

BOISE CITY FOOTHILLS POLICY PLAN

1.0 LAND USE AND GENERAL DEVELOPMENT

The following section presents the goals, objectives and policies for “Land Use and General Development” in the Foothills Planning Area.

GOAL	OBJECTIVE	POLICIES
<p>To share growth throughout the community and to reduce the impacts of urban sprawl, controlled development of appropriate Foothills areas shall be allowed pursuant to standards and conditions that are protective of the Foothills, wildlife and neighborhoods.</p>	<p>Objective 1 The location of development will avoid environmentally sensitive areas such as waterbodies, floodways, landslides and fault zones, steep slopes, and unstable soils, and shall protect wildlife and habitat areas. Development shall be regulated in the flood plain.</p>	<ol style="list-style-type: none"> <li data-bbox="834 709 1520 863">1) Development shall be prohibited on slopes of 25% grade or greater, and within designated floodways. Necessary infrastructure and utilities may be placed within these areas subject to proper engineering and compliance with other policies of this plan. <li data-bbox="834 926 1520 1213">2) Development within areas of landslides, fault zones, and unstable soils shall be prohibited, unless the Project Engineer can demonstrate to the City Engineer that these site limitations can be overcome. The intent is to prevent hazards to life and property, and lessen the adverse effects of development on the safety, use or stability of public ways and drainage channels. The risk evaluation will be based on engineering reports which will be subject to peer review. <li data-bbox="834 1276 1520 1423">3) Environmental and wildlife features, such as wetlands, threatened plant species, riparian areas, big game winter range, and sensitive wildlife habitats shall be maintained through clustering of development away from those features, and development limitations.

Goals, objectives and policies for “Land Use and General Development” in the Foothills Planning Area. (continued)

GOAL	OBJECTIVE	POLICIES
(continued)	<p>Objective 2 The Land Use Map for the Foothills adopted with this plan shall be considered to be a generalized depiction of potentially buildable areas. Further determination of the amount, type and location of development shall be made pursuant to the following policies and other applicable policies contained in the <i>Foothills Policy Plan</i> and the <i>Boise City Comprehensive Plan</i> documents.</p>	<ol style="list-style-type: none"> <li data-bbox="690 401 1385 684">1) The Foothills Land Use Map provides a generalized depiction of potentially buildable areas based upon slope. At the time of zone change or development application, the developer shall submit detailed documents depicting wildlife habitat areas, existing slopes, geology and soils. This data shall be used to make more detailed determinations regarding the extent of the buildable area governed by the policies of this plan and the “Hillside and Foothill Area Development” ordinance. <li data-bbox="690 747 1385 1062">2) Areas designated on the Land Use Map (Figure 1 - 1) as Buildable are generally characterized by slopes less than 25% grade. The base density shall be 1 unit / 40 acres plus a density bonus formula (See Figure 1 - 2). Within the buildable areas there may be pockets of land greater than 25% slope. The existence of such areas shall be documented by the developer through detailed slope surveys as part of the application. Within such areas, the base density shall be 1 unit / 40 acres and density credits must be transferred to areas of less than 25% slope. <li data-bbox="690 1125 1385 1398">3) Areas designated on the Land Use Map as Slope Protection Areas are generally characterized by slopes that exceed 25%. Within such areas, the base density shall be 1 unit / 40 acres. Within Slope Protection Areas there may also be pockets of land that are less than 25% slope. The existence of such areas must be documented by the developer through detailed slope surveys. Density for these pocket areas shall be 1 unit / 40 acres, plus additional units allowed under the density bonus. <li data-bbox="690 1461 1385 1780">4) In buildable areas density bonuses may be granted in return for the provision of permanent open space. As the amount of permanent open space increases, the allowable density shall also increase according to the Density Bonus Formula. Only areas of less than 25% slope on parcels greater than 1 acre in size may be counted in the open space/density bonus calculations. All open space credited for density bonus purposes must remain in a primarily natural condition with the goal to maintain it for wildlife habitat and recreational uses. Such areas may

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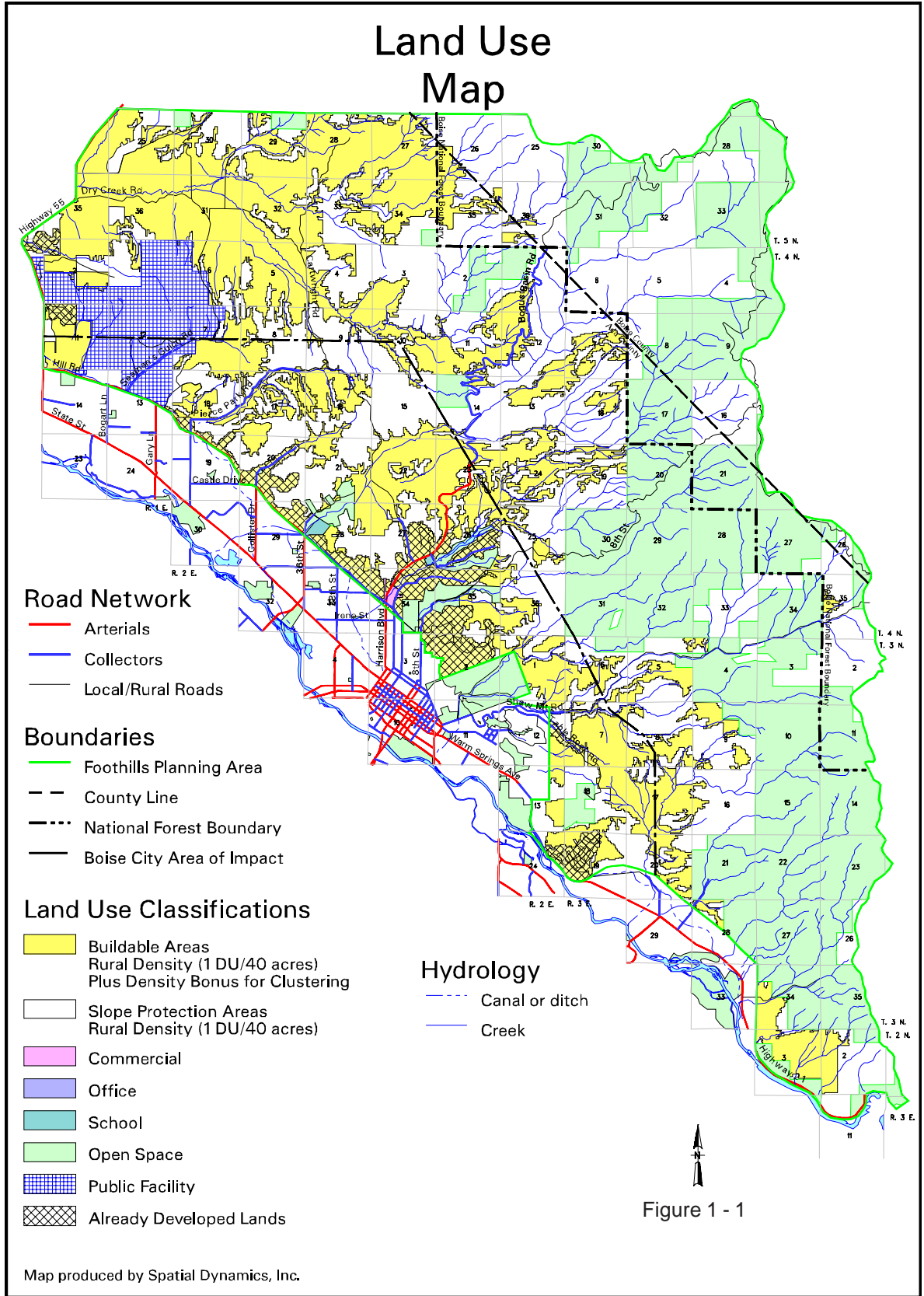


