

# USTICK CONCEPT MASTER PLAN AND GUIDING PRINCIPLES

## Boise City Comprehensive Plan



Boise, Idaho — 1997





# GUIDING PRINCIPLES

## BOISE CITY COMPREHENSIVE PLAN — GOALS, OBJECTIVES AND POLICIES

### HISTORY

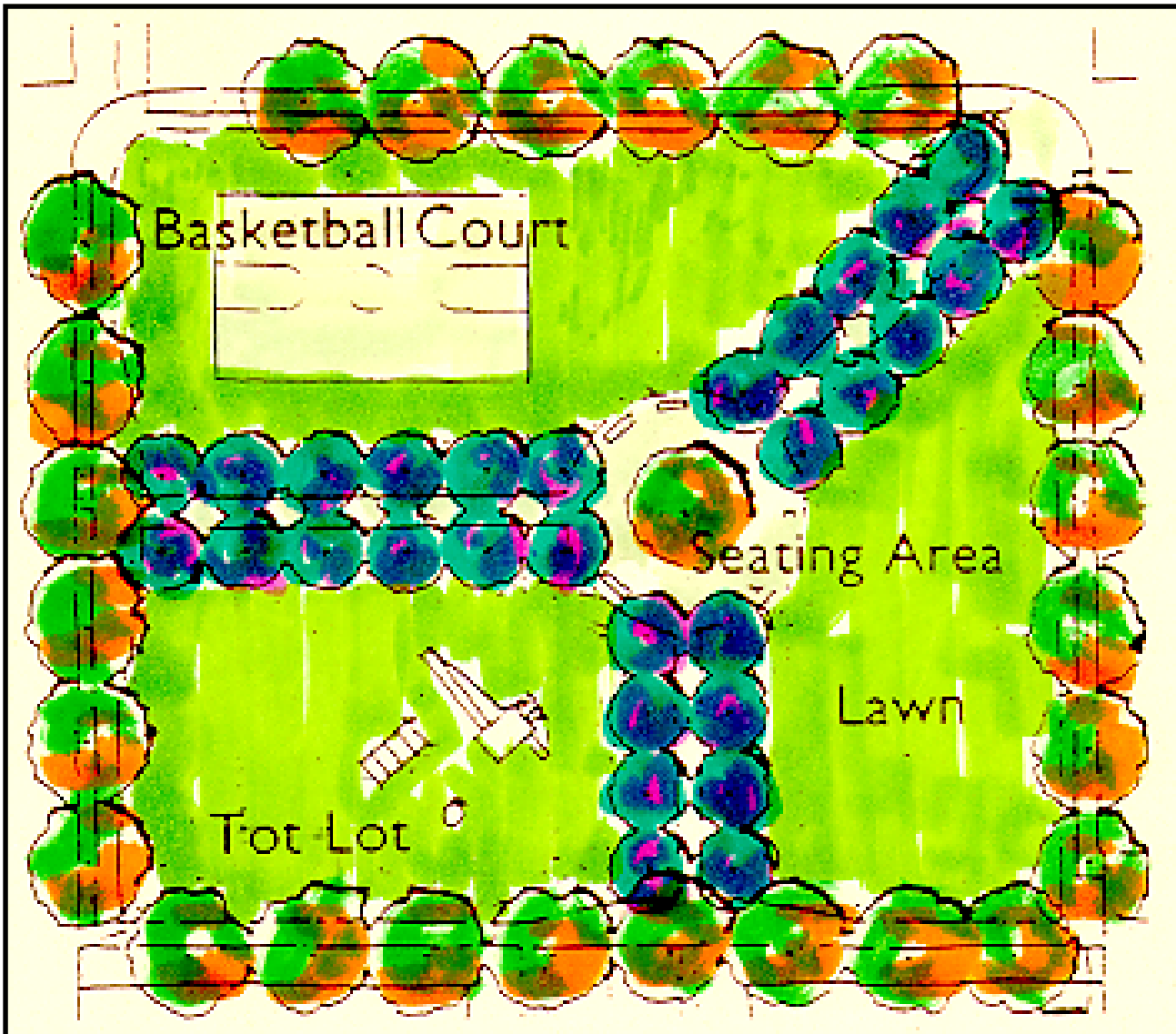
This neighborhood contains 130 acres of mostly two-acre lots surrounded by Ustick Road, Maple Grove Road, Cory Lane and North Mitchell Street. The area dates from 1908, when the Interurban Streetcar Company built a line along Ustick Road, connecting it with Boise and the surrounding towns. The Ustick area originally contained a number of irrigated orchards and country homes. Today, as the city grows, the area is under pressure to expand.

