighborhood Plan

Your application for the above referenced project was acted on by the Commissioners of the Ada County Highway District on October 7, 1998. The attached staff report listed recommended changes to the Neighborhood Plan.

If you have any questions, please feel free to call me at 387-6170

KG

cc: Plan & Dev-chron/file John Edney Chuck Rinaldi

ada county highway district

318 East 37th • Boise, Idaho 83714-6418
Phone (208) 387-4100 • FAX (208) 345-7650 • F-mail: tellus@achd.ada.id.us

## ADA COUNTY HIGHWAY DISTRICT

Planning and Development Division Development Application Report

ACHD Commission Date - October 7, 1998 - 12:00 p.m.

CAR98-26

Vista Vision Neighborhood Plan

Boise City's Comprehensive Planners have submitted a neighborhood plan for the Vista neighborhood as called for by the Comprehensive Plan. The area is generally bounded by Overland Road on the north, Federal Way on the east, the New York Canal on the south, and Roosevelt Street on the west.

Boise City staff has met with ACHD prior to submittal of this draft for adoption. There are several issues that staff recommends additional or different language be adopted. The "Plan Implementation" on page 2-2 explains how the plan is organized. Please read the definition of an implementor and an advocate; this is where ACHD's involvement is established.

The text changes proposed by staff are in italic and bolded with a comment, explanation or recommendation below the issue.

Land-Use: Action Chart (page 2-8):

LU 13 Continue the current ACHD program of allowing individual assessments for reduced transportation impact fees for mixed-use projects.

Explanation: The added text clarifies how the fees are reduced.

LU 17 Amend the zoning ordinance such that on-street parking for pedestrian-oriented or mixed-use projects along Federal Way, Overland Road and Vista Avenue count toward fulfilling the parking requirements.

Recommendation:

Eliminate this proposal, or explain both here in LU 17 and on page 2-5 that the District has no plans to widen Vista Avenue or Overland Road with additional traffic lanes, nor to provide parking lanes. Additional street width for parking lanes would require purchasing buildings and removing on-site parking. Such as effort would take the full support of the adjoining property owners. The plans for Federal Way include 5 lanes, a detached pedestrian and bike path, but no parking lanes. The current text is misleading and might infer that the District will widen these streets in the future to provide the parking lanes. The District is supportive of on-street parking where feasible. By listing Boise City and Boise Urban Stages as implementors of this action with ACHD as an advocate does not provide sufficient evidence to convince staff that this proposal is feasible.

LU 18 Amend the zoning ordinance to set minimum and maximum off-street parking requirements for mixed-use and pedestrian oriented developments.

Comment: ACHD is listed as an implementor to <u>help</u> amend the ordinance, not to implement the parking requirements.

# Mobility: Action Chart (page 2-13):

M 7 Paint crosswalks where Nez Perce Street and Palouse Street intersect all Vista Avenue street intersections between Nez Perce and Targee, and at all signalized intersection. Conduct a safety study to determine appropriate treatments for crosswalks at unsignalized intersections increase pedestrian safety. Make needed improvements in signage, lighting, or other improvements to increase pedestrians' safety, convenience and visibility at crosswalks bring the safe use of these crosswalks to an acceptable level.

Explanation: ACHD already paints crosswalks at the signalized intersections on Vista Avenue.

Painting a crosswalk at an uncontrolled intersection may increase pedestrian-vehicular conflicts, because the pedestrian feels "safe" in the crosswalk. Staff recommends studying the proposal before implementation. Staff recommends striking the words "acceptable level" which deals with safety, because it is very difficult to measure. Staff recommends adding Boise City as an implementor to deal with the lighting mentioned.

M 9 Construct sidewalks as identified in the Mobility Vision Map using Boise City's neighborhood reinvestment, ACHD's Neighborhood Enhancement Program and school safety funds. ACHD's Five Year Work Program funding may be utilized for sidewalks on collector streets. Vista Neighborhood Association will assist in the prioritization of which sidewalk segments would be constructed, recognizing that not all sidewalks listed will be built within the horizon of this plan.