Figure 1 - 1

Goals, objectives and policies for “Land Use and General Development” in the Foothills Planning Area. (continued)

GOAL	OBJECTIVE	POLICIES
(continued)	Objective 2 (continued)	<p>remain as private open space, may be used for public trail easements, or may be dedicated to a public land trust or other group for conservation management purposes. Within the mapped Wildlife Habitat Areas, (See Figure 2 - 1) the open space areas shall be located to form continuous corridors subject to the review and recommendation of the Idaho Department of Fish and Game.</p> <p>5) Foothills developments shall be reviewed with the following priority considerations depending upon location:</p> <ul style="list-style-type: none"> a. The Western Foothills (Highway 55 to 36th Street) shall be considered to be the first priority area for development, subject to adequate street capacity and infrastructure. b. The Central Foothills (between 36th Street and 8th Street) shall be developed only to the extent that it can
(continued)		

Figure 1 - 2

Base Densities, Density Transfers, and Density Bonus Formula for Open Space Preservation

- 1) **Base Densities:** The base density shall be one unit per 40 acres for all areas designated as buildable (less than 25% slopes) and non-buildable (greater than 25% slopes).
- 2) **Density Credit Transfer:** Density credits for non-buildable areas may be transferred to buildable areas at a rate of one unit per 40 acres.
- 3) **Density Bonus:** Density Bonuses earned through open space preservation will be in addition to the one unit per 40 acres base density.

Density Bonus Formulas	
Open Space Preservation Within Buildable Areas	Density Bonus Within Buildable Areas*
25%	.50 units/acre
50%	1.5 units/acre
75%	3.0 units/acre

* The transfer of density rights from one parcel to another is allowed and encouraged under this plan. The method of calculating the available density on a given parcel for transfer to another parcel will be detailed in a future implementing ordinance.

Goals, objectives and policies for “Land Use and General Development” in the Foothills Planning Area. (continued)

GOAL	OBJECTIVE	POLICIES
(continued)	Objective 2 (continued)	<p>be demonstrated that traffic impacts on existing neighborhoods will be minimized. Special designs to minimize eastbound traffic from areas west of 36th Street may be required.</p> <p>c. The Eastern Foothills (east of 8th Street) shall be the highest priority area for open space acquisition. Where clustered developments are proposed, the Idaho Department of Fish and Game shall be asked to provide advice regarding the most desirable locations to maintain open wildlife corridors which comply with the Idaho Department of Fish and Game management plans.</p> <hr/> <p>6) All zone change and development applications shall include traffic impact analysis as required by the Streets Section of the Transportation Chapter of the <i>Boise City Comprehensive Plan</i>. Approval of the application shall be contingent upon findings regarding protection of service levels, as designated by the traffic plan of record, and use of traffic management strategies.</p> <hr/> <p>7) All zone change and development applications shall be filed as Planned Unit Development (PUD) proposals. The PUD application shall demonstrate compliance with all applicable requirements of the <i>Foothills and Comprehensive Plans</i>, including design guidelines, provision of public facilities, habitat protection and fire protection.</p>
	Objective 3 A mixture of land uses and housing densities shall be permitted in the Foothills in order to accommodate a variety of housing, shopping, transportation, public facility, recreation and wildlife needs.	<p>1) Proper development shall reflect the multiple roles that gulches play including, but not limited to, transportation corridors, flood control, trail access, recreation, wildlife and environmental attributes.</p> <hr/> <p>2) Limited commercial and office development shall be considered in Foothills planned developments. Commercial and office uses shall be predominantly neighborhood related and located in areas where:</p> <p>a. The slopes are 15 percent (15%) or less; and, b. They are adjacent to activity centers, clustered</p>

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Goals, objectives and policies for “Land Use and General Development” in the Foothills Planning Area. (continued)

GOAL	OBJECTIVE	POLICIES
(continued)	Objective 3 (continued)	development or the intersections of collector or arterial streets; and, c. By their proximity to residential uses would reduce vehicular trip generation. Such development should be compatible with the design and size of the surrounding neighborhoods.
		3) Employment center uses may be considered as part of Planned Development proposals, given that they meet a standard of land use intensity not unlike adjoining residential uses. Acceptable uses will be held to design and environmental protection standards, and shall not produce traffic greater than that generated by residential uses for the same amount of land.
		4) A mixture of densities and housing types shall be encouraged in the Foothills. Multiple family dwelling developments shall be located: a. Near dedicated open space, schools, or parks; or b. Adjacent to arterial or collector streets; or c. Near commercial/community activity centers.
		5) Density transfers between parcels of different ownership and/or the same ownership, and clustering of development shall be allowed, and in some areas required, as a means of protecting sensitive areas by maintaining open space and allowing for more efficient urban services.
		6) Gated developments in the Foothills are prohibited due to the potential for such development to restrict or delay emergency response in the Foothills.

2.0 ENVIRONMENTAL PROTECTION AND OPEN SPACE CONSERVATION

The following section presents the goals, objectives and policies for “Environmental Protection and Open Space Conservation” in the Foothills Planning Area.

GOAL	OBJECTIVE	POLICIES
<p>Reduce or minimize adverse environmental impacts resulting from Foothills development, and mitigate these impacts when they are unavoidable. Preserve, enhance, and where appropriate, create wildlife habitat areas in the Foothills.</p>	<p>Objective 1 Foothills development shall be designed to avoid hazardous areas and shall be engineered to minimize risk to structures and life.</p>	<ol style="list-style-type: none"> 1) Site specific information shall be required on the geotectonic, geologic, geomorphic and hydrologic characteristics of proposed Foothills development so natural and potential hazards induced by development are identified, and further, that these hazards are avoided or mitigated. <hr/> 2) Lands disturbed by development shall be revegetated. Revegetation plans shall include erosion control, efficient water management and fire protection, and shall be compatible with the flora and visual qualities of the Foothills. Revegetation must be sustained by the developer until such a time that it becomes self sustaining. <hr/> 3) Each development shall provide for the permanent management and maintenance of all floodway and drainage mechanisms and facilities to maximize safety and the preservation of habitat and aesthetic features. These shall comply with the Federal Water Pollution Control Act as amended, Public Law 100-4, Title IV - Permits and Licenses Certification, Section 401 (a) (1), and Section 404 Permits for Dredged and Fill material wetland and flood plain regulations as amended, where applicable. The Boise City Storm Water Best Management Practices Guidebook should be used to establish the drainage management plan. This drainage plan should be subject to periodic review to ensure compliance with best management practices. <hr/> 4) Floodways shall be maintained and preserved for open space uses including habitat areas. <hr/> 5) Improved flood control and flood system management shall be allowed, provided safety, habitat and aesthetic features of the natural system are maintained, and all required local, State and Federal development permits are obtained.