### NEIGHBORHOOD DENSITIES

Neighborhood uses include residential, open space, public uses and small commercial areas within a walkable environment. The neighborhood should contain a mix of housing types, including single-family, duplexes, town homes and apartments. A variety of costs and ownership opportunities should be provided.

Neighborhood infill would include low density zoning (R-1C) with five to seven units per acre; and high density zoning (R-2) with up to 14 units per acre. See the concept Master Plan for the general layout of zoning densities.

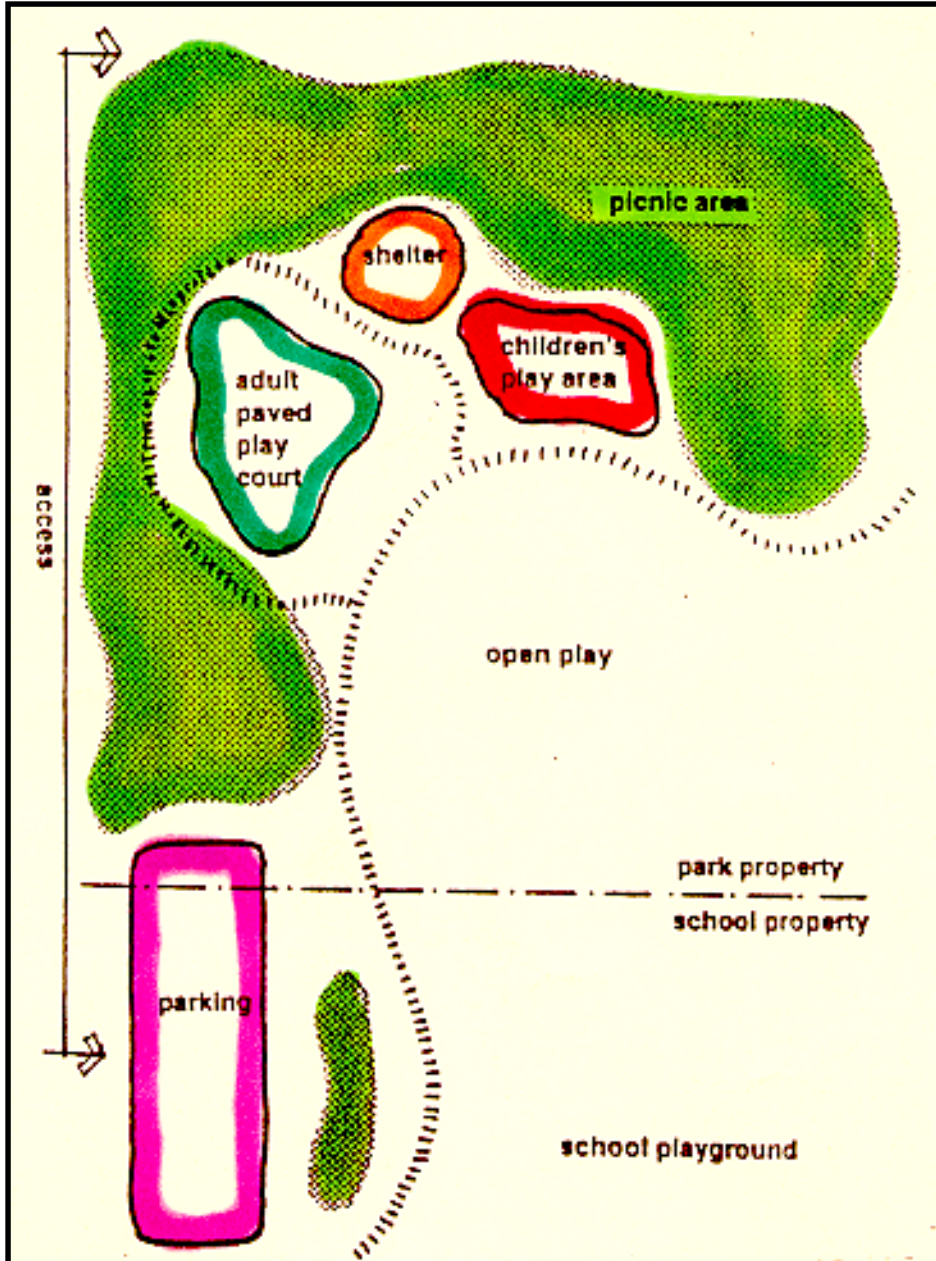




## PARK

A centrally located seven to ten acre neighborhood park would provide a public focus for the neighborhood. An additional five acres would be set aside for a future elementary school site. The park should be located next to public streets and designed for active and passive uses. This park will be constructed and designed following the policies and development criteria outlined in the City of Boise's Comprehensive Park and Recreation System Plan.

**Note:** Land acquisition for the park and school shall be through a voluntary sale process not through eminent domain or condemnation.



## SCHOOL

A five acre elementary school site could be located adjacent to the neighborhood park. The school and park would be connected to the neighborhood through a system of sidewalks, paths, streets, and bikeways.

## TRANSIT STOPS

Neighborhood transit stops are located on Ustick and Maple Grove Roads connecting a city-wide bus service. These bus stops are within walking distance to the neighborhood and are connected by a system of sidewalks and paths. The transit stops on Ustick and Maple Grove would have convenient pedestrian crossings, providing on-demand pedestrian activated signals. The bus stop could be enhanced by interpretive information and designs taken from the former Ustick Interurban stop.

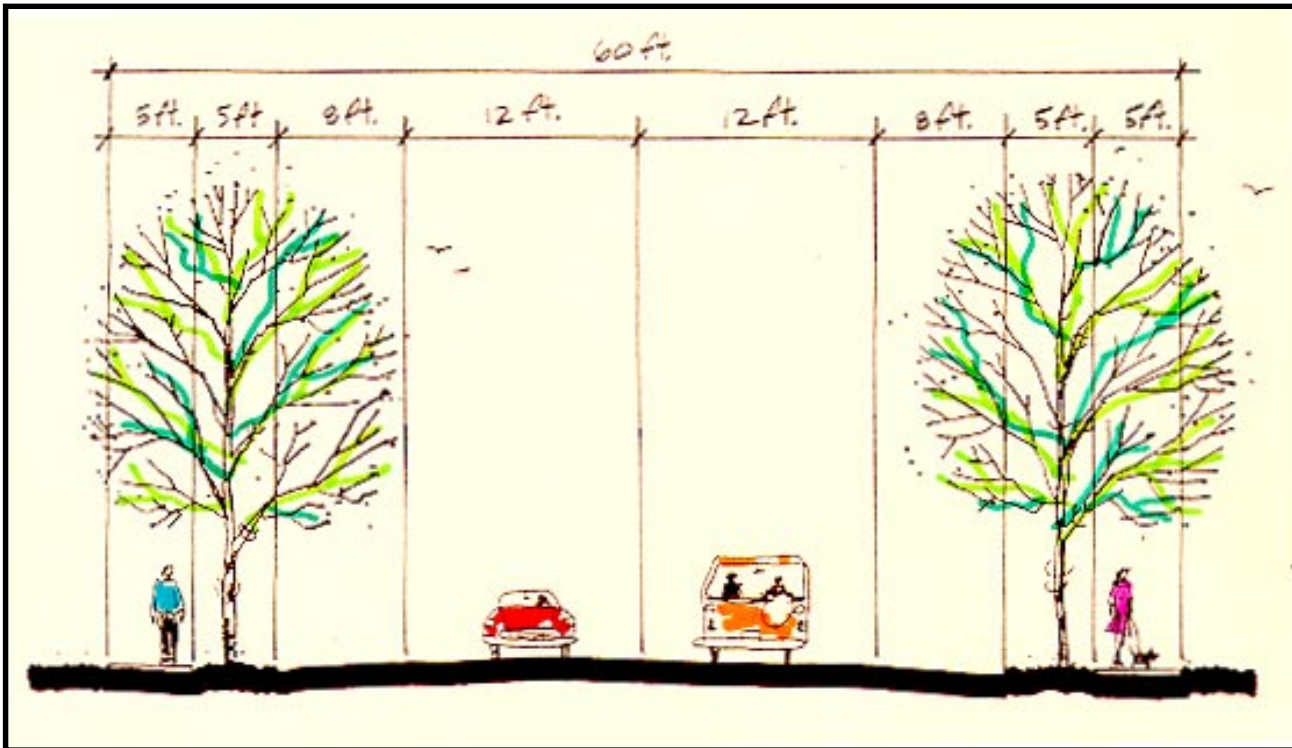
## BUILDING FACADES

Building facades should be varied, with building entries and windows facing the street. The use of front porches, bays and balconies is encouraged. In no case shall a facade of a building consist of an unarticulated blank wall or an unbroken series of garage doors. Primary ground floor residential entries must be oriented to streets, not to interior blocks or parking lots. Residential garages should

be positioned to reduce their visual impact on the streets. Residential setback should be a minimum of 15 feet from the property line at the sidewalk.