Explanation: Clarifying which agency sponsors which funds and adding a program.

M15 Within pedestrian-oriented and mixed-use developments, require that the primary building entrances front onto a public sidewalk. Utility location will need to adjust to this priority need.

Recommendation: This item does not apply to ACHD. Remove ACHD from the list as an implementor. Consider rewording the last sentence regarding utilities to clarify intent. Overhead utilities and irrigation facilities in the Vista Neighborhood could conflict with buildings fronting on the sidewalk, unless alleys are

provided.

VistaVision.wpd Page 2

## Streetscape Image Plan: Action Chart (page 2-17):

SIP 6 Plan, design and construct streets with allowance for street trees, on-street parking, and separated sidewalks where feasible. Specifics of each street segment design will vary. Vista Neighborhood Association will initiate project by identifying and prioritizing which street segments to study and then submit applications for such streets to ACHD's Neighborhood Enhancement Program.

Explanation: The Neighborhood Enhancement Program has been established by the District to prioritize neighborhood requests, such as these.

#### Vista Avenue Improvement Plan: Action Chart (page 2-18):

VIP 2 Identify which segments of the Vista Avenue right-of-way can accommodate on-street parking, wide sidewalks, street furniture zones, street trees and landscape planters, pedestrian-oriented lighting, and information kiosks. For such sites, plan, design and construct such features.

In order to (1) identify feasible ways to retain and enhance residentially zoned areas along Vista Avenue; (2) learn whether or not the traffic volume threshold can be balanced with a liveable street scene; and (3) improve the "Gateway" status of Vista Avenue, study alternative roadway designs using the existing street section and the existing right-of-way of Vista Avenue between Nez Perce Street and Targee Street that incorporate some or all of the following: on-street parking, street trees, landscaped medians, street furniture zones, sidewalk bulb-outs and crosswalks. Submit finds of the feasibility study to the ACHD Commission and Boise City review boards.

Explanation: This new language was proposed by Boise City staff and the Vista Neighborhood Association. ACHD staff supports the proposed text, because it clarifies that the new improvements are to be done without widening Vista Avenue.

VIP 3 At neighborhood node locations (see Vision Map), construct crosswalks to promote continuity between sidewalks (possibly using stamped concrete or bulb-outs) and to ensure the safety of traffic. Sidewalk bulb-outs are especially needed along Vista Avenue's residential section; between Nez Perce and Targee, but only where on-street parking is allowed.

Explanation: As stated above, staff is not convinced that on-street parking on Vista Avenue is feasible. Without on-street parking, sidewalk bulb-outs are not possible. Staff is unclear how crosswalks "ensure the safety of traffic." Staff recommends that ACHD be changed from an implementor to an advocate.

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#### Public Utilities and Services: Action Chart (page 2-27):

PU 4 Conduct a study of the Central Bench storm drainage system to establish the following: (a) existing problem areas; (b) appropriate remedial actions; (c) associated costs to mitigate existing problems; (d) implementation schedule.

Comment:

The District's Drainage Division has this study scheduled for funding in 2001. This study will prioritize the drainage issues for the entire Central Bench. The District plans to address the highest priority issues first, which may or may not be in the Vista Neighborhood.

#### Police and Fire Protection Services: Action Chart (page 2-31):

PF 7 Upon approval from the Union Pacific Railway, install secondary emergency access roadways to connect with Annett Street, east of the railway tracks. Coordinate maintenance and design issues with ACHD:

Recommendation:

Change ACHD from an implementor to an advocate. In order gain access over the railway tracks, these roadways will mostly likely be restricted to emergency vehicles, in which case ACHD would not be an implementor. Staff is unclear what the last sentence means.

Should you have any questions or comments, please contact the ACHD Planning and Development staff at 387-6170.

Submitted by:	Date of Commission Action:
Karen Gallagher	October 7, 1998

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