

THE WEST VALLEY COMMUNITY CENTER PLAN

Goals, Objectives and Policies



Boise, Idaho — September 18, 2002



**THE WEST VALLEY
COMMUNITY CENTER PLAN**

**A
NEIGHBORHOOD PLAN
FOR USTICK AND FIVE MILE**

**AN ELEMENT
OF THE
BOISE CITY
COMPREHENSIVE PLAN**

Boise, Idaho — September 18, 2002

Acknowledgment S

The West Valley Community Center Plan



The dedicated work of the 1999 Boise Class of the University of Idaho School of Architecture and the unselfish efforts of the staff of the Idaho Urban Research and Design Center in Boise in cooperation with the Treasure Valley Futures Project is gratefully acknowledged in the preparation of this plan and without whose help this plan would not have been possible. The West Valley Neighborhood Association, Inc. would also like to acknowledge the many neighbors, numbering over 150 in all, who donated their many skills and hundreds of hours of labor in the creation of this plan and the vision that it embraces. To the extent that this plan enhances our way of life in the West Valley, to them goes all the credit.

**THE WEST VALLEY COMMUNITY CENTER PLAN
GOALS, OBJECTIVES AND POLICIES**

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CHAPTER 1

INTRODUCTION

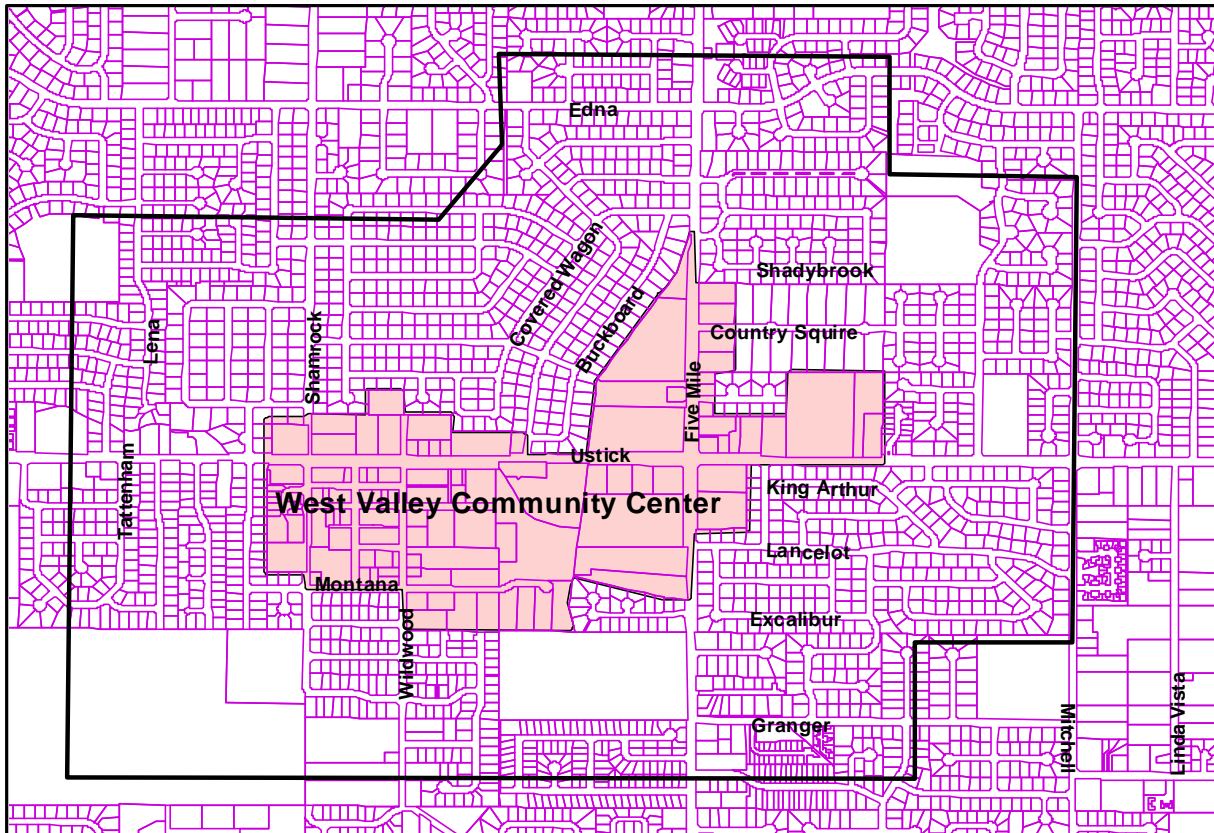
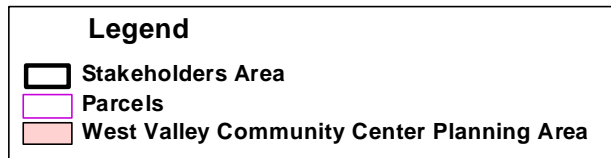
THE WEST VALLEY COMMUNITY CENTER PLAN

1.1 INTRODUCTION

The West Valley Neighborhood Association, Inc., set out in the fall of 1998 to create a site specific plan to revitalize the old town site of Ustick and the adjacent retail area near the intersection of Ustick and Five Mile Roads and to recreate the neighborhood's own community center full of healthy businesses, workplaces, and gathering places. The area was chosen for two reasons. First, this is near the geographic center of the West Valley Neighborhood. Second, the town site of Ustick represents the earliest development in the neighborhood. Ustick expanded rapidly in the early 1900's until at its height it was a suburban community center with an interurban rail station, its own local bank, packing facilities supporting the local orchard industry, grocery and general mercantile facilities, a creamery, and the homes of many families prominent in the history of Treasure Valley. To this day, the atmosphere and way of life in Ustick is something special to be protected and cultivated for all to enjoy.

A vision of a multifaceted community center with convenient neighborhood shopping, pleasant surroundings, a place to walk, play, and visit with our neighbors emerged in the minds of the Neighborhood. A task force was established to explore the possibilities. Everyone acknowledged that one key would be to create a visual impression that would focus attention on the community center. The Boise City Comprehensive Plan encourages local neighborhoods to assess their areas in detail and prepare supplemental neighborhood plans that can then be adopted as elements of the Boise City Comprehensive Plan. This plan contains the vision, hard work, hopes and dreams of more than two hundred individuals that actively participated in some portion of the planning process together with the four hundred nine neighbors within one half mile of the planning area that took the time to fill out a comprehensive survey and return it.

West Valley Community Center Vicinity



1.2 NEIGHBORHOOD PARTICIPATION

Neighborhood participation has been a critical element and a driving force of this plan. The process started with Treasure Valley Futures grant and visioning process with the neighborhood. A steering committee was formed to formulate the ideas and concerns of the neighborhood. The following is a list of the formal meetings that brought this plan together.

- June 8, 1999, core committee Plan Meeting
- September 8, 1999, Neighborhood Kickoff Barbecue
- October 28- 30 1999 Idaho Urban Research and Design Center/ Treasure Valley Futures Design weekend
- Fall 1999 Neighborhood Survey by Dave Patton, Boise State University (BSU) Professor
- November 17, 1999 Presentation and review of Neighborhood Plan
- December 7, 2000 Neighborhood meeting for plan
- January 18, 2001 Annual Membership Meeting and Plan Discussions
- May 17, 2001 Draft Plan Presentation to Neighborhood
- June 13, 2001 Referral to City, County and quasi-public agencies for review.

In addition, throughout the entire plan process dozens of meetings were held as committees and groups of neighbors met with designers, planners and engineers to completely analyze every detail of the plan.

The result of these meetings is a neighborhood plan with numerous innovative and trend setting con-

cepts that will make the West Valley Neighborhood stand out as an example of a livable community for years to come.

The boundaries of the West Valley Community Center Plan were selected to encompass (i) the existing commercial, office, and retail area at the intersection of Five Mile and Ustick Roads, (ii) the medium density residential properties near the intersection, (iii) the portions of the old Ustick Town site which were not yet modernized and subdivided into modern residential developments, and (iv) the areas immediately surrounding i, ii, and iii, above, which have the potential to be developed or redeveloped due to their state of development, size of parcel, and the age of the structures.

1.3 THE VISION

The residents and property owners of the original town site of Ustick, with the support of local neighbors and the West Valley Neighborhood Association developed a vision of creating a friendly neighborhood center at the original town site of Ustick with gathering places for neighborhood activities, cafes, shops, civic facilities and a choice of residences for all ages and incomes. Providing links to the shopping at the arterial intersection of Ustick Road and Five Mile is also very important as the neighbors value opportunities to walk and bicycle to these nearby destinations. By providing adequate community shopping opportunities and encouraging local employment opportunities, the West Valley Community Center Plan will have a desirable effect of reducing the number of trips and distance of travel on the overcrowded road networks while providing an enhanced quality of life for the entire West Valley Neighborhood.



Ustick Merc, with Mural

CHAPTER 2

POLICIES

THE WEST VALLEY COMMUNITY CENTER PLAN

2.1 THE PLAN

The planning area encompasses areas that are best suited to a variety of uses, either because of historical uses, neighborhood needs, or other land availability and use factors. The planning area has been divided into seven separate sections, each with a distinctive use or character.

Section A. The old town site of Ustick or “Ustick Center.”

Section B is a Mixed Use area on North Five Mile. Section C is a Mixed Use/Medium Density Residential area.

Sections D-1 and D-2 are existing apartment complex areas.

Section E is the conventional neighborhood commercial area at the intersection of Five Mile and Ustick Roads, which includes the Albertson’s store.

Section F is an area at the east edge of the planning area suitable for residential-office-institutional development.

Included with the plan are maps of the planning area to help show land use, zoning and transportation. When the plan refers to a “Section,” it is referring to the areas on the proposed land use map. (See Proposed Comprehensive Plan Land Use Designations map, page 10.)

2.2 POLICIES CHAPTER ORGANIZATION AND IMPLEMENTATION

This chapter is organized using the elements of Community Design; Land Use; Transportation; Parks, Recreation, and Cultural Resources; and Economic Development. Each element includes the goal, objectives, and policies or actions prescribed for achieving each of the objectives.

Objectives and policies in the Land Use Element refer to various sections of the planning area (i.e. Sections A, B, etc.). These land use sections are delineated on the Proposed Land Use map located within the Land Use Element of this document.

The actions and policies are the tools needed to implement the neighborhood plan. These implementing tools are further categorized as programs, projects, new regulations, and development review policies. The categorical distinctions are important in determining the level and nature of effort required on the part of agencies and organizations. The four approaches to implementation are described in more detail as follows:

Programs generally refer to long-range monitoring, organizing, communications, and similar efforts. Neighborhood volunteers perform many pro-

grams, though some may require involvement and even direct action by local government staff.

Projects refer to construction projects requiring an expenditure of funds and/or physical assets. Implementation requires projects to be 1) placed on an agency capital improvement plan, 2) funded through the Neighborhood Reinvestment Program, 3) funded by an agency department budget, or 4) funded through some other means.

New Regulations result from new ordinances or amendments to the Boise City Code or other agency policies and laws. New ordinances and amendments must be adopted in order to achieve plan objectives. Actions under this category typically refer to amendments to Boise City's zoning code.

Development Review Policies are utilized by the Boise Planning Staff and the Planning and Zoning Commission or other decision-making bodies in their review of development projects. Ada County Highway District Staff and Commission are potential implementers. Use of this tool is generally limited to those projects subject to discretionary review, including conditional use permits, zone changes, and other entitlement processes.

Amendments to the Boise City Comprehensive Plan Land Use Map are a large part of the implementation of this plan. Land Use Map amendments are to be adopted concurrent with the adoption of this neighborhood plan.