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Goals, objectives and policies for “Environmental Protection and Open Space Conservation” in the Foothills Planning Area. (continued)

GOAL	OBJECTIVE	POLICIES
(continued)	Objective 1 (continued)	6) Increasing the downstream dimensions of the 100-year flood plain and the down cutting angle and velocity of streams as a result of upstream development shall not be allowed.
	Objective 2 Watershed values in the Foothills shall be protected.	1) Vegetation along streams, waterbodies and in gulches shall be protected and enhanced to stabilize and protect banks and minimize sedimentation and erosion. Natural drainages should be enhanced, where appropriate, to increase the ability to stabilize and slow the erosion process and protect the waterbody, where this does not counter the Federal Emergency Management Agency regulations for flood plains and waterbodies. 2) Reduce and minimize impervious surfaces, which shall be designed and located to support the natural system of drainages and aquifer recharge areas and to lessen peak flows of runoff. 3) Waterbodies shall be protected from contamination and sediments, particularly during construction phases of development. Waters shall be protected so that they comply with the state water quality standards. 4) Construction of impervious surfaces within a floodway shall be avoided, except for roads as stated in the Transportation, Infrastructure and Services Section. 5) Groundwater quality shall be protected and maintained by retaining on-site runoff from Foothills development, so that it can be naturally filtered and allowed to percolate. Should a site be unsuitable for on-site drainage, alternative off-site drainage may be permitted.

Goals, objectives and policies for “Environmental Protection and Open Space Conservation” in the Foothills Planning Area. (continued)

GOAL	OBJECTIVE	POLICIES
(continued)	<p>Objective 3 Where Foothills developments are adjacent to undeveloped areas, wildfire hazards shall be assessed and minimized through subdivision design, street layout, building design and landscape and building materials restrictions.</p>	<ol style="list-style-type: none"> <li data-bbox="834 401 1523 527">1) Foothills development located outside of the 1.5 mile driving distance or four minute response time from fire stations shall require approved fire sprinkler/suppression systems in dwelling structures. <hr/> <li data-bbox="834 590 1523 716">2) The use of Class A (noncombustible) roofs within all Foothills developments shall be required. This shall include retrofit for houses which are to have at least 50% or more of the roof area remodeled or replaced. <hr/> <li data-bbox="834 779 1523 905">3) Fire sprinkler systems are required in new residential buildings with a floor area in excess of 5,000 square feet, and are encouraged for all other residences in areas vulnerable to range fires. <hr/> <li data-bbox="834 968 1523 1020">4) Emergency and/or secondary access shall be provided in all Foothills subdivisions. <hr/> <li data-bbox="834 1083 1523 1178">5) Structures bordering any open area with natural vegetation shall use fire rated roofing materials, siding, decking material and fencing. <hr/> <li data-bbox="834 1241 1523 1335">6) All newly constructed Foothills structures shall be protected by a landscaped fire break and fire breaks should be encouraged for already constructed structures. <hr/> <li data-bbox="834 1398 1523 1524">7) The maximum building envelope for development sites must be identified on each parcel to provide adequate access around the structure for fire protection, and to provide a fire break. <hr/> <li data-bbox="834 1587 1523 1734">8) Use of common driveways and other design innovations should be used in Foothills developments and should be encouraged to reduce curb cuts on roadways in the Foothills, and to reduce the area of impervious surface in developments.

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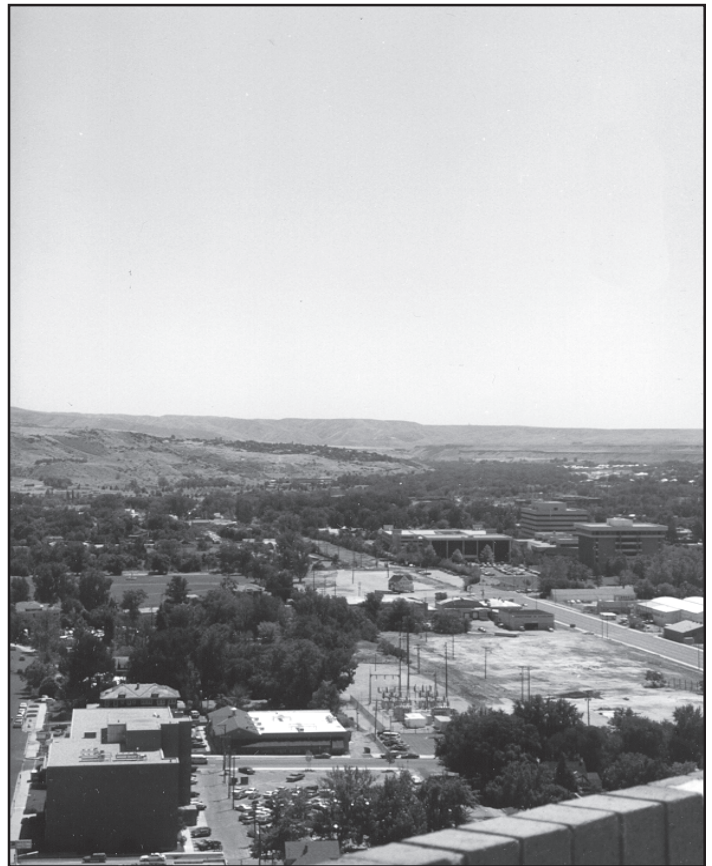
Goals, objectives and policies for “Environmental Protection and Open Space Conservation” in the Foothills Planning Area. (continued)

GOAL	OBJECTIVE	POLICIES
(continued)	Objective 3 (continued)	9) A fire safety plan shall be filed with the Planned Unit Development application to include safety measures to be used during the construction phase, and plans for fire prevention and emergency evacuation in the case of a wild fire. This plan will be an enforceable part of the PUD approval agreement.
	Objective 4 Sensitive wildlife habitat areas shall be conserved. Natural wildlife corridors connecting open space habitat areas shall be identified and pre-served.	<p>1) Accurate site specific information shall be used concerning the characteristics of critical deer and elk habitat and wildlife migratory corridors in the Foothills. Sources of information are the Idaho Department of Fish and Game, U. S. Fish and Wildlife Service and the Bureau of Land Management. Proposed development projects shall have wildlife habitat area studies prepared by qualified professionals and submitted with the project application for review by the above agencies.</p> <p>2) Where a habitat is judged critically important to preserve, the habitat or appropriate wildlife easements shall be protected by private ownership, or by organizations dedicated to preservation of wildlife habitats, or by public ownership.</p> <p>3) Private landscaping in subdivision common areas should use indigenous plants as much as possible, and plant species recommended by the Parks and Recreation Department City Forester. The details for this requirement and those plants specifically prohibited will be part of the proposed Uniform Foothills Design Guideline Manual.</p>
	Objective 5 Archeological and historic sites, as well as areas of a sensitive geologic or ecologic nature shall be identified, inventoried and protected as funding allows.	1) Where sensitive sites are judged to be critically important to preserve, as defined in the Open Space Management Plan, they shall be protected by private ownership, by organizations dedicated to preservation of historic or archeological sites, or by public ownership as funding allows.

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Goals, objectives and policies for “Environmental Protection and Open Space Conservation” in the Foothills Planning Area. (continued)

GOAL	OBJECTIVE	POLICIES
(continued)	Objective 5 (continued)	2) Where appropriate the City shall encourage safe and innovative methods for dealing with drainage to create, increase or enhance wildlife habitat areas in the Foothills.
	Objective 6 The City will encourage utilization of a variety of mechanisms to preserve open space and wildlife habitat areas.	1) The City will utilize open space acquisition methods such as land trusts, conservation easements, serial levies and other similar innovative means to help secure sensitive open lands, as directed under the Open Space Management Plan.