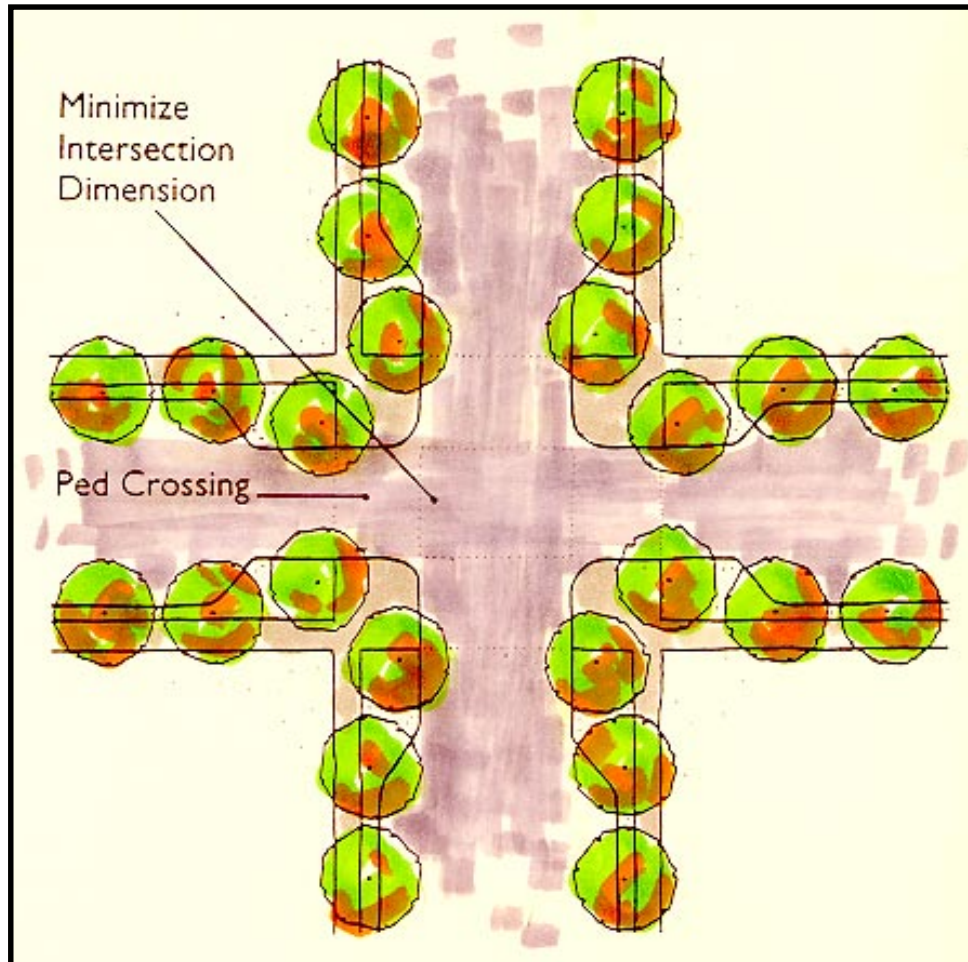
## STREETS

A network of collector and local streets would provide auto safety and on-street parking. Arterials (Ustick Road and Maple Grove Road) are located on the periphery of the neighborhood. Access to the arterials would be limited, with residential development utilizing interior streets to alleviate safety problems when trying to leave or enter traffic on Ustick Road or Maple Grove Road.



Collector streets are designed to minimize through-trips and encourage use of periphery arterial streets. An inter-connected street system of collector and local streets serves the neighborhood. Cul-de-sacs are discouraged because they result in poor fire fighting equipment access, discourage pedestrian traffic and diminish neighborhood social interaction.

Intersections should be designed to slow traffic and reduce pedestrian crossing distances. This can be done by constricting or minimizing the intersection dimensions or by creating a center median to constrict traffic flow at an intersection.



## ALLEYS

Where possible, alleys should be used to serve residential development. Alleys provide an opportunity to put the garage to the rear allowing the street to be more pedestrian friendly. Streets lined with porches, entries and living space are safer because of the visual surveillance this provides.

## SIDEWALKS

Sidewalks, at least five feet wide, are required on all streets. Street corridors must be pedestrian friendly which will include sidewalks, street trees, street front building entries and parallel parking shelters and other enhancements of that environment. This is a walkable neighborhood, providing access for children, the elderly, and those adults who choose to walk or bike to any location. Cory Lane would include a bike lane taking the place of on-street parking.

## TREES

Shade trees are required along all streets. They should be located between the curb and sidewalk. Street trees enhance the quality of the neighborhood and provide relief from summer heat.





# Ustick Concept Master Plan



-  Conceptual Roadway Network
-  R-1C Zone
-  Conceptual School Site
-  Conceptual Park Site
-  Commercial Zoning
-  R-2 Zone
-  R-1B Zone
-  Bus Stop

NOTE: Land acquisition for the park and school shall be through a voluntary sale process and not through eminent domain or condemnation.