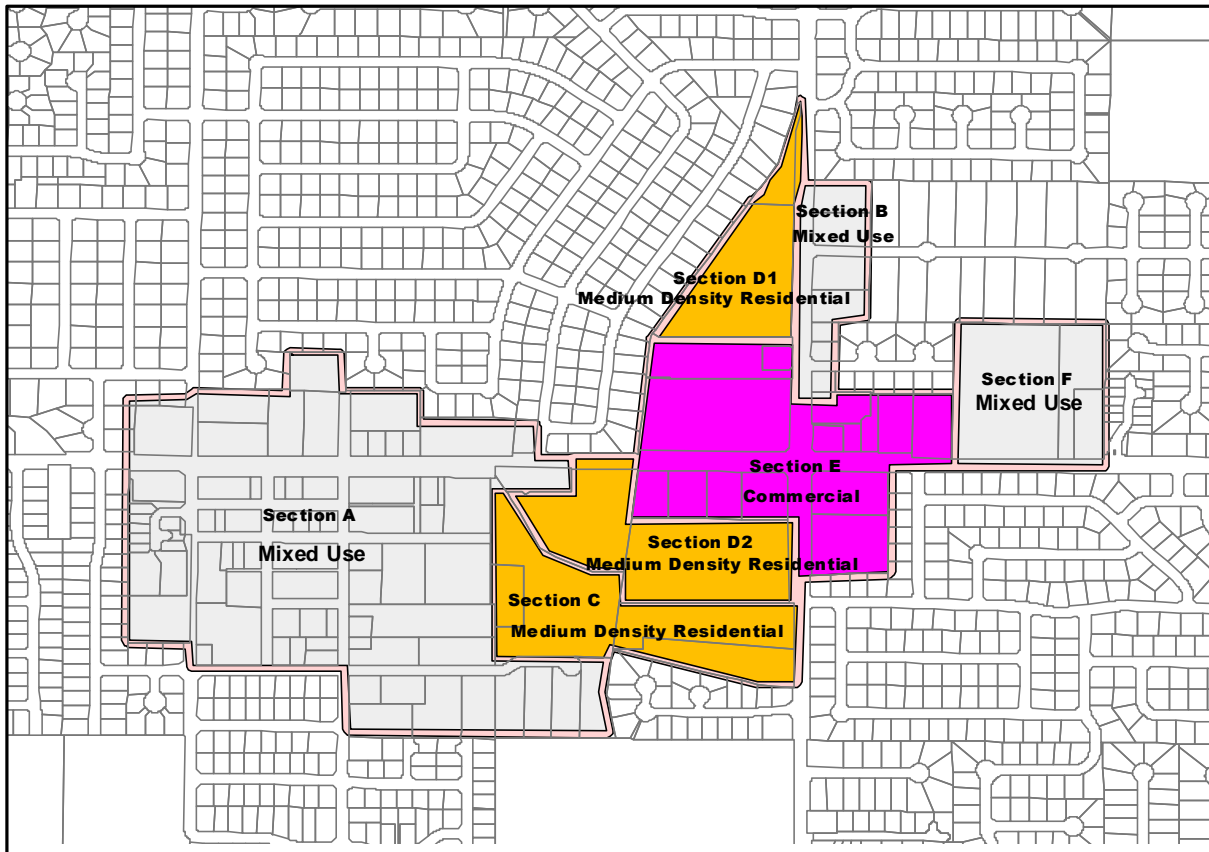
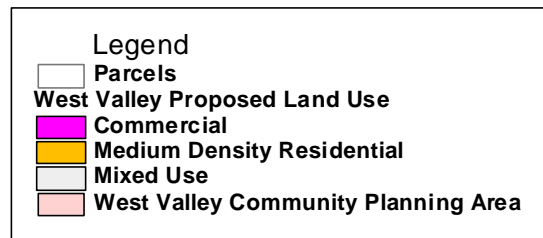
Some policies are explicit in how they are to be implemented. For clarity, however, the anticipated implementation is noted at the end of each of the policies in this chapter. Some policies might require more than one approach. Facts and circumstances that come to light at the time of implementation will shape what approaches are actually used to implement a policy.

Many policies in the plan call for new regulations and, specifically, for a new neighborhood-specific zoning classification. The new zoning classification is described in this and other chapters of the document as a *performance-based zoning classification*. Pending adoption of the a new zoning classification, these policies will be implemented via the adoption of the Pedestrian Commercial, N-O, R-1-C, R-1-M, and C-1 zones. Planning staff may also use any discretionary review process applicable to new development or a project.

Old Ustick Creamery



Proposed Comprehensive Plan Land Use Designations



2.3 Land Use

GOAL	OBJECTIVE	POLICIES
<p>Create a center of commercial and social activity for the neighborhood and community, through development that is: (i) compact, (ii) livable for a wide range of ages and life-styles, (iii) supportive of neighborhood businesses, (iv) supportive of convenient pedestrian access, (v) provides housing for sectors of the population not currently represented adequately in the housing mix within the planning area, (vi) promotes the long-term economic and social health of the neighborhood.</p>	<p>Objective 1 Promote development of a scale and design compatible with residential uses and supportive of pedestrian activity.</p>	<p>1) Create a performance-based neighborhood overlay district intended to expedite the issuance of entitlements while assuring the goals of the West Valley Community Center Plan are met. New Regulations</p>
	<p>Objective 2 For Ustick Center in Section A, encourage a mix of both residential and commercial development in and around the original Ustick Town site plat which is architecturally harmonious with the character of the neighborhood during its heyday, circa 1915.</p>	<p>1) The Ustick Center (Section A) area is encouraged to develop with a mixture of single-family detached and attached housing, on a variety of lot sites. Until a specific zoning district is adopted for this area, appropriate implementing zones are the PC (Pedestrian Commercial), C-1 (Neighborhood Commercial), N-O (Neighborhood Office), R-1-C and R-1-M (Single Family Residential) districts. Attached residential uses are allowed and encouraged in this area as part of permitted retail uses, or as separate but integrated uses. Development Review</p> <p>2) Small-scale business uses are encouraged to develop within the residentially zoned portions of the Ustick Center area. Until a performance zone is adopted the PUD process and/or the home-occupation permit process shall be the means used to control these uses. Development Review</p> <p>3) The properties fronting on Ustick are encouraged for development as pedestrian-oriented retail. Development Review</p> <p>4) All residential, retail and mixed used development in the Ustick Center area shall comply with the design guidelines included in the Community Design chapter of this plan. Development Review</p> <p>5) For the area delineated on the Ustick/Five Mile Proposed Land Use Map as Section A (Ustick Center), amend the Boise City Comprehensive Plan Land Use Map from <i>Commercial and Residential/Low Density-4</i> to <i>Mixed Use</i>. Programs</p>

**Land Use goals, objectives and policies
(continued)**

GOAL	OBJECTIVE	POLICIES
(continued)	<p>Objective 3 Promote the development of a mix of office, residential, and pedestrian-oriented commercial uses with an emphasis on attractive design for the Mixed Use area along Five Mile Road in Section B.</p>	<p>1) Support zoning changes to allow office and pedestrian-friendly commercial uses while taking measures, such as development agreements, planned developments, and overlay zoning, to achieve compatibility and an appropriate scale and design of office, commercial, and residential development. New Regulations, Development Review</p> <hr/> <p>2) For the area delineated on the Ustick/Five Mile Proposed Land Use Map as Section B (Mixed Use) amend the <i>Boise City Comprehensive Plan Land Use Map from Residential/Low Density-4 to Medium Density Residential</i>. * New Regulations</p>
	<p>Objective 4 For the Mixed Use/ Medium Density area in Section C, encourage a mix of medium-density residential living opportunities as an alternative to conventional apartment living. Small commercial areas for easy use by local pedestrian residents are encouraged.</p>	<p>1) Encourage land uses which promote (i) diverse housing options for independent living, and (ii) small offices and shops catering to the needs of residents of this area. Development Review</p> <hr/> <p>2) Allow higher densities and greater flexibility as part of a planned unit development (PUD) or in connection with a development agreement provided mixed uses and home ownership opportunities are incorporated into the project. Development Review</p> <hr/> <p>3) Allow public facilities such as neighborhood parks, libraries, community clubhouses, and youth centers within this area. Development Review</p> <hr/> <p>4) For the area delineated on the Ustick/Five Mile Proposed Land Use Map as Section C (Mixed/Med Density Residential), amend from <i>Residential/Low Density-4 to Residential/Medium Density</i>. New Regulations</p>

**Land Use goals, objectives and policies
(continued)**

GOAL	OBJECTIVE	POLICIES
(continued)	<p>Objective 5 Maintain and support existing multiple family uses in Sections D1 and D2, and new activity supportive of these uses in the areas already developed as medium density apartment residential living areas. Encourage a diversity of ages and income levels in these medium density residential communities.</p>	<p>1) Support enhancements to the existing residential developments in Sections D1 and D2 for the purpose of maintaining their livability and their positive impact on the neighborhood. Development Review, Programs</p> <hr/> <p>2) Support developments that provide daytime office uses that cater to the neighborhood’s needs rather than serving a wide, automobile-dependent market area. Development Review, Programs</p>
	<p>Objective 6 Maintain and support existing uses, and new activity supportive of these uses, in the areas already developed as Neighborhood Commercial (Section E) at the intersection of Five Mile and Ustick Roads.</p>	<p>1) Neighborhood will consider campaigns and programs to support local merchants and seek out ways to help and support businesses to be successful in their community. Programs</p> <hr/> <p>2) Encourage diverse business enterprises, catering to neighborhood needs with a pedestrian scale. Programs</p>
	<p>Objective 7 Encourage institutional uses or a mix of institutional, medium density residential, and office development in the Residential-Office-Institutional area, Section F on the Land Use Map.</p>	<p>1) Through the use of planned developments and development agreements, encourage a mix of medium density residential, institutional, and neighborhood office/commercial uses in Section F. Development Review</p> <hr/> <p>2) Discourage the development of any single residential or office use of greater than 4 acres in the Residential-Office-Institutional area. Development Review</p>

(continued)

**Land Use goals, objectives and policies
(continued)**

GOAL	OBJECTIVE	POLICIES
(continued)	Objective 7 (continued)	3) Encourage development that is compatible with existing uses, and incorporates variety in both architecture and structure types. Development Review <hr/> 4) For the area delineated on the Ustick/Five Mile Proposed Land Use Map as Section F (Residential/Office/Institutional), amend from Residential/Low Density-4 to Mixed Use. New Regulations

The Land Use Element is consistent with the following *Boise Comprehensive Plan* policies:

- Maintain a Land Use Plan map that provides higher residential densities in and around workplaces, shopping places and activity centers, and along designated transit routes (Ch. 8, Obj. 3, Pol. 1).
- Neighborhoods shall be encouraged to assist in implementation of the concepts of new urbanism through their neighborhood plans (Ch. 8, Obj. 3, Pol. 3).
- Create and maintain a land-use plan, zoning standards and design policies that encourage transit-oriented developments (Ch. 6, 6.2, Obj. 5, Pol. 1).
- Pursue a variety of strategies and programs to prevent disinvestment from occurring in the older parts of the community, including but not limited to: promotion of home ownership and a variety of housing opportunities, protection of neighborhood character and maintenance of high quality services and public facilities (Ch. 7, 7.2, Obj. 3, Pol. 3).
- Maintain a Vision Map that depicts opportunities for creating or enhancing activity nodes and linkages between nodes. The map shall provide guidance for where special efforts should be made to create mixed uses and pedestrian-oriented design and to protect and enhance connections to adjacent uses in order to create areas of community focus and activity. The use of specific plans and new urbanism standards shall be encouraged in these areas. The Vision Map is intended to supplement but not take precedence over the Land Use Map and its attendant policies (Ch. 8, Obj. 3, Pol. 2).
 Note: The Ustick and Five Mile intersection is identified as a *community/activity center* on the Vision Map.
- The creation of “single-use” commercial and office districts shall be discouraged, while uses that serve a variety of shopping, entertainment, work and dwelling needs, and have differing hours of operation, shall be encouraged (Ch. 8, Obj. 4, Pol. 6).

2.4 Community Design

GOAL	OBJECTIVE	POLICIES
<p>Achieve a pattern of land use, architecture, circulation and streetscape elements that enhance the identity of the planning area as a center of commercial and social activity for the neighborhood and community.</p>	<p>Objective 1 Establish a performance-based zoning district for the Ustick Center.</p>	<ol style="list-style-type: none"> 1) The following land use and design principles should be used to create a performance-based zone ordinance, applicable to the Ustick Center, Section A on the Proposed Land Use Map to carry out the following land use and design principles: <ol style="list-style-type: none"> a. Homes should be oriented to the streets with front porches and storage sheds/garages in the rear or set back from the front of the house and, where possible, oriented to alleyways. b. Garages should not dominate the building architecture. They shall be set back behind the front of the residential structure and, whenever possible, should take access from alleys. As viewed from the street, garage doors should take up no more than 25% of the width of any residential structure. c. Limit height of buildings to two stories. d. No attempt should be made to separate compatible business use from residential use and combined residential/business structures shall be allowed if compatible with surrounding uses. e. Business parking other than on-street parking should be behind the front setback of the buildings. f. Structures other than residential structures constructed for business or mixed uses should be architecturally harmonious with the eclectic 1915 era Ustick Town site business buildings as exemplified by the Ustick Merc, the Ustick Bank Building, and similar turn-of-the century commercial buildings with store fronts oriented to the streets. g. Business building scale should be in keeping with small town business districts and the maximum building size limited to 15,000 square feet including the gross floor space on all floors. h. Modular lotting and alley concepts should be included to encourage pedestrian friendly residential expansion with variety in size and cost of housing.

(continued)

**Community Design goals, objectives and policies
(continued)**

GOAL	OBJECTIVE	POLICIES
(continued)	Objective 1 (continued)	<ul style="list-style-type: none"> i. Limit the hours or otherwise restrict certain business uses in mixed use areas to mitigate traffic, light, and noise generated by these uses so that after-hours operations, when appropriate, will not have a material adverse impact on the surrounding residential areas. j. Fences shall be designed to encourage interaction among neighbors and to achieve the goals of Neighborhood Watch and similar awareness and self-policing schemes, by applying restrictions on fence height. <p>New Regulations, Development Review</p> <hr/> <ul style="list-style-type: none"> 2) Business parking areas to the rear of commercial buildings should be interconnected with neighboring business parking areas to limit the number of curb cuts necessary on Ustick Road. <p>New Regulations, Development Review</p> <hr/> <ul style="list-style-type: none"> 3) Pending implementation of the performance zone district the Design Review Overlay district will be implemented along with adoption of zone districts to meet plan goals. <p>New Regulations, Development Review</p>
	Objective 2 Facilitate the installation of attractive and distinctive streetscape elements to demarcate Ustick and Five Mile Roads as entrances or gateways to the neighborhood and for the purpose of enhancing the identity of the area as a whole.	<ul style="list-style-type: none"> 1) Establish a historic lighting district along Ustick and Shamrock to correspond with Town Center Section A. The district may facilitate the installation of historic lighting of commercial and multifamily residential property. <p>New Regulations, Projects</p> <hr/> <ul style="list-style-type: none"> 2) Install historic light fixtures along Ustick and Shamrock in Section A. <p>Projects</p> <hr/> <ul style="list-style-type: none"> 3) Ornamental light bases will be added to existing and future light poles beyond Ustick and Shamrock throughout Section A. <p>Projects</p>

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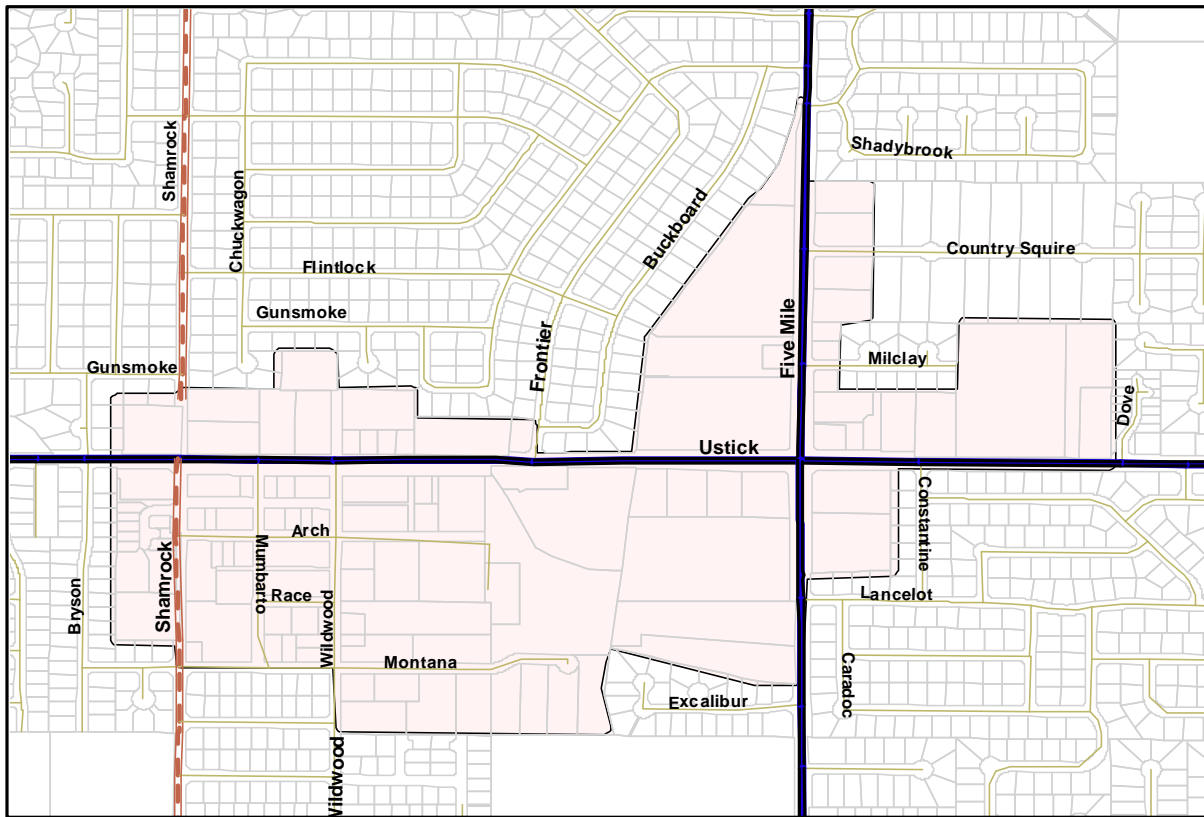
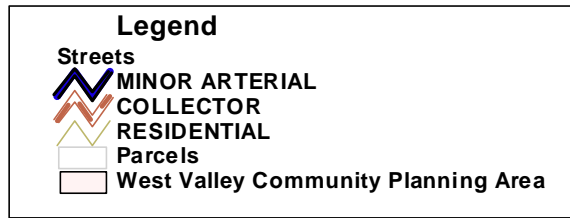
**Community Design goals, objectives and policies
(continued)**

GOAL	OBJECTIVE	POLICIES
(continued)	Objective 2 (continued)	4) Evaluate current landscaping requirements and establish new standards where necessary to achieve adequate street tree density and other landscaping in keeping with the character of the neighborhood. New Regulations <hr/> 5) Install attractive and distinctive streetscape gateway elements to mark the boundaries of the West Valley Community Center. Projects
	Objective 3 Limit use and development to a scale and design compatible with most residential uses and supportive of pedestrian activity.	1) Except in the conventional Neighborhood Commercial development in Section E, limit architecture to scales and types compatible with the surrounding residential and historic commercial structures. New Regulations, Development Review <hr/> 2) Commercial buildings in the conventional Neighborhood Commercial development in Section E should be limited in scale to be compatible with neighborhood shopping but may utilize conventional design. Development Review

The Community Design policy element is consistent with the following *Boise Comprehensive Plan* policies:

- Require a consistent design theme and/or landscape design character along the community’s corridors, reflecting the unique qualities of each district (Ch. 7, 7.2, Obj. 7, Pol. 3).
- Incorporate public art at bus stops, inside buses, within traffic circles, at city gateways, in parking garages and other appropriate transportation-oriented venues (Ch. 5, 5.3, Obj. 2, Pol. 7).
- Assist neighborhood associations and the Neighborhood Enhancement Program to use public art to provide a sense of place or shared identity (Ch. 5, 5.3, Obj. 2, Pol. 8).

Transportation



2.5 Transportation

GOAL	OBJECTIVE	POLICIES
<p>Promote transportation choices to improve access and mobility for a variety of transportation modes, including pedestrian, bicycle, mass transit and automobile. Improve pedestrian circulation and mitigate the impact of vehicular transportation.</p>	<p>Objective 1 Protect what exists of the original Ustick Center grid street system and complete the system in accordance with the original Ustick Town site plat to allow (i) convenient flow of transiting traffic while allowing local traffic; (ii) safe and convenient pedestrian circulation; (iii) preservation of existing street trees; control of traffic speed; and (iv) the maintenance of the character of the existing neighborhood.</p>	<p>1) Adopt and implement the Comprehensive Street Plan created in conjunction with Ada County Highway District (ACHD) staff. (See Attached Appendix B) Projects, Development Review</p> <hr/> <p>2) As development occurs, require development and reconstruction of internal streets within the original Ustick Town site plat utilizing the Rural/Urban street section in accordance with the Comprehensive Street Plan. Projects, Development Review</p> <hr/> <p>3) As land is developed via the subdivision and other development processes, require the expansion and extension of the existing grid/alley street system to include all of Blocks 1 through 12 of the original Ustick Town site plat requiring street cross sections conforming to the Comprehensive Street Plan. See Grid Map below. Projects, Development Review</p> <hr/> <p>4) Encourage pedestrian and bicycle crossings where appropriate to connect residential areas to public transit, cultural, and shopping centers. Projects, Development Review</p>
	<p>Objective 2 Encourage the reconstruction of Five Mile Road in accordance with standards for minor arterials, subject to the special requirements of the Comprehensive Street Plan, while maintaining safe and convenient accommodation for pedestrians and bicycles.</p>	<p>1) Encourage the development of mid-block pedestrian crossings with in-pavement flashing light markings and median islands with Class III street tree species (as recommended by the City Forester) in the islands to encourage pedestrian traffic and enhance crossing safety on Five Mile and Ustick Roads. Projects</p> <hr/> <p>2) Reconstruct the intersection of Five Mile and Ustick Roads incorporating pedestrian safety islands to reduce crossing distances and facilitate pedestrian traffic as a viable alternative to vehicular travel. Projects</p>

(continued)

**Transportation goals, objectives and policies
(continued)**

GOAL	OBJECTIVE	POLICIES
(continued)	Objective 2 (continued)	<p>3) Five Mile Road should ultimately be constructed or reconstructed with sidewalks that are separated from the street curb by a landscape strip large enough to accommodate Class II street trees to enhance pedestrian safety and encourage pedestrian traffic. Projects</p> <hr/> <p>4) Locate street trees and other landscaping, so that eventual expansion of Five Mile Road to five lanes can occur without the removal of significant streetscape elements and mature landscaping. Projects, Development Review</p> <hr/> <p>5) Provide for convenient bus and other multiple occupant vehicle loading and unloading areas within the general street plan. Projects, Development Review</p> <hr/> <p>6) Consider alternative right-of-way designs in order to preserve desirable healthy trees, as determined by the City Forester. Development Review</p>
	<p>Objective 3 Encourage the reconstruction of Ustick Road in accordance with standards for minor arterials, subject to the special requirements of the Comprehensive Street Plan (Appendix B), while maintaining the original Ustick Town site plat intersecting street grid network and maintaining safe and convenient accommodation for pedestrians and bicycles.</p>	<p>1) Except at its intersection with Five Mile Road, Ustick Road will be limited to two active traffic lanes plus a multiuse median. A 96-foot right-of-way will be preserved and pavement laid for two additional traffic lanes. These additional traffic lanes will be used for on street parking until traffic volume necessitates four active traffic lanes then the street parking will be eliminated. Ustick Road will generally be designed to allow through traffic while providing a safe and pleasant environment for pedestrians. Projects</p> <hr/> <p>2) Locate streetscape elements, especially street trees, so that eventual traffic utilization of four active lanes can occur without the removal of significant streetscape elements and mature landscaping. Side street trees will be spaced to allow development of bus and other temporary parking</p>

(continued)

**Transportation goals, objectives and policies
(continued)**

GOAL	OBJECTIVE	POLICIES
(continued)	Objective 3 (continued)	turnouts between trees at such time as the active lane portion of the streetscape is expanded to four lanes. Projects, Development Review
		3) Develop mid-block pedestrian crossings with in-pavement flashing light markings and median islands with Class III street trees in the islands to encourage pedestrian traffic and enhance safety. Projects
		4) Ustick Road should ultimately be constructed with sidewalks that are separated from the street curb by a landscape strip large enough to accommodate Class II street trees. Projects, Development Review
		5) Improve pedestrian access to neighborhood businesses by completing sidewalks along Ustick Road and by making street sidewalk crossings safer for pedestrians. Projects, Development Review
		6) Provide for convenient bus and other multiple occupant vehicle loading and unloading areas within the general street plan. Projects, Development Review

**Transportation goals, objectives and policies
(continued)**

GOAL	OBJECTIVE	POLICIES
(continued)	<p>Objective 4 Encourage the completion of Shamrock in accordance with standards for collector streets, subject to the special requirements of the Comprehensive Street Plan, while maintaining the original Ustick Town site plat intersecting street grid network and maintaining safe and convenient accommodation for pedestrians and bicycles.</p>	<p>1) Make gentle street curves through varying the width of the landscaped area between traffic lanes and sidewalks to give the appearance of a winding roadway to control speed of traffic and attentiveness of drivers and to encourage pedestrian traffic. Projects, Development Review</p> <hr/> <p>2) Where appropriate to the width of the landscaped areas along the street, incorporate Class II and Class III street trees. Projects, Development Review</p>

Original Ustick Townsite



**Transportation goals, objectives and policies
(continued)**

GOAL	OBJECTIVE	POLICIES
(continued)	<p>Objective 5 Create a pathway system throughout the neighborhood to enhance the pedestrian circulation of neighborhood and, where appropriate, bikeways to encourage alternate forms of transportation.</p>	<p>1) Establish a neighborhood pathway plan in conjunction with Boise City Parks Department. Projects, Development Review</p> <hr/> <p>2) Develop creative avenues for obtaining and retaining pathways and pathway easements throughout the planning area with emphasis on the areas adjacent to the numerous neighborhood waterways. Projects, Development Review</p> <hr/> <p>3) Preserve, where existing, and establish, where not currently existing, neighborhood pathway connections for both bicycle and foot traffic to reduce vehicle trips within the neighborhood. Projects, Development Review</p>

The Transportation policy element is consistent with the following *Boise Comprehensive Plan* policies:

- Identify and preserve all feasible arterial crossings of the benches to valley and the Boise River to allow for future transportation options (Ch. 6, 6.1, Obj. 3, Pol. 3).
- New developments shall be required to stub access to adjacent undeveloped parcels, where appropriate (Ch. 6, 6.1, Obj. 3, Pol. 5).
- All new development shall be reviewed for appropriate opportunities to connect to local roads and collectors in adjacent developments (Ch. 6, 6.1, Obj. 3, Pol. 6).
- Motorized traffic may have to experience some inconvenience in order to preserve neighborhoods. (Ch. 6, 6.1, Obj. 1, Pol. 7)
- Design safe and function pathways (Ch. 6, 6.3, Obj. 2). Coordinate with other local governments and private entities to identify and target physical obstacles (to pathways) for removal and other spot improvements (Obj. 2, Pol. 4).
- Coordinate with other entities to develop an assortment of continuous pathway corridors for both recreational and commuting purposes, which connect residents with common destination points such as major employment, shopping, recreation and educational facilities. Potential corridors may include, but are not limited to: The Oregon Trail; bench rims; drainage canals and other water courses; utility corridors; abandoned railway corridors; and existing and planned streets and highways. Consideration of access to these corridors shall include provisions for parking, trailheads, micro-paths and view corridors (Ch. 6, 6.3, Obj. 2, Pol. 3).
- Accommodate appropriate landscaping elements within and adjacent to the public street right-of-way (Ch. 6, 6.5, Obj. 1).

PLAT OF
USTICK
 IN PART OF LOT 2 IN SEC. 3, T. 3 N., R. 1 E.
 SCALE 200 FT. TO 1 INCH.

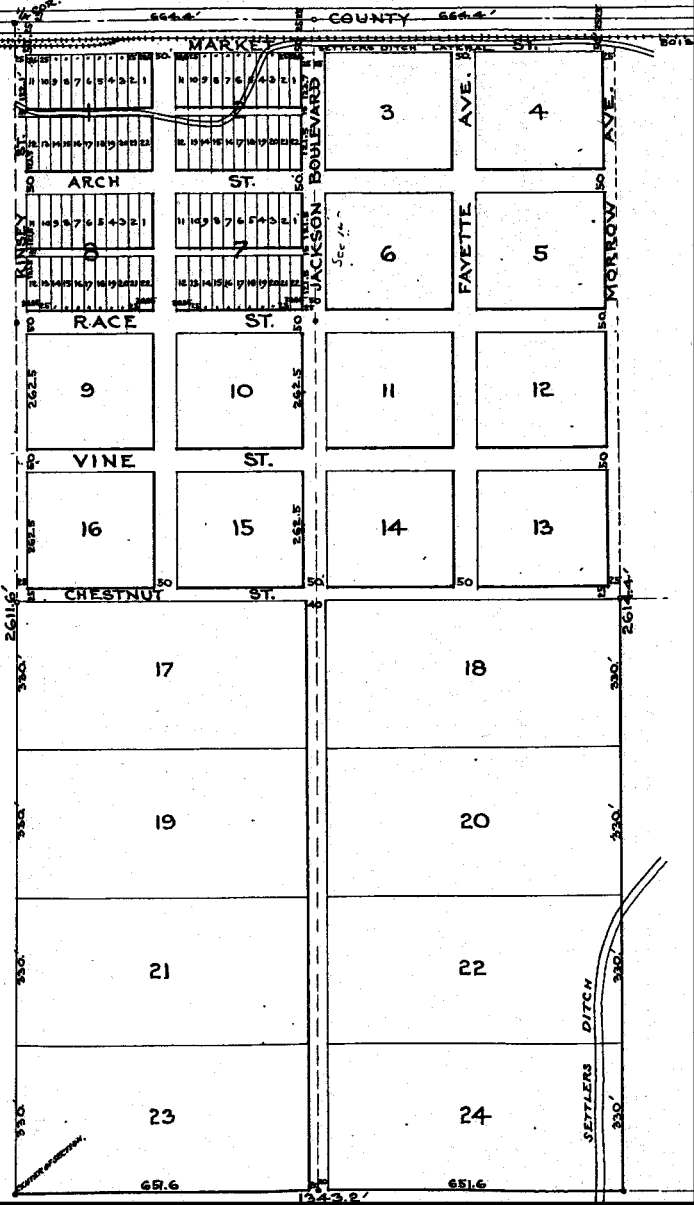
Dedication.
 Know all men by these presents: That I, M. C. Ustick, H. P. Ustick of Boise, County of Ada, State of Idaho, am the owner of the following described lands to wit: Beginning at North 1/4 cor. of sec. 3, T. 3 N., R. 1 E., B. M., thence East on section line 1328.8 ft. to a stone, thence southerly 2614.4 ft., thence West 1343.2 ft. to 1/4 section line, thence North on 1/4 section line 2611.6 ft. to place of beginning, containing 80.14 Acres more or less; And I hereby plat the same to the townsite of Ustick, and dedicate the streets and alleys thereon shown to the use of the public forever.
 Witness my hand and seal this 1st day of May, 1907.
 M. C. Ustick
 H. P. Ustick

State of Idaho } S.S.
 County of Ada }
 On this 1 day of May in the year 1907 before me W. D. Walker a Notary Public in and for said County personally appeared H. P. Ustick known to me to be the person whose name is subscribed to the above certificate, and acknowledged to me that he executed the same; and on this 1 day of May in the year 1907, before me the officer above described, personally appeared Mrs. M. C. Ustick known to me to be the person whose name is subscribed to the above certificate, described as a married woman, and upon an examination without the hearing of her husband, I made her acquainted with the contents of the above certificate, and she thereupon acknowledged to me that she executed the same and does not wish to retract such execution. In Witness Whereof, I have hereunto set my hand and affixed my official seal the day and year first above written.
 W. D. Walker
 Notary Public



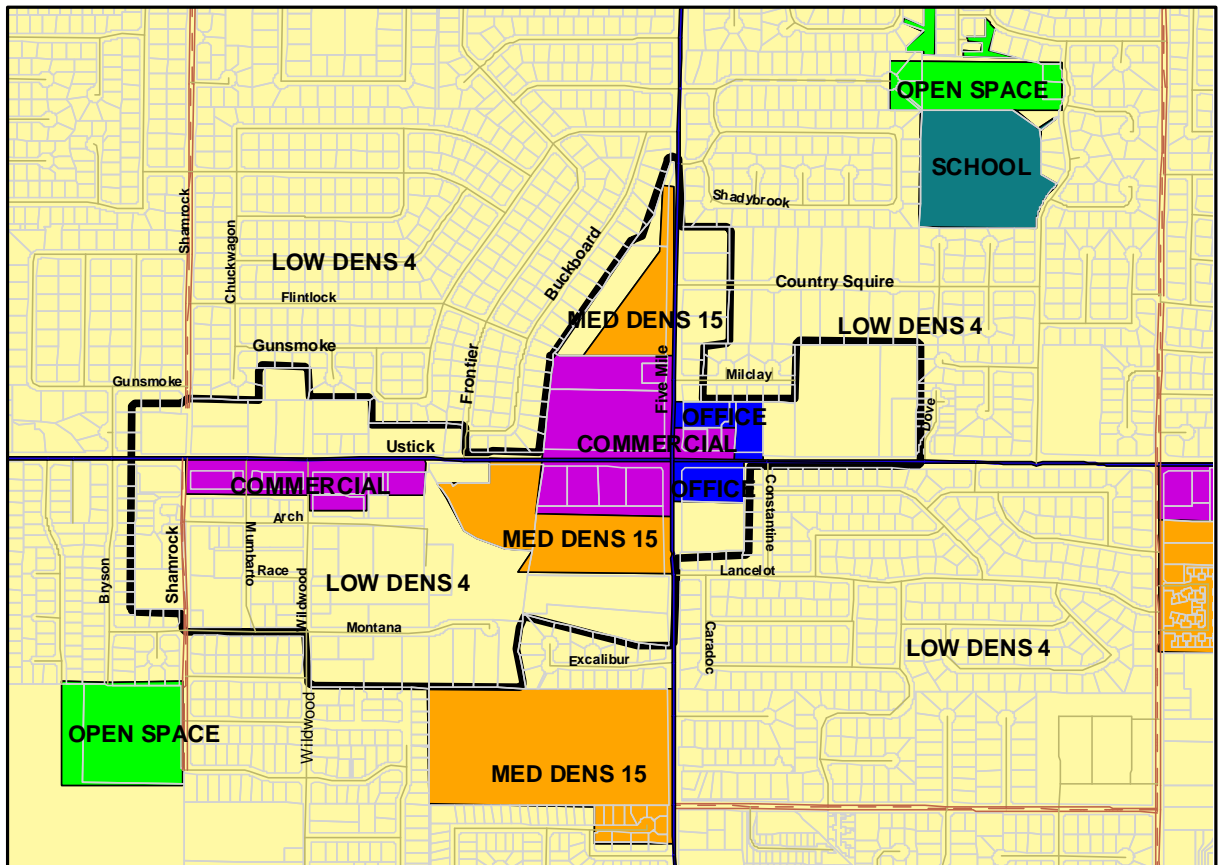
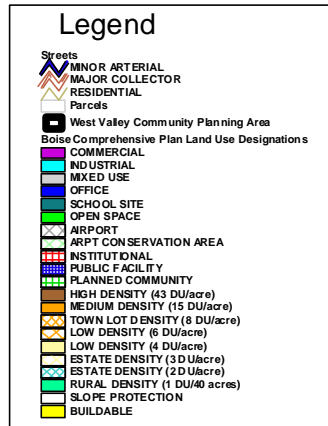
Surveyors Certificate.
 I, C. C. Stevenson, do hereby certify that the following is a correct description of the land included in the accompanying plat to wit: Beginning at the North Corner of sec. 3, T. 3 N., R. 1 E., thence East on section line 1328.8 ft., thence South 2614.4 ft., thence West 1343.2 ft., thence North 2611.6 ft. to said 1/4 cor., containing 80.14 acres more or less; And that the plat has been prepared from actual survey made by me upon the ground and is correct.
 In witness whereof I have hereunto set my hand this 22 day of April, 1907.
 C. C. Stevenson
 Surveyor.

State of Idaho } S.S.
 County of Ada } 15856.
 I hereby certify that this instrument was filed for record at request of H. P. Ustick, at 10 minutes past 1 o'clock P. M., this 1st day of May, A. D. 1907, in my office, and duly recorded in Book 3 of Plat Books, at page 1247.
 W. L. Cuddy
 County Recorder
 by M. D. McReynolds
 Deputy
 Fees \$3.50






Original Ustick Plat

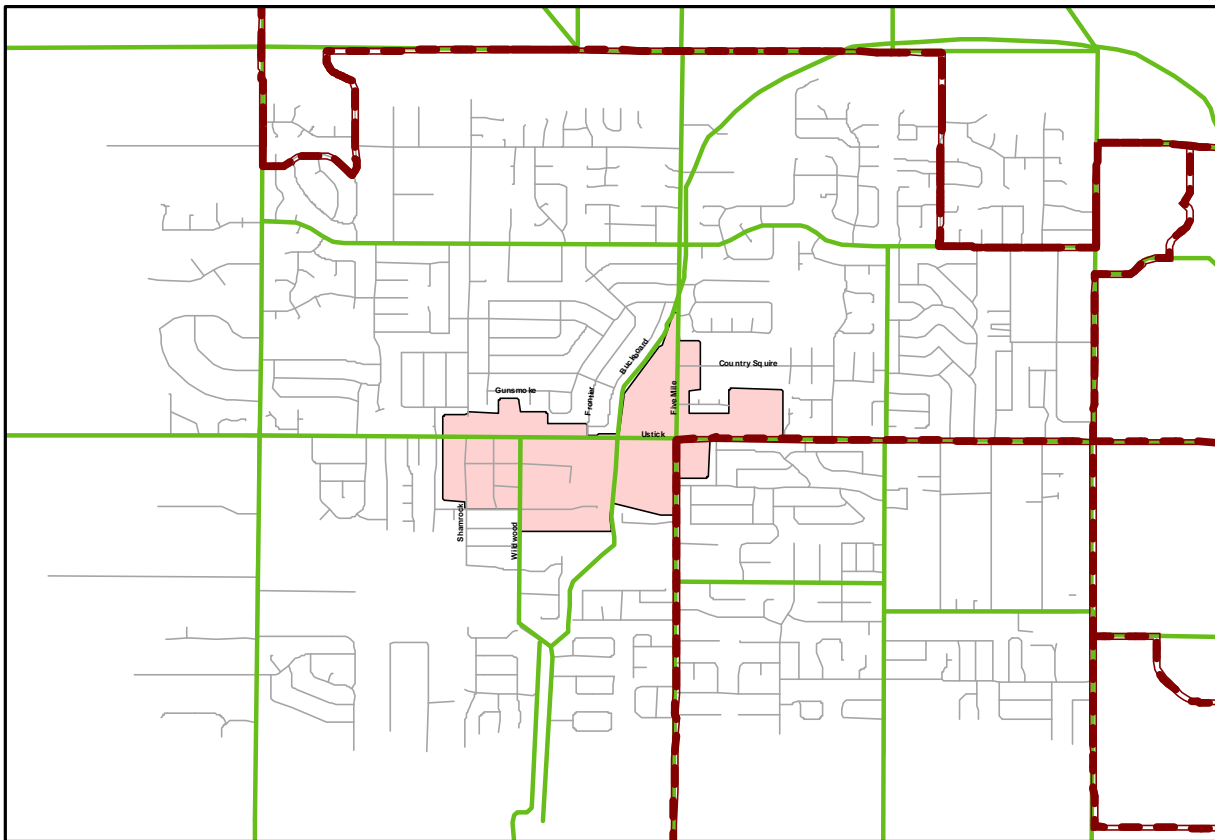
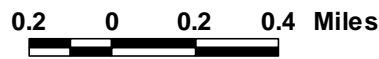
Current Boise Comprehensive Plan Designations



Bus Routes, Pedestrian and Bike Paths

Legend

-  Bus Routes
-  Paths
-  West Valley Community Planning Area



2.6 Parks, Recreation, And Cultural Resources

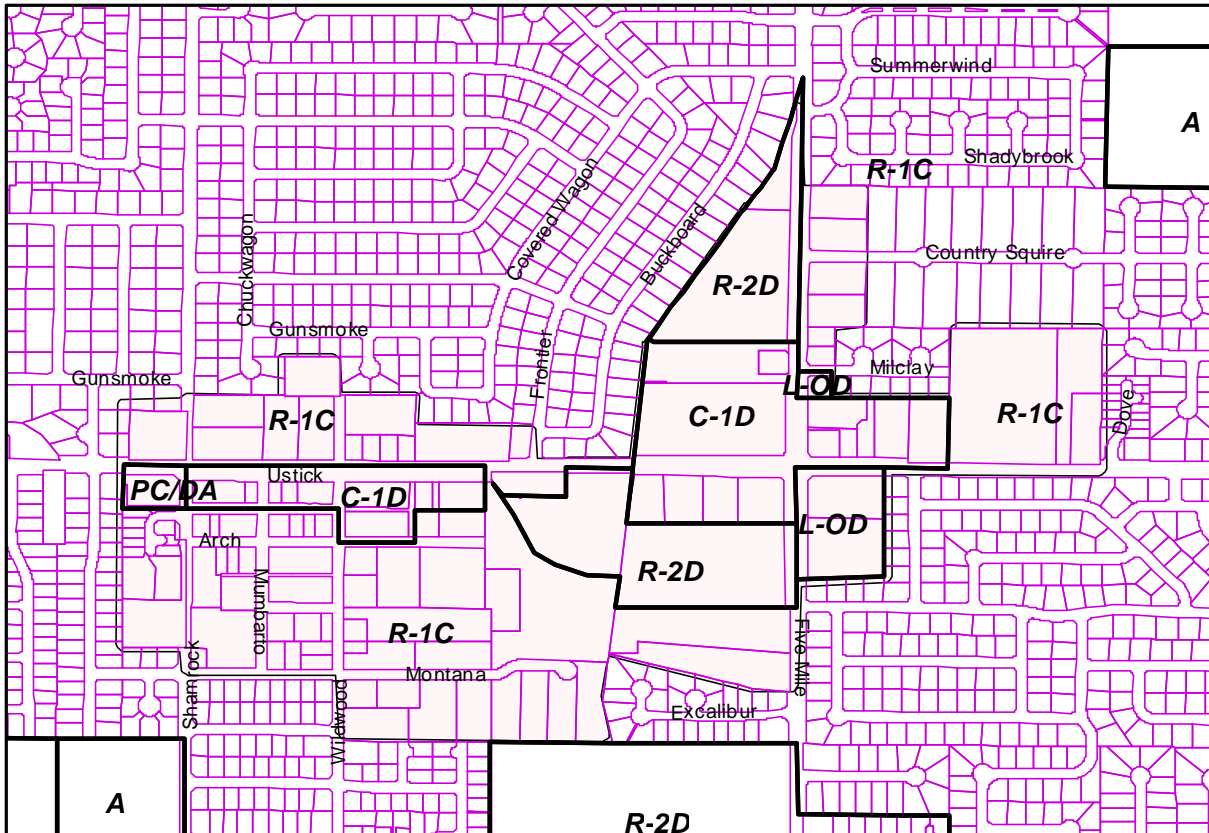
GOAL	OBJECTIVE	POLICIES
Promote the location, expansion, and development of interactive park and cultural facilities that incorporate attractions for youth and seniors within the planning area.	Objective 1 Encourage the development of public and private facilities to provide neighborhood youth gathering places.	1) Support Boise Police efforts to locate a facility for youth program activities in the neighborhood. Development Review
	Objective 2 Establish a public cultural presence in the neighborhood through the creation of one or more of the following: branch library, museum or cultural center, art exhibit area, civic plaza or similar public space buildings and features.	2) Encourage participation by seniors in youth programs to form generational links and mentoring partnerships. Programs
		1) Explore possibility of having a branch library in the neighborhood. Programs
		2) Support zone changes, conditional use permits, and other reasonable means necessary to encourage construction of a branch library, museum or cultural center, art exhibit area, civic plaza or similar public space buildings and features in the planning area. Development Review

- The Parks, Recreation, and Cultural Resources Element is consistent with the following Comprehensive Plan policies:
- Seek opportunities through public and private development to retrofit missing services and amenities into existing neighborhoods (Ch. 7, 7.2, Obj. 3, Pol. 2).
 - Provide a balanced program of active and passive recreational services and facilities, in conjunction with private organizations, for residents of Boise of all ages, and in particular youth (Ch. 5, 5.1, Obj. 2).
 - Promote participation in recreational programs as an alternative to delinquency (Ch. 5, 5.1, Obj. 2, Pol. 2).
 - Provide a three-mile serviced radius for library coverage by pursuing branch libraries in the Southeast, West Bench and Northwest (Ch. 2, 2.17, Obj. 1, Pol. 1).



**Canal Bridge
near Ustick Road**

Current Zoning



2.7 Economic Development

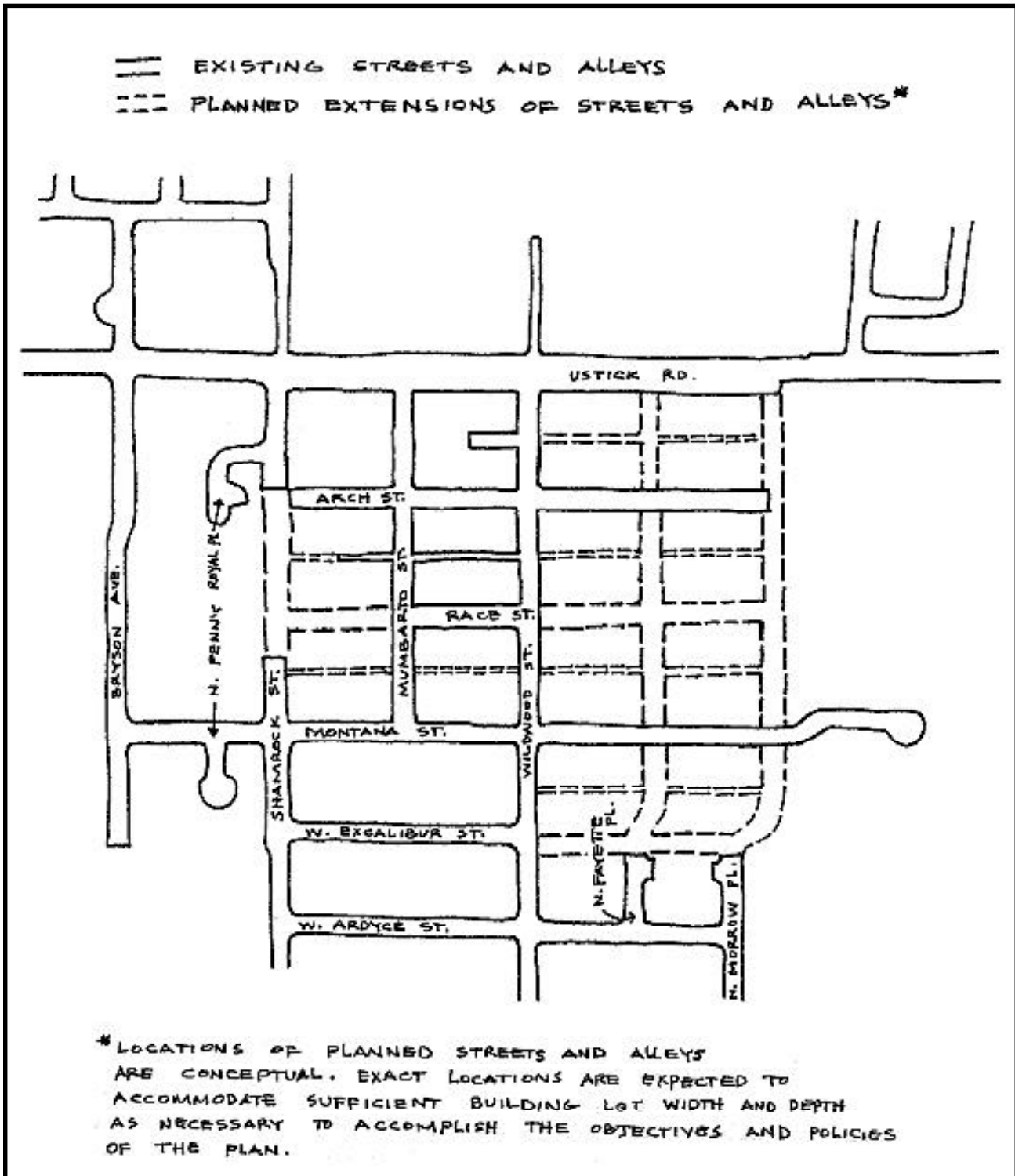
GOAL	OBJECTIVE	POLICIES
Encourage the development and maintenance of two distinct vibrant commercial centers within the neighborhood, a conventional center at the intersection of Five Mile and Ustick Roads and a pedestrian friendly community center in the original Town site.	<p>Objective 1 Encourage communication between the business community and the residential community to promote an exchange of ideas and expectations.</p>	<p>1) Promote neighborhood meetings to facilitate open communication among residents and business owners. Programs</p> <hr/> <p>2) Encourage residents to cooperate with merchants and participate in merchant’s association meetings when invited. Programs</p> <hr/> <p>3) Promote local area jobs through innovative approaches and neighborhood support of small business. Programs, Development Review</p> <hr/> <p>4) Form neighborhood support groups and cooperative partnerships and projects to work with small businesses in the neighborhood and those that wish to locate within the neighborhood. Programs</p>

The Economic Development Policy Element: This element seeks to support the long-term health of the existing neighborhood services at the Ustick and Five Mile intersection and development of a more pedestrian-oriented commercial district at the historic Ustick Town Site. The Economic Development policy element is consistent with the following Comprehensive Plan policies:

- Pursue a variety of strategies and programs to prevent disinvestment from occurring in the older parts of the community, including but not limited to: promotion of home ownership and a variety of housing opportunities, protection of neighborhood character and maintenance of high quality services and public facilities (Ch. 7, 7.2, Obj. 3, Pol. 3).
- Maintain and develop public/private partnerships (Ch. 9, Obj. 4, Pol. 1).
- Recognize the importance of neighborhoods in creating and maintaining an attractive and desirable city living environment and work to balance neighborhood interests with business interests (Ch. 9, Obj. 4, Pol. 4).



Ustick School



Ustick Township
Plat Grid Map

APPENDIX A

BACKGROUND REPORT

THE WEST VALLEY COMMUNITY CENTER PLAN

1.0 LAND USE

Existing Land Uses.

The planning area has developed over time with an eclectic mix of rural and residential uses with pastures for cattle and horses existing alongside residential structures, apartments, industrial development, and retail development.

A strip of land on the south side of Ustick Road in the original Ustick Townsite remains commercial in nature but downgraded in quality from the heyday of the early 1900s. The intersection of Five Mile Road and Ustick Road was utilized for neighborhood retail development in the early 1970s with the construction of a typical strip mall anchored by an Albertson's grocery store. This neighborhood shopping area changed little until the middle of the 1990s when additional office and freestanding retail development filled out the intersection with additional businesses. At the same time, additional apartment complexes were constructed adjacent to the commercial development near the intersection.

Vacant and Underutilized Land

The inventory of vacant and underutilized land is key to understanding opportunities for influencing future land use. As of January 2002, the planning area contained roughly 25 acres of vacant land and another 21 acres of land considered to have high potential for redevelopment. Given a total area of 134 acres (including streets and other rights of way), almost a half (46 acres) could be developed over the next 20 years. Three of the vacant parcels are over three acres in size, and there are 17 par-

cels of one acre or more that meet either definition of vacant or redevelopable. This assessment perhaps understates development potential considering the definition of "vacant" and "redevelopable" used for this analysis.¹ Nevertheless, the planning area does present a significant opportunity for neighborhood stakeholders and others to influence land use and the character of the neighborhood.

Most of the vacant and other land having high development potential is located in the area south of Ustick and west of Five Mile in the planning area. Three of the four vacant parcels in the northeast quadrant (north of Ustick and east of Five Mile) are relatively large and front on Ustick. Two of these are zoned for neighborhood commercial uses, including retail.

As of October, 1998, when the planning process commenced for The West Valley Community Center Plan, approximately half of the planning area outside of the commercial/apartment areas near the Five Mile Road and Ustick Road intersection was either pasture land or underutilized land ripe for development or redevelopment.

Current Zoning and Land Use Policy. When the planning area was annexed into Boise City in 1994, Boise City strove to classify land in a manner consistent with the preexisting classification by Ada County. For example, the existing commercial and multi-family land was annexed as C-1 or R-2, as appropriate. The majority of the remaining land was annexed with the general residential designa-

tion of R-1C. This created mid-block strip commercial zoning along one side of Ustick Road and a pocket of commercial land at the intersection that included no provisions for expansion of neighborhood shopping opportunities. Additional changes in zoning have been made to isolated parcels since annexation.

Development Activity. The planning area has many ½ to 7 acre parcels that are becoming economically attractive infill development as homebuyers are looking farther and farther away from the center of the city for affordable housing. The underutilized and vacant land in the planning area is attracting development to the planning area as evidenced by the development of three residential parcels and five commercial parcels since 1998.

Moved from the vacant land section of this report:

As the plan proceeded, development commenced on three medium sized residential parcels and five commercial parcels within the planning area. This level of development underscores the need for careful planning in the area. Thanks to the support of the developers, the Boise City Planning Department, Ada County Highway District, the Boise Planning Commission, and the Boise City Council, all of these parcels are currently developing in a manner compatible with the vision for The West Valley Community Center Plan.

II. COMMUNITY DESIGN

General Description. The planning area encompasses two neighborhood gathering areas. **The first is the original Ustick Townsite.** Many of the residences in the original Ustick Townsite are the original homes built during the early 1900s. Many long time residents or their descendants still occupy these homes.

Three commercial buildings remain along the south side of Ustick Road. The First Bank of Ustick was built in 1908. The Ustick Merc building dates to 1903 and operated continuously as a general store until the late 1990s when it closed its doors. At this writing, the building has reopened as a specialty grocery store. Next door to the First Bank of Ustick on the West sits the Cheese Factory Building, formerly owned by the Boise Co-op Creamery Company, which later relocated to Meridian. The Cheese Factory Building saw later service as a blacksmith shop and finally a garage. The threads of history remain visible to all who come to see.

The second neighborhood gathering area is the contemporary shopping area at the intersection of Five Mile and Ustick Roads. This shopping area boasts 24 retail businesses and five professional offices with more businesses in the planning and construction stages.

Important Landmarks. The original Ustick Townsite is an historic landmark from the early years of the Boise Valley when orchards dotted the surrounding countryside. The Ustick Merc Building opened in 1903 and is the area's oldest general merchandise store location.

The Union School Building at the corner of Jackson and Vine is on the National Historic Register. This two-story building with bell in the belfry has a cut stone foundation. While under construction the first year of classes (1908) were held in the Ustick Baptist Church (itself built in 1908 at a cost of \$1,149.85 unfortunately it was destroyed by fire

in 1951). Today the two streets have been renamed to Mumbarto and Montana and the building now is a personal residence.

A bit north along Jackson (Mumbarto) is what is believed to be Boise's largest tree and one of Boise's oldest as well. It is officially recognized as the second largest Eastern Cottonwood tree in America.

At the southern edge of Ustick Road Market Street, now a shadow of a memory, served as both a public street and the rail bed for the Boise and Interurban Railway that connected the western part of the Boise Valley to Boise. A look at the train schedule from 1913 reveals regularly scheduled service both to the West and to downtown Boise. Jump on the 6:54 a.m. trolley and you would be in the center of Boise by 7:20 with plenty of time for a shoe shine before arriving at your desk by 8:00 a.m. to start the work day. If you travel that route today to work, you must do the driving yourself and you will no longer have time for the shine before arriving at work because of traffic congestion and parking problems.

Settlers Irrigation District's main canal dominates the planning area creating both challenges and opportunities for connectivity. This is orchard country, or it was. The planning area is crisscrossed with ditches and irrigation laterals with names like Sharver Lateral, Jerome 10, North Slough, Karnes Lateral, and the like, speaking to a bygone day when everyone used flood irrigation, be it for lawn, orchard, or pasture.

For additional information see the supplemental report, *A History of Ustick*, compiled by Gladys Clymens.

Aesthetics. Like any area on the verge of redevelopment, some parcels are showplaces and others need tender loving care. A few just simply need to be torn down. A rash of new development is setting the bar for community quality and maintenance. The challenge facing many existing business and residential property owners is how to preserve the unique character of the area while modernizing the existing structures and landscaping.

III. TRANSPORTATION AND MOBILITY

Major Streets. The two arterials that are within the planning area are Ustick Road running East and West, and Five Mile Road running North and South. In this location, both are classified as Minor Arterials. ACHD records show the 2000 peak hour traffic count at the intersection of Ustick and Five Mile to be 2,677 vehicles, making the intersection the 87th busiest in Ada County. Not surprisingly, it ranked 82nd. Among intersections in Ada County for traffic Accidents for the five year period from 1996 to 2000 with 29 accidents causing 21 injuries. Nearly forty percent (40%) of the peak hour vehicle movements are turning movements making the intersection traffic flow complicated.

As presently constructed, the intersection of Five Mile and Ustick Roads is difficult for pedestrians to cross and neither Five Mile nor Ustick have continuous sidewalks in the planning area. The recent neighborhood survey by Boise State University Center for Public Policy of residents of the area indicated that almost half (43.5%) of the respondents do not currently walk or bike in the local area. When asked what would prompt them to walk and bike more often in the local area, the number one response was "Pedestrian and Bike Path along Main Roads" (62.5%) with "Pedestrian and Bike Path from neighborhoods to Main roads" a close second with a 53.9% response. In addition, informal conversations with local residents overwhelmingly indicated that most do not feel safe in crossing the busy Five Mile and Ustick intersection on foot at this time. For additional information, see the supplemental report Five Mile and Ustick Survey, Fall 1999, Boise State University Center for Public Policy.

ACHD Policies Affecting the Planning Area.

The most recent major transportation study affecting the planning area was the Bench Valley

Transportation Study that was finalized in 1996. This study calls for multiple north-south connections to spread traffic among several minor arterials instead of overburdening a single route. Five Mile Road was recently connected to Chinden Boulevard as part of the study. Staff members of Ada County Highway District have been actively assisting the neighborhood with street planning in the planning area and a detailed street master plan is proposed as part of The West Valley Community Center Plan that facilitates traffic while making the area streets pedestrian friendly and suitable for alternate transportation means such as mass transit and bike traffic. For additional information, see Appendix B, Comprehensive Street Plan.

Transit Availability. The planning area is currently served by BUS at the Five Mile and Ustick intersection but does not have additional routes throughout the planning area and the trip time to many destinations is quite long. The area in the vicinity of Five Mile and Ustick is being redeveloped at a density that makes mass transit feasible in the long term. There are three major apartment complexes near the intersection and the density in the area generally is increasing. Better public transportation service is needed in the area today.

Bike and Pedestrian Pathways. Except for a short portion of Five Mile north of Ustick, bike and pedestrian pathways are non-existent. The arterials do not consistently have sidewalks and in many cases pedestrian traffic is forced to walk on the outside edge of an active traffic lane. As streets are reconstructed over the next few years, additional provisions for bike and pedestrian use need to be incorporated.

The extensive irrigation canal system in this area, as in many of the Boise urbanized areas, offers a challenging but significant opportunity for pathway networks in the near term future. In addition,

the Chevron Pipeline bisects the planning area diagonally and is a potential site for connecting pathways.

IV. HISTORIC RESOURCES

Historic Buildings. A substantial number of the buildings in the original Ustick Townsite could qualify for historic status. The nature of the Ustick residents, however, is one steeped in practicality born of the areas agricultural background. Several attempts to classify buildings in the area as historic have met with firm opposition from the property owners in the past.

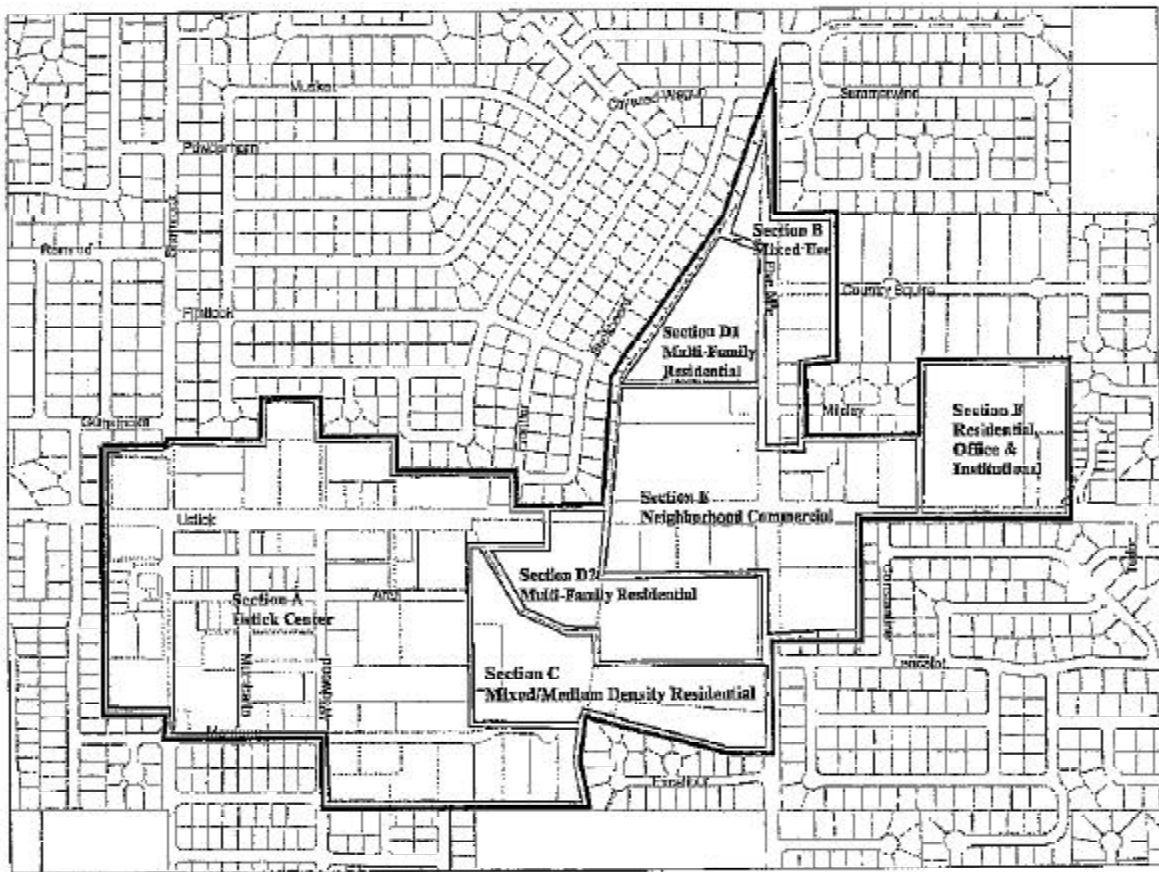
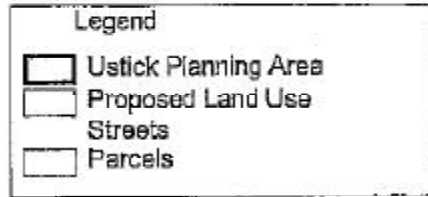
Way of Life. The Ustick residents do embrace, however, the gentle way of life made possible by a stable, pedestrian friendly community. Ustick has always had short blocks, alley loading for vehicles, front porches, short fences, and friendly, caring neighbors. They like the way the eclectic mix of architectural styles blends into their relaxed way of life. They support home occupations. They want their community to be a gathering place for local residents. They like their narrow internal streets that slow traffic down. They smile and speak to each other, and when times are tough, they all pitch in to help. There is no compromise in their desire to maintain this historic way of life in today's modern world.

V. COMMUNITY ATTITUDES AND VALUES

The neighborhood survey sheds light on the demographics of the area, gives insight into the lifestyles and habits of the residents, and reveals the desires of the neighbors. It shows, for instance, that the majority of the residents work within five miles of their residence. They want to have ample shopping opportunities locally. They have a list of new businesses that they would like to see come to the planning area. Topping this list are restaurants and hardware stores. The best place to meet your neighbors is at Albertson's at Five Mile and Ustick as 94.9% of the respondents shop there. Gas stations are next with 58.2% frequenting the area gas stations, not surprising when you consider that 94.9% of the respondents say the automobile is the most frequent mode of transportation.

The average household has 2.19 cars, have lived at their current residence for 9.69 years, live in a single family home, and they own it. The average age is 46.7 years old and female respondents outnumber male respondents 57 to 43. 86.5% would like to see Ustick become more of a gathering place and the number one element to help this idea along is the café with outside terraces

MAP OF PLAN AREA



APPENDIX B COMPREHENSIVE STREET PLAN

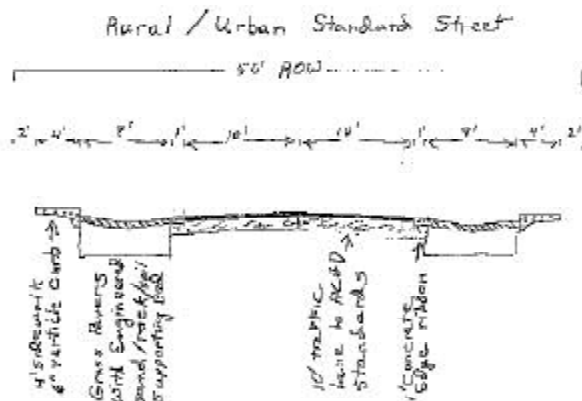
WEST VALLEY COMMUNITY CENTER PLAN

Ada County Highway District ("ACHD"), pursuant to Chapter 14 of Title 40, Idaho Code, has exclusive general supervision over all public streets within the area covered by the West Valley Community Center Comprehensive Street Plan. ACHD reserves the right to make modifications to the public streets within the Plan area as ACHD determines to be in the best interests of the public with regard to safety, maintenance or operation of the public streets. ACHD monitors public streets and if problems of safety, maintenance or operation arise, ACHD reserves the right to make necessary modifications to the public streets which are in the best interest of the public.

RURAL/URBAN STANDARD STREET SECTION (50' ROW) LOCAL STREETS IN PLANNED AREAS

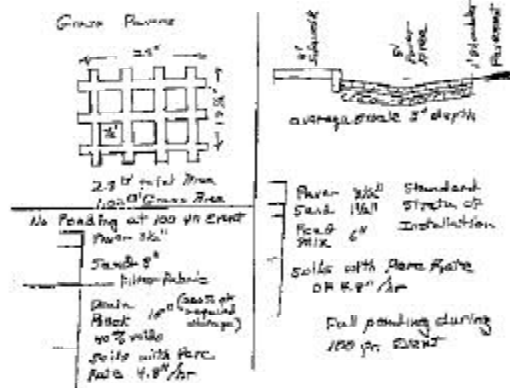
Ada County Highway District has agreed that when required in a neighborhood plan within Boise city limits, the following standard street section may be used for local streets with traffic loading of 1,000 cars/day or less. At the time of adoption, the Rural/Urban Standard Street Section is conceptual. In the event early implementation does not live up to transportation loading and drainage expectations as determined through acceptable engineering standards and ACHD policy, ACHD reserves the right to discontinue this venture or proceed to take corrective actions as necessary to reconcile any noted deficiencies. It is hoped that if this alternative proves worthy, it may be used throughout the planning area and elsewhere in Ada County in areas so designated in Boise City approved neighborhood plans.

When allowed in a neighborhood plan within Boise city limits, the following standard street section will be used for local streets.



detached sidewalks, on street parking, and storm water dispersal without the use of either drainage swales or separate storm water settlement ponds. It will include a standard travel lane section consisting of two ten foot (10') travel lanes with a one foot (1') concrete ribbon at the outside edge

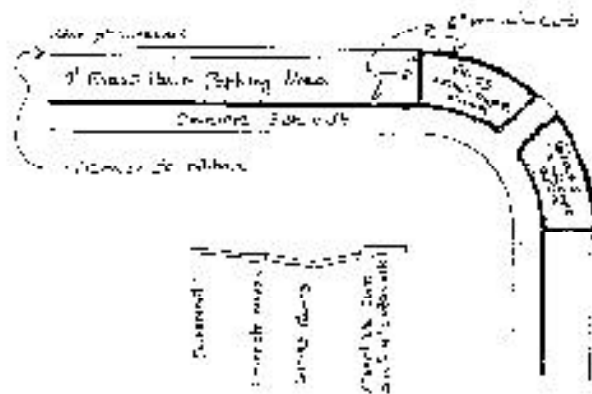
This street section will apply to all local streets within blocks 1 through 12 of the Original Ustick Townsite unless currently built to modern street standards. This street section will not be used for collector or arterial streets. The street section is essentially the ACHD standard Detached Rural Local Street with modified shoulders to accommodate



of the pavement. Instead of the ten foot (10') borrow ditch and four foot (4') detached path on each side, there will be an eight foot (8') engineered grass paver parking and storm water filter area bordered by a vertical curb and four foot (4') sidewalk and a two foot (2') utility placement area outside the sidewalk. The grass paver parking area will be sloped to the center with approximately 4" of fall and the sidewalk will be raised six inches above the outside edge of the grass pavers with a vertical curb integral or adjacent to the sidewalk. The speed limit is 20 MPH.

An integral part of the street section is the provision for landscaped areas at street corners extending back thirty feet (30') from the edge of pavement of the intersecting street. This landscaped area will be separated from the pavement by a six inch (6") vertical curb located at the edge of pavement. It will also be separated from the grass paver parking area by a six inch (6") vertical curb. A single sidewalk section will be allowed to cross the landscaped area on the diagonal to provide access to crosswalks at the intersection.

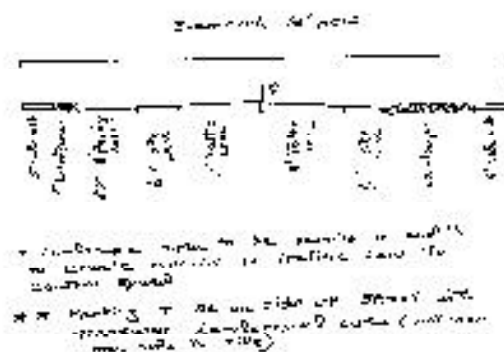
The grass paver parking area is a project specific engineered street shoulder section that allows for expedient storm waters to dissipate into the ground below the pavers with some ponding during and immediately after larger storm events. A typical design would incorporate an engineered drain rock collection bed over soils that percolate (at an adequate rate to dissipate stormwater without the need for stormwater detention ponds) separated from a sand layer by filter fabric. An 8" sand layer over the filter fabric forms the stabilized base for grass pavers which cover the parking area. The landscaped area at the corners will be used as a combination beautification landscaped area and bulb out for traffic calming.



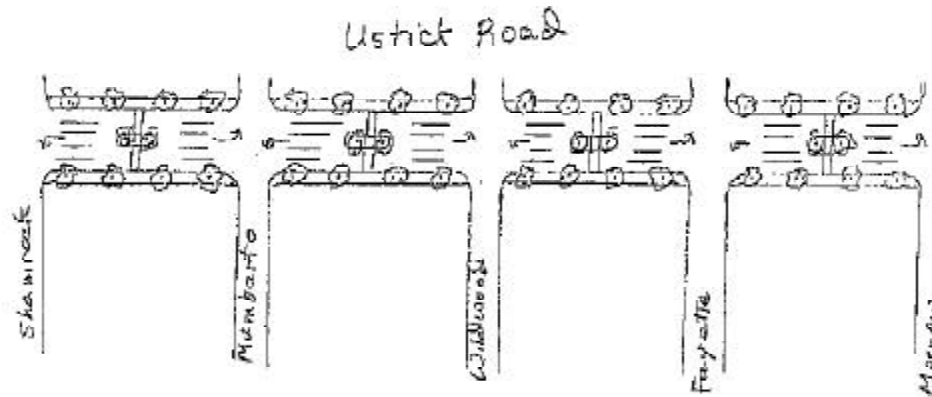
Initially, Boise City will require that either the property owner or an active homeowner's association or similar entity (if an active one exists) be required to maintain the parking and corner landscaped areas as a condition of receiving an entitlement or building permit. Ultimately, a Code provision is anticipated to require property owner maintenance of all non-asphalt curbside parking areas.

SHAMROCK STREET

Shamrock Street will generally conform to the standard ACHD Collector Street Section having sixty-six feet of right-of-way with two 11' traffic lanes, except that (i) sidewalks will be separated from the pavement by landscape areas for pedestrian safety, (ii) parking will be allowed on one side of the street only (the side with the narrowest landscaped area between the street and the sidewalk, and (iii) the traffic lanes will meander through



the right-of-way with landscaping areas varying in width to create a "slow local street" appearance for traffic calming. Class II street trees will be planted in the wider landscaped areas. The speed limit is 25 MPH.



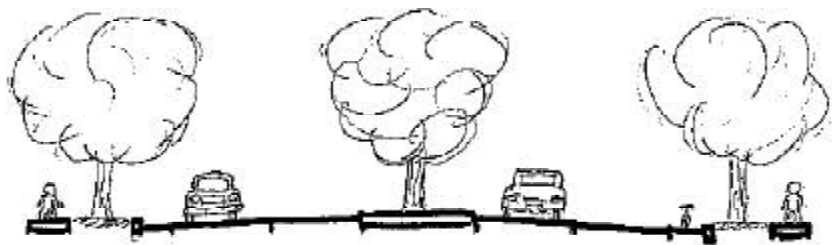
Street Trees

- 4 / Block Evenly Spaced
- 2 / Safty Island in Each End

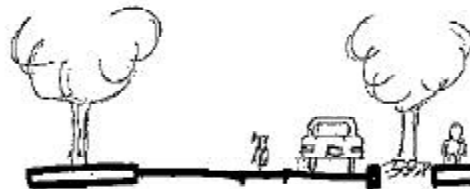
Cross Walks

- Mid Block Stamped Colored Concrete
- In-Pavement Flashers

Overhead Deniction of Ustick Road Through the Original Townsite of Ustick



5 Lane Plan Ustick Road Standard Section

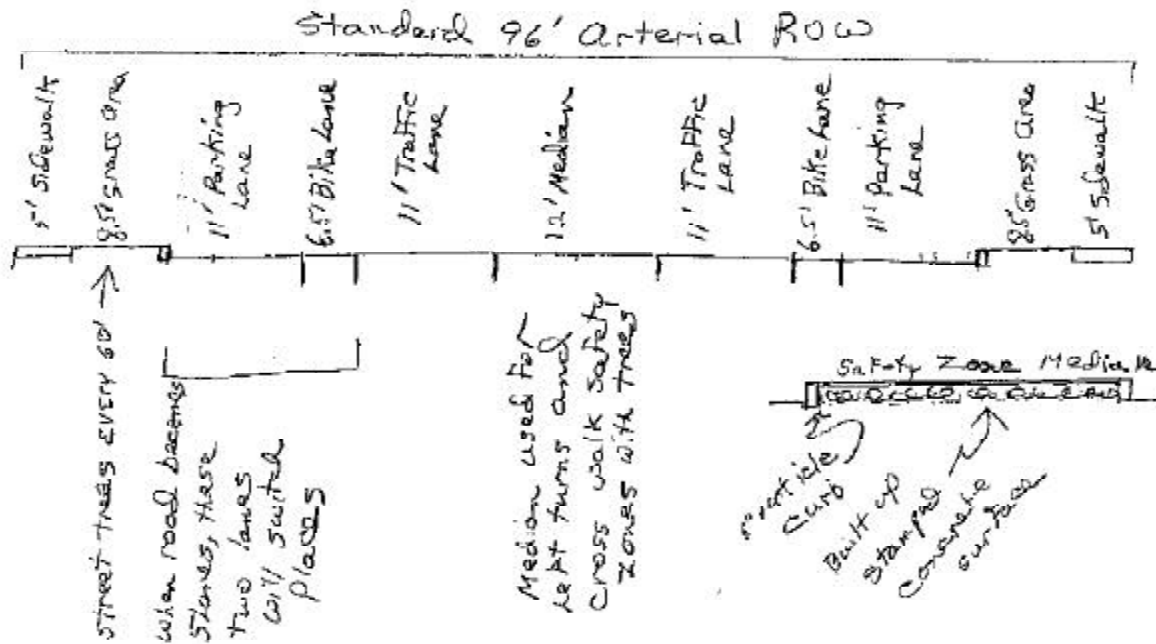


3 Lane Alternative Section

View of Street in 3 and 5 Lane Configurations

USTICK ROAD

Ustick Road will be initially reconstructed in a ninety-six foot (96') ROW. The center twelve feet (12') will be a left turn lane except at mid-block where a 14' X 30' pedestrian safety zone will be incorporated into mid-block pedestrian crossings. Outboard of the turn lane/safety zone will be a standard eleven foot (11') traffic lane followed by a six and one-half foot (6 1/2') bike lane. Next comes an eleven foot (11') parking lane at curbside, bordered by a 6" vertical concrete curb. ACHD

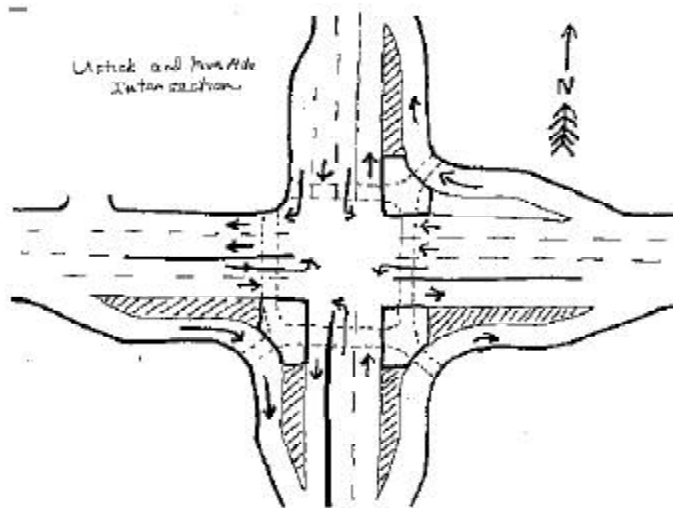


will remove on-street parking in connection with the reconstruction of the one mile section of Ustick Road between Cloverdale Road and Five Mile Road to a four lane street when the Average Daily Traffic ("ADT") exceeds Level of Service "E" (LOS E is currently identified as that point when the ADT exceeds 18,500 vehicles) for a three lane street, measured at the Ustick Road/Shamrock Street intersection. Street parking will be eliminated and the striping for the bike lane moved to the curbside location, creating a four lane road without additional construction. The remaining right-of-way will be filled with a nine foot (9') landscape area with a five (5) foot sidewalk outside the landscape area. If appropriate at the time of conversion to a four lane road, portions of the eight foot landscape area between trees can be reconfigured to serve as bus turnouts or additional parking. The speed limit is 30 MPH. After the street is re-striped to accommodate four through traffic lanes, ACHD reserves the right to increase the speed limit to 35 MPH if ACHD determines such change is appropriate for that street configuration.

Class II street trees will be planted in the landscape area, four (4) per block, evenly spaced. Each pedestrian safety zone will be elevated six inches above the traffic lanes and be surfaced with stamped colored concrete except for eight foot (8') diameter tree planting holes at each end. Drip irrigation will supply water to the trees in the safety zone. Four watering sumps, also served by drip irrigation, will be placed at the perimeter of each end of the safety zone to aid in providing adequate water for the street trees. The crosswalk will be six feet (6') wide and made of colored stamped concrete (or other suitable textured surfacing material) imbedded in the traffic lanes. ACHD cautions the public that colored concrete imbedded in the roadway will, from time to time, become

discolored as a result of usage and routine street sealing activities of ACHD and this discoloration is to be expected. In-pavement flashers which are button operated will alert drivers to the presence of pedestrians. Separate controls for the in-pavement flashers will be provided for the east and westbound lane crossings.

FIVE MILE ROAD/USTICK ROAD INTERSECTION



Five Mile Road will continue to develop to urban street standards with eleven (11) foot traffic lanes. The speed limit is 30 MPH. After the street is reconfigured to accommodate four through traffic lanes, ACHD reserves the right to increase the speed limit to 35 MPH if ACHD determines such change is appropriate for that street configuration. Special treatment of the intersection at Five Mile and Ustick Roads will be used to make the intersection more pedestrian friendly. The Northeast, Southeast, and Southwest corners will be developed with a raised safety island inside the

right turn lane. The pedestrian crosswalks will go from curbside to the safety island, then cross the through and left turn traffic lanes to the corresponding island on the far side of the street. Because of present right-of-way limitations, no safety island will be built on the Northwest corner. Crosswalks will go directly from curbside to the safety islands on the far side of the street. The crosswalk will be made of colored stamped concrete (or other suitable textured surfacing material) imbedded in the traffic lanes. The intersection configuration is designed for two through traffic lanes on each leg. At such time as the lane capacity is increased, a redesign will be necessary. ACHD may redesign the intersection configuration as necessary at any time to accommodate vehicular and pedestrian traffic expeditiously and safely.

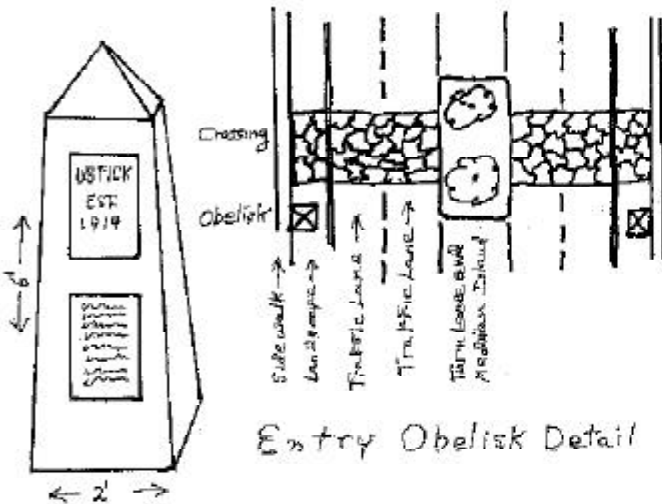
To facilitate safety and relieve pedestrian traffic at the intersection, mid-block crosswalks will also be installed between five and seven hundred feet back from the intersection, both north and south of the intersection. Design and marking of these crosswalks will be the same as the mid-block crossings on Ustick Road.

GATEWAYS

West Valley Community Center Gateways are incorporated at the location of the first pedestrian crosswalk encountered when coming into the planning area. In addition, a Gateway will be built where Settler's Ditch crosses Ustick to identify the internal boundary between the modern intersection and the Ustick Townsite area. The gateways will consist of a pair of obelisks (one on each side of the roadway) measuring 2' at the base and 6' in height. Two brass plaques measuring 1.5' X 2' will be placed on each obelisk. The top plaque is the identification plaque and the bottom plaque is the dedication plaque.

The exact wording on the identification plaque for the entry obelisks will be determined by the neighborhood at the time the construction of the obelisks is commenced and is anticipated to read something similar to the following wording:

For entry into the Original Ustick Townsite the wording is "WELCOME TO USTICK, ESTABLISHED 1907."

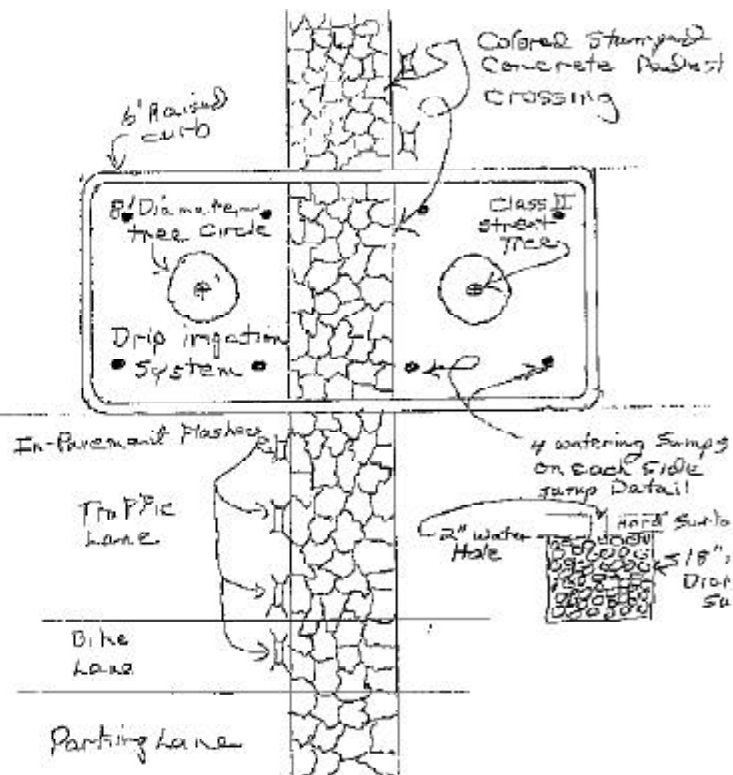


For entry into the modern intersection the wording is "WEST VALLEY COMMUNITY CENTER, LOCAL JOBS AND SHOPPING FOR A QUALITY COMMUNITY."

The dedication plaque will have language to be determined by the neighborhood prior to installation.

A crosswalk will be incorporated into the entry elements, both to facilitate pedestrian traffic and to enhance the entry element, visually provide for a greater impact on traffic

to alert drivers that they are entering a pedestrian friendly environment and need to be more observant of pedestrians crossing the roadways. As traffic volumes on the two arterials increase, a key factor in maintaining pedestrians' sense of security in the neighborhood center will be the control of traffic speed. Psychological deterrents to speed that are incorporated into the roadway design include the narrowing of traffic lanes through the area, vertical elements such as street trees, and changes in surface texture. To some extent, the pedestrian crossings implement all of these measures. On the following page is a detailed drawing and explanation of the design features of pedestrian crossings.



The mid-block pedestrian crossing design incorporates numerous safety features that

allow crossing of busy arterials with safety and without requiring stoplights. As the street designs will incorporate a center turn lane, both in the three lane configuration and in the five lane configurations, mid-block crossings allow for the utilization of a safety island in the median without materially limiting the ability of traffic to use the turn lanes at intersections. For pedestrian safety, the safety island will be designed as a raised island with vertical curbs except for the actual pathway which will have handicapped ramps. A Class II street tree will be planted in an eight foot (8') planting circle centered in each end of the forty foot (40') safety island. To decrease the need for maintenance of the safety island, the surface, except for the planting circles, will be made of impervious surface material such as stamped concrete or asphaltic concrete.

In order to properly water the tree roots, four watering sumps will be placed below the surface on each end of the island as shown in the drawing. A single point watering outlet will be provided and drip irrigation similar to that used for the planting circle will be used to supply water to the peripheral roots. This will allow a healthy street tree to grow roots under the solid surface materials of the safety island.

As traffic increases, in-pavement flashers will need to be incorporated into the design of the crossings to alert drivers to crossing pedestrians. To facilitate the installation of the in-pavement flashers at a later date, conduits should be incorporated in the initial construction whenever possible. The in-pavement flashers will not unduly delay traffic so long as only one direction of traffic is interrupted at a time. As this design of crossing causes pedestrian traffic to cross only a single direction of traffic at a time, it is anticipated that the crossing will remain safe over a wide range of traffic conditions on the street without the need for a stoplight at the crossing. This will facilitate through traffic while keeping the pedestrians safe, even without a stoplight.

(Footnotes)

1 “Vacant” applies to any site devoid of principal uses or structures. For example, a parcel with one small shed or other outbuilding is considered vacant. “Redevelopable” pertains to parcels in which is used substantially below its potential based on location, zoning, and the predominant urban pat-

tern in the community. A detached single family dwelling on an acre parcel is considered to have a high potential for redevelopment. Relatively small or average size parcels containing dilapidated principal structures or structures of poor quality are considered either vacant or redevelopable.