View of the Foothills East from downtown Boise

Wildlife Habitat Areas

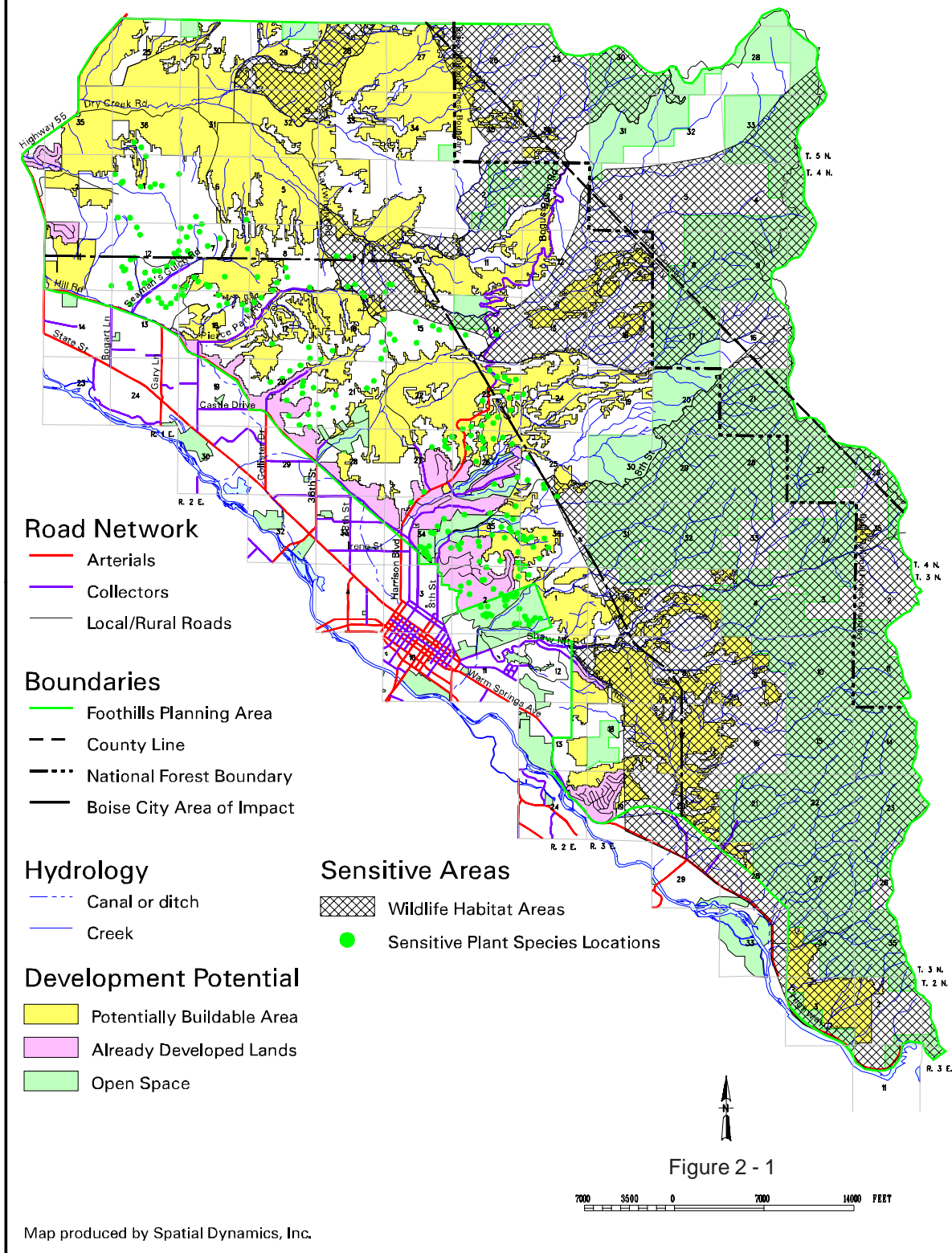


Figure 2 - 1

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3.0 SCENIC AND AESTHETIC CONCERNS

The following section presents the goals, objectives and policies for “Scenic and Aesthetic Concerns” in the Foothills Planning Area.

GOAL	OBJECTIVE	POLICIES
<p>To retain and preserve, and in appropriate cases enhance, the natural scenic values of the Foothills.</p>	<p>Objective 1 Development shall be designed to protect the general shapes and textures of the Foothills.</p>	<ol style="list-style-type: none"> 1) Development shall comply with all guidelines and standards for excavation, grading and placement of building envelopes as provided in the Uniform Building Code, the Hillside and Foothill Area Development Ordinance and the proposed Uniform Foothills Design Guideline Manual when adopted. <hr/> 2) Developments shall maximize the retention of the existing natural topography. <hr/> 3) Cut-and-fill slopes shall be integrated into the surrounding terrain when viewed from a distance. <hr/> 4) Grading shall seek to blend development into the Foothills’ backdrop. Fills and grading shall be contoured to the maximum extent, to avoid a flat or squared off appearance on ridges and toe slopes and to create the appearance of natural topography. <hr/> 5) Roadways must be designed to prevent erosion, road slippage and/or breakups. <hr/> 6) Graded and filled areas shall be revegetated within one growing season from the initial disturbance. <hr/> 7) Lighting systems on Foothills roadways should be designed to both provide adequate public safety and to lessen the light directed toward the valley.

Goals, objectives and policies for “Scenic and Aesthetic Concerns” in the Foothills Planning Area. (continued)

GOAL	OBJECTIVE	POLICIES
(continued)	<p>Objective 2 Development proposals shall take into account unique geologic features and integrate developments around them.</p>	<ol style="list-style-type: none"> 1) Development shall be located on the least intrusive portion of sites having unique geologic features. <hr/> 2) The natural scenic values of prominent ridges and knolls shall be maintained. Project design shall preserve the natural appearance of prominent ridges and skylines, and concentrate development on more obscured areas of the sites. Prominent ridges and knolls shall be designated by the City in the “Open Space Management Plan,” and this term is not intended to include every ridge and knoll in the Foothills. <hr/> 3) Building site pads will be contoured to resemble the natural slope of the terrain. <hr/> 4) Use of retaining walls associated with lot pads will be limited in height and bulk and set back from property lines to provide for the integrity of the hillside, the safety of the subject property, and the neighboring properties. <hr/> 5) The design and colors of structures and retaining walls shall blend with the natural environment to limit sharp contrast. Retaining walls shall be designed and engineered to hold the loads placed upon them. <hr/> 6) Building forms and roof lines shall help blend the structure with the natural terrain through varied roof levels, and other suitable architectural treatments. <hr/> 7) Billboards are prohibited in the Foothills. All signage in the Foothills area must be of a monument type not exceeding 10 feet in height. Signage on buildings may only identify its occupant and may not exceed 24 inches in letter height, and may not extend above the height of the primary structure.

Goals, objectives and policies for “Scenic and Aesthetic Concerns” in the Foothills Planning Area. (continued)

GOAL	OBJECTIVE	POLICIES
(continued)	<p>Objective 3 New mineral or gravel extraction activities will comply with the policies of this plan in an effort to preserve the watershed and threatened and endangered plants, conserve wildlife habitat areas, and preserve and enhance recreation and the natural scenic values of the Foothills.</p>	<p>1) New mineral extraction and rock quarry activity will be permitted only when the area’s overall topographic integrity is retained or regenerated in a timely fashion and all significant environmental, cultural and archaeological features are preserved, and when such use is compatible with existing and planned development.</p> <hr/> <p>2) New mineral extraction should not create scarring visible from the valley floor. Aesthetic concerns must be taken into account in planning mineral extraction. A reclamation plan and bond shall be required for these operations prior to project initiation.</p>



West Central Foothills from downtown Boise

4.0 RECREATION AND OPEN SPACE PRESERVATION

The following section presents the goals, objectives and policies for “Recreation and Open Space Preservation” in the Foothills Planning Area.

GOAL	OBJECTIVE	POLICIES
To preserve and enhance recreation and open space features in the Foothills.	Objective 1 A network of parks, common open spaces and continuous recreational trail systems for public use will be planned and developed within the Foothills. The trail system will connect lowland neighborhoods and public parks with Foothill neighborhoods, public parks and public lands.	1) Common open space shall be included in Foothills developments.
		2) Ownership, use and maintenance responsibilities for each type of common open space area must be addressed at the time of development application. The City may accept dedication of the open space area to the public at large and manage the same.
		3) Developers shall comply with the Ada County <i>Ridge-To-Rivers Pathway Plan</i> by designating and preserving planned trail and common open space areas for public acquisition or dedication in exchange for density transfers, land exchanges or cluster development. All trail heads should be provided with public parking and buffered from the surrounding uses. Access for the handicapped shall be incorporated into the designs for trail heads and parking areas. No loss of allowable density shall occur where property is transferred to public ownership. A state or local unit of government may sell or exchange density from its property to developable property.
		4) Public trails and common open space areas should be acquired by the public through such methods as purchase, donation, easements or land exchanges, or utilization of density transfers.
		5) The development and maintenance of public trail support facilities, parking lots, rest rooms and other such features shall be the responsibility of the public.

Goals, objectives and policies for “Recreation and Open Space Preservation” in the Foothills Planning Area. (continued)

GOAL	OBJECTIVE	POLICIES
(continued)	<p>Objective 2 Foothills development shall be integrated with public lands in a manner that preserves public access and protects public land values.</p>	<p>1) New Foothills development adjoining, federal and other public lands held for preservation should provide a buffer to protect wildlife habitat, recreation, watershed and other natural resources, and minimize adverse impacts on such lands and waterbodies. Creation of such buffers on already developed property should be encouraged.</p>
		<p>2) Points of access to public lands should be served by public roads, or primary or secondary trails routed around or between developments.</p>
		<p>3) Public open space and public parks shall be linked by a path/trail system composed of on-street paths, secondary trails and primary trails. They will be managed for multiple use.</p>
		<p>4) Areas of private lands within developments designated as common open space will be managed in accordance with a plan prepared and approved in the PUD process.</p>
		<p>5) State Endowment lands shall be regarded the same as private lands under policies of this plan.</p>
	<p>Objective 3 Foothills developments shall include secondary access to public trails and lands.</p>	<p>1) Secondary trails within developments shall allow public access and be located to link the on-street path system to public trails and lands.</p>
		<p>2) The need for secondary trails shall be evaluated case-by-case, based upon the likelihood of significant use.</p>
		<p>3) Secondary trails should be established where there are no existing public or other secondary trails connecting to primary trails.</p>

(continued)

Goals, objectives and policies for “Recreation and Open Space Preservation” in the Foothills Planning Area. (continued)

GOAL	OBJECTIVE	POLICIES
(continued)	Objective 3 (continued)	<p>4) When a secondary trail is required, the developer shall establish a right-of-way for the trail in a location that will reduce walking distance.</p> <hr/> <p>5) Buffering techniques shall be used between trails, public parking areas and the developed areas.</p>
	<p>Objective 4 A comprehensive “Open Space Management Plan” for trails, parks, open space and sensitive areas should be created and implemented to cooperatively address the issues of the urban interface with the environmental, recreation and wildlife needs and concerns.</p>	<p>1) The “Open Space Management Plan” shall be developed in cooperation with all of the agencies and governing bodies that have jurisdiction in the Foothills. This plan shall include an interconnected network of wildlife habitat corridors designed to preserve migratory trails, as designated by Idaho Department of Fish and Game. The “Open Space Management Plan” should be completed by City staff with the help of the other agencies within a year of the adoption of Foothills Policy Plan.</p> <hr/> <p>2) An accompanying Foothills Capital Improvement Program shall be adopted and implemented to meet the goals and provisions of the “Open Space Management Plan” and other plans and programs adopted with this plan.</p> <hr/> <p>3) Boise City and Ada County will participate in the “Foothills Coordinated Resource Management Plan,” adopted by the City on August 17, 1994, and the County on June 15, 1994, to identify archeological, historic, geologic, and ecologic sites; and to identify potential extensions and modifications of trail corridors, habitat reserves and park sites provided for in the Foothills Policy Plan and contribute to its implementation. The results of this process should become part of the “Open Space Management Plan.”</p>



Lower Foothills and Hearthstone Drive, after the 8th Street fire, August 1996

5.0 NEIGHBORHOOD PROTECTION

The following section presents the goals, objectives and policies for “Neighborhood Protection” in the Foothills Planning Area.

GOAL	OBJECTIVE	POLICIES
To preserve, enhance and protect neighborhoods and developed areas from unacceptable adverse impacts resulting from Foothills development.	Objective 1 Foothills developments shall be compatible with and complementary to adjacent neighborhoods.	1) Substantial density, intensity or design changes shall only be allowed by creating transitional uses or buffers so that abrupt changes are avoided.
		2) Foothills developments, adjacent neighborhoods, schools, and open spaces shall be linked with a pedestrian pathway system which is distinct and separate, where feasible, from the roadway system.
		3) Internal neighborhood connections shall be provided through varied design provisions, including sidewalks and paths.
		4) Sidewalks will be provided on at least one side of all Foothills roads with appropriate landscaped buffers. In lieu of a second sidewalk on the opposite side of the road, an adequate bicycle and pedestrian pathway system shall be provided. Sidewalk buffer requirements and pathway designs will conform to the Foothills Uniform Design Guideline Manual criteria.
		5) Where streets or other public services within and through the built community will be negatively affected by new developments, new projects will provide or make contributions toward effective mitigation to protect public health, safety, and welfare in the built community as well as in the newly developed areas.
		6) The planned unit development is the required Foothill development mechanism, as regulated by Section 11-06-05 on the <i>Boise City Zoning Ordinance</i> , because it is the most effective tool for solving problems associated with traffic, terrain, aesthetics, intra-, and inter-neighborhood connections for urban density developments. Planned unit developments will be required as a means to provide adequate buffers for transitional uses between adjacent existing developments.

Goals, objectives and policies for “Neighborhood Protection” in the Foothills Planning Area. (continued)

GOAL	OBJECTIVE	POLICIES
(continued)	<p>Objective 2 Neighborhoods affected by through-traffic will be protected.</p>	<ol style="list-style-type: none"> <li data-bbox="688 401 1391 527">1) Improvements to the transportation system need to balance the long-term development objectives with protection of neighborhoods and must be in scale with existing neighborhoods. <hr/> <li data-bbox="688 590 1391 716">2) Upgrading of residential streets to collector and arterial status shall be discouraged and shall only occur where a significant community-wide need can be identified as part of the adopted Regional Transportation Plan. <hr/> <li data-bbox="688 779 1391 863">3) Public and urban service requirements for developments, including transportation improvements shall minimize impacts on existing neighborhoods. <hr/> <li data-bbox="688 926 1391 1115">4) Mitigation of the effects of increased traffic on existing neighborhoods shall be paid for by the developments causing such effects on a proportionate basis, through the use of mechanisms such as impact fees, installation of traffic calming infrastructure, trail and pathway development and mass transit development. <hr/> <li data-bbox="688 1178 1391 1461">5) The City Planning and Community Development Department shall annually monitor street capacity as it is consumed by Foothills development and shall be prepared to limit Foothills development as capacity is reached. Capacity shall be determined according to a formula to be defined jointly by Boise City, Ada Planning Association (APA) and Ada County Highway District (ACHD) and adopted in a governing Foothills Transportation Plan. <hr/> <li data-bbox="688 1524 1391 1650">6) Legal notice of Planned Unit Development applications for Foothills development shall be given to all affected neighborhood associations and other agencies and groups that may be affected by the proposals.

6.0 TRANSPORTATION, INFRASTRUCTURE AND SERVICES

The following section presents the goals, objectives and policies for “Transportation, Infrastructure and Services” in the Foothills Planning Area.

GOAL	OBJECTIVE	POLICIES
<p>Provide efficient, cost-effective and environmentally sound transportation systems, infrastructure systems and public services which protect existing and future land uses, preserve public safety and protect wildlife habitat areas, surface and groundwater quality, and flood control measures.</p>	<p>Objective 1 The Foothills transportation system shall provide access between residential areas and centers of employment, retail activity, and services.</p>	<ol style="list-style-type: none"> 1) New developments must locate streets, sidewalks, bicycle paths, and bus stops that conform to adopted transportation and pathway plans, and to promote inter-connectivity within the Foothills traffic sheds to enhance public safety and access for emergency services. 2) All urban density Foothills development projects must have a means of emergency access if a reasonable means of secondary access cannot be provided. All development shall meet the access requirements of the fire district within which the development is located. 3) All streets must be engineered to be consistent with Ada County Highway District standards.
	<p>Objective 2 Development and growth in the Foothills will occur within a framework which minimizes impacts on the traffic system and protects the quality of existing neighborhoods.</p>	<ol style="list-style-type: none"> 1) When reviewing land use amendments, zone changes, master plans, conditional uses and other significant entitlement requests, the City shall take into consideration the impact of the project on street levels of service. The City’s preferred standards shall be those identified for new streets in ACHD’s <i>Development Policy Manual</i>, or its successor. Service level impacts shall be minimized through project modifications, traffic management plans, street improvement plans or other means. 2) The City shall advocate the use of traffic management strategies as a means of protecting service levels of streets from naturally increasing background traffic volumes, as well as mitigation for new development. Traffic management strategies may include but are not limited to: <ol style="list-style-type: none"> a. Limiting new development in the area that would be the cause of decline in service levels. b. Tying new developments to a Transportation Improvement Program (TIP) that identifies needed street improvements, if or when appropriate. c. Use of traffic-calming techniques.

(continued)

Goals, objectives and policies for “Transportation, Infrastructure and Services” in the Foothills Planning Area. (continued)

GOAL	OBJECTIVE	POLICIES
(continued)	Objective 2 (continued)	<ul style="list-style-type: none"> d. Capturing trips with service commercial centers in new projects. e. Reduction of trips through alternative travel modes including bike and pedestrian paths and transit services. <hr/> <p>3) Motorized traffic may be required to experience some inconvenience for the purpose of helping to preserve the integrity of neighborhoods.</p> <hr/> <p>4) Historic district streets shall be managed in such a manner that the flavor and character of the historic districts are preserved and enhanced while maintaining the livability of these neighborhoods and preserving the functionality of the street system. The use of traffic management strategies as described above shall be given priority over street widenings, lane additions and removal of on-street parking as a means of resolving traffic flow problems. Streets and arterials within historic neighborhoods shall not be upgraded or altered to increase capacity without an amendment to this plan.</p>
	Objective 3 A framework of arterial and collector streets serving the Foothills shall be defined to serve development in the eligible areas.	<ul style="list-style-type: none"> 1) The street framework will be established on principles in this plan, the <i>Boise City Comprehensive Plan</i> and the <i>Destination 2015: Regional Transportation Plan For Northern Ada County (2015 Transportation Plan)</i>, or the transportation plan of record. <hr/> <ul style="list-style-type: none"> 2) The 36th Street and west Hill Road corridors shall be the primary arterials to serve Western Foothills development, as provided in the <i>2015 Transportation Plan</i>. <hr/> <ul style="list-style-type: none"> 3) The extension of 36th Street to Cartwright Road and eventually to Bogus Basin Road is desirable. The intersection of 36th Street and Cartwright Road should be designed to encourage north/south traffic. Cartwright Road is to be a local street or discontinuous collector from 36th Street to Bogus Basin Road.
		(continued)

Goals, objectives and policies for “Transportation, Infrastructure and Services” in the Foothills Planning Area. (continued)

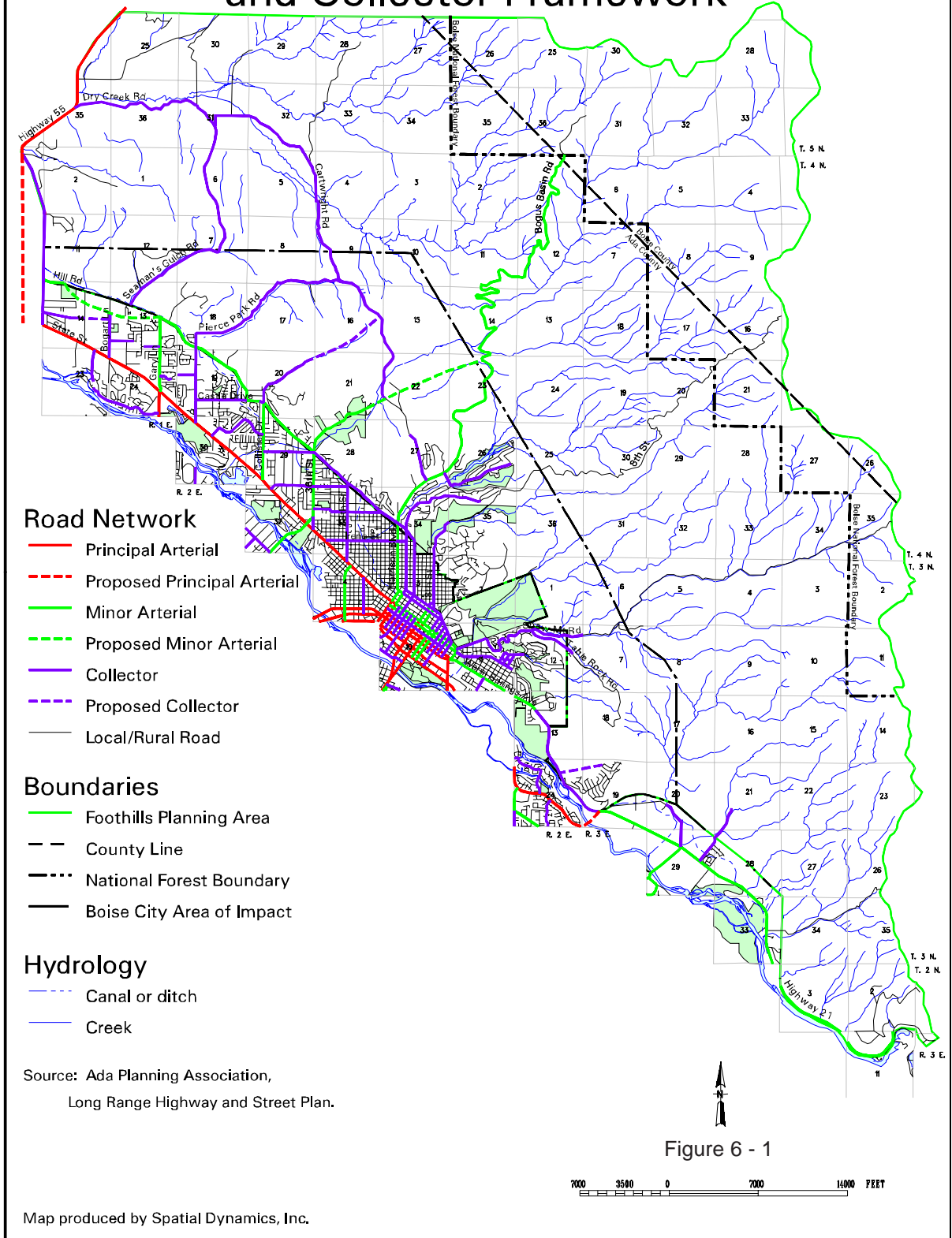
GOAL	OBJECTIVE	POLICIES
(continued)	Objective 3 (continued)	<p>4) The concept of a western Foothills loop road in the vicinity of Cartwright Road between Highway 55 and 36th Street may be pursued.</p> <hr/> <p>5) The concept of interconnectivity between Table Rock Road and Warm Springs Creek Gulch in order to provide secondary and/or emergency access, may be studied.</p> <hr/> <p>6) The following are suggested for further study as arterials:</p> <ul style="list-style-type: none"> a. An 8th Street - 9th Street couplet; b. Ninth Street only; c. Eighth Street only; d. Fifteenth Street, and; e. Other options including an intentional policy to slow traffic through existing neighborhoods should be considered by Ada County Highway District.
	Objective 4 Urban development, defined as densities greater than one unit per ten acres, in the Foothills shall only be permitted in urban service planning areas where infrastructure and services exist or can be made available.	<p>1) Urban development in the Foothills shall be phased according to the ability to provide urban services. Urban services shall include sewer, water, schools, transportation, fire, police, and other public safety services. The development phasing mechanism will become a part of the Urban Service Planning Area agreement with Ada County, and shall include the designation of growth tiers and subareas, to discourage urban sprawl and leapfrog development, and to encourage the provision of adequate public services concurrent with development as specified in the Growth Management Chapter of the <i>Boise City Comprehensive Plan</i>. Infrastructure development will be controlled by the proposed Foothills Capitol Improvements Program. A phasing “tier” ordinance shall be prepared within one (1) year after the adoption of the <i>Foothills Policy Plan</i>.</p> <hr/> <p>2) All developments of urban density shall be hooked up to wet line sewers in accordance with the Boise City Subdivision Ordinance and the Boise City Sewer Regulations.</p>

(continued)

Goals, objectives and policies for “Transportation, Infrastructure and Services” in the Foothills Planning Area. (continued)

GOAL	OBJECTIVE	POLICIES
(continued)	Objective 4 (continued)	<p>3) All developments of urban density shall be hooked up to an approved water system.</p> <hr/> <p>4) Lands shall be developed in accordance with all governing development standards. Only lands that can be served using techniques which do not impose an extraordinary service and maintenance cost on the general service subscriber shall be developed.</p> <hr/> <p>5) Infrastructure and urban service facilities shall avoid hazardous and environmentally sensitive areas such as stream beds, floodways or installations on terrain that is difficult to access and service.</p> <hr/> <p>6) New road construction shall not be allowed within any floodway, except as necessary to cross the floodway where no reasonable alternative exists. As a condition of approval, all proposals where a road crosses the floodway will completely mitigate the effects on hydrology, vegetation and wildlife through measures approved by the Department of Public Works.</p> <hr/> <p>7) Extending urban service facilities through steep or unstable terrain should be avoided whenever possible, and will be required to meet strict safety and engineering design standards.</p> <hr/> <p>8) Utilities shall be designed and located to conserve energy.</p> <hr/> <p>9) Infrastructure provided for new development shall be designed to handle requirements of potential adjoining developments, such as adequate rights-of-way, sewer capacity, drainage, etc. Drainage plans shall take into account possible drainage problems between lots in the same or adjoining subdivisions and protect against their occurrence.</p>

Long Range Arterial and Collector Framework



Goals, objectives and policies for “Transportation, Infrastructure and Services” in the Foothills Planning Area. (continued)

GOAL	OBJECTIVE	POLICIES
(continued)	<p>Objective 5 Providers of urban services in the Foothills shall prepare future facility plans and acquisition maps.</p>	<p>1) Public and urban services shall be planned and designed with adequate capacity to meet the ultimate needs of the service area.</p> <hr/> <p>2) Planned unit developments are required, and cooperative joint development of public service facilities shall be required when the development timing is coincidental.</p> <hr/> <p>3) When feasible, utility corridors should be consolidated in road corridors, but designed in a way to not interfere with the road structure in maintenance and retrofitting circumstances.</p> <hr/> <p>4) Infrastructure design shall blend with the Foothills landscape.</p> <hr/> <p>5) Public uses, such as government and utility facilities, shall adhere to the Foothills Policy Plan.</p>
	<p>Objective 6 Provide appropriate access to the Hulls Gulch/Camels Back Reserve, the Military Reserve and public/private properties around these City parks.</p>	<p>1) Roadways through Hulls Gulch/Camels Back and Military Reserves should not be upgraded or expanded beyond what is necessary to serve their basic function of park and existing resident access. Roads and roadway improvements for any use, other than park access, or historic public safety and residential access, shall not be permitted.</p>

Goals, objectives and policies for “Transportation, Infrastructure and Services” in the Foothills Planning Area. (continued)

GOAL	OBJECTIVE	POLICIES
(continued)	<p>Objective 7 The City shall develop implementing plans and ordinances to ensure that the Foothills transportation, infrastructure and services required under this plan will be provided for in a coordinated and timely manner. The City shall encourage the County, other jurisdictions with Foothills property, and the ACHD, to jointly develop these plans and ordinances to be compatible with those of the City, and to examine the possibility of a joint administrative board for open space and planning and zoning issues within the Foothills planning area.</p>	<p>1) Boise City shall develop and adopt a Foothills Capital Improvement Program, and shall encourage Ada County, Ada Planning Association and Ada County Highway District, to develop and adopt a coordinated Foothills Capital Improvement Program to implement the <i>Foothills Policy Plan</i>.</p> <hr/> <p>2) The Foothills transportation system shall be planned and implemented to meet the goals and objectives of the <i>Foothills Policy Plan</i>. Boise City shall develop and adopt a Foothills Transportation Plan in conjunction with Ada County, APA and ACHD within six months after the adoption of the <i>Foothills Policy Plan</i>.</p> <hr/> <p>3) The Ada County Highway District shall be requested to develop road construction guidelines for the Uniform Foothills Design Manual, specifically addressing hillside terrain. These guidelines shall meet appropriate engineering and safety requirements while allowing and encouraging flexible and innovative standards for road building in steep and hilly terrain. Revegetation of the right-of-way shall be an integral part of these standards.</p> <hr/> <p>4) The location of the Impact Boundary shall be revised with concurrence from Ada County to reflect appropriate urban and rural land uses within a year from the adoption of the Foothills Policy Plan.</p> <hr/> <p>5) The location of the Urban Service Planning Area Boundary Line shall be reviewed annually by Boise City with Ada County and the service providers in order to maintain a reasonable schedule between planning for extension of infrastructure and projected development. This boundary line will define the phasing line for urban development.</p>

(continued)

Goals, objectives and policies for “Transportation, Infrastructure and Services” in the Foothills Planning Area. (continued)

GOAL	OBJECTIVE	POLICIES
(continued)	Objective 7 (continued)	<p>6) Boise City should move ahead but encourage Ada County, and ACHD to jointly adopt uniform design guidelines referred to in this document as the Uniform Foothills Design Manual, which demonstrates the intentions of the Foothills Goals, Policies and Objectives, through example, regarding site development, grading, road improvements, revegetation, and building standards and requirements. Boise City shall adopt these standards into the Hillside and Foothill Area Development Ordinance within a year from the adoption of the Foothills Policy Plan. The City will work in cooperation with the City of Eagle on these issues.</p> <hr/> <p>7) The Boise City Planning Department, in conjunction with Ada County Highway District and Ada Planning Association, will monitor and report to the City Council annually the impacts of this plan on land use, open space, recreation, wildlife aesthetics and neighborhood issues, and on the impacts of Foothills development on the County’s highway and roadway capacities.</p> <hr/>

APPENDIX A - GLOSSARY OF TERMS

Activity Center - These centers could include development of a range of commercial services, urban support services and urban residential densities to attract or avoid vehicular trips. Uses might include grocery stores, restaurants, apartments, townhouses, fire stations, schools, parks, recreational uses, and public open space.

Archeological Artifacts - Material evidence of human life and cultures in past ages. This includes paleontologic sites, fossils, ancient life forms and remains of the culture of a people, for example: fossil beds, or Native North American village sites and artifacts.

Boise Area of Impact - [See definition on the “Foothills Land Use Map,” Figure 1 - 1.] An extraterritorial review area surrounding Boise City which was negotiated between Boise City and Ada County in accordance with Section 67-6526 of the Idaho Code. The *Boise City Comprehensive Plan* Policies and the *City Subdivision Ordinance* apply within this unincorporated portion of Ada County and certain zoning and development applications within this area are referred to Boise City for review and comment.

Building Envelope - The designated area on a lot within which a building or other structure (including footings) must be contained.

Built Community - Developed areas including homes, businesses, schools, golf courses, farms/agricultural operations, roads and sidewalks.

Built Landscape - Developed areas including homes, businesses, schools, golf courses, roads, sidewalks and the associated landscaping. The character of plant materials in the built landscape differs from that of the natural landscape and typically includes large conifers, deciduous shade trees and flowering ornamental trees and shrubs with lawn as the primary ground cover.

Cluster Development - Residential development, usually reviewed under the regulations for a planned unit development, which utilizes a variety of densities and housing types in an effort to concentrate infrastructure, avoid sensitive environmental sites and to optimize the more rights from one parcel of land to another parcel which is not part of the same PUD. It is a development technique

in which certain lands are dedicated to open space, or other public or other uses not involving buildings, and the potential development density, or units per acre, is transferred either to another portion of the project or to a separate site. The density transfer process would allow density of dwelling units on a parcel to exceed underlying zoning density restrictions in order to create extra open space within or between planned developments. The transfer of development rights (TDRs) would also permit the transfer of density from one parcel ownership in a holding zone to another parcel located in a receiving zone. Receiving zones would be located in either the flattest, least environmentally sensitive areas of the Foothills, or in certain parts of the City or County that are not located in the Foothills.

The TDR process would essentially keep most holding zone parcels in their undeveloped state. By permitting the density transfer from the holding zone, the public would restrict a holding parcel to rural uses through some form of legal instrument such as a conservation easement or deed restriction. The TDR process would not prevent development of a single family residence on a legal parcel of land, if the land owner chose not to transfer density from the holding parcel to a receiving site.

Destination 2015: Regional Transportation Plan for Northern Ada County - This plan includes all committed transportation projects as well as those enumerated in the *2010 Regional Transportation Plan*.

Easement - A grant of the right to use land for a specific purpose or purposes, such as the right to install, access and maintain public utilities.

Ecosystem - That area which provides the biological and physical requirements to maintain the viability of plant or animal populations or associations. An ecological community, together with its environment, functioning as a unit.

Efficient Water Management - Utilization of water saving irrigation technology and includes the selection of plant materials that require less water.

Enhancement - To make greater, as in value, beauty, or reputation; augment.

Environment - The totality of circumstances surrounding an organism or a group of organisms, especially: a) The combination of external physical conditions that affect and influence the growth, development, and survival of organisms. b) The complex of social and cultural conditions affecting the nature of an individual or a community.

Environmental and Wildlife Values - Features of the ecosystem which sustain the indigenous flora and fauna, and are necessary to the survival of those species.

Erosion Control - Methods of protecting land from water and wind erosion. This includes preventing natural flora and land forms from disturbance, and/or working the land and planting various species in areas susceptible to surficial wash and channelization from precipitation and wind. Temporary irrigation is utilized to aid in plant establishment in these areas. Planting under these conditions is referred to as erosion control, reclamation or dry land planting. Planting is most generally done with seed and sometimes small seedling stock. Plant selection is dominated by grasses. Forbs and shrubs are used to a lesser degree. Plant selection is limited to species that can adapt to the region's average annual precipitation rate of less than twelve inches.

Excessive Traffic - Traffic volumes which exceed the level of service (LOS) designation, which are set at a number of average trips per day (ATD), for any given length of road or highway.

Existing Development - Any development for which an application was submitted prior to the effective date of this Plan, that has not expired, and was given approval entitling the applicant to proceed with preliminary or final platting, conditional use, building permits or concept plans.

Flood, Base - The flood having a one percent chance of being equaled or exceeded in any given year: The Base Flood is synonymous with "one-percent flood" and 100 year flood."

Flood Plain/Area of Special Flood Hazard - The lands which are subject to flooding from the base flood (or 100 year flood). These areas are also referred to as the flood plain. The area to either side of a river channel which is overflowed at the time of high water.

Floodway - The channel of a river or other watercourse and the adjacent land areas that must be reserved in order

to discharge the base flood without cumulatively increasing the water surface elevation more than one foot, as shown in the Flood Boundary and Floodway Map for Boise City, Idaho. (See the *Boise River System Ordinance*, Title 11, Chapter 16.) The calculated flow area including the channel and adjacent flood plains necessary to convey the 100 year discharge with not more than a one-foot rise in the 100 year flood elevation and with velocities that would not cause excessive scour or erosion of fill slopes.

Foothills District Overlay Map - a map system including, but not limited to, the following attribute layers: soils, geologic features, slope, hazard zones, flood plains, vegetation, wildlife habitat, sensitive species habitat, transportation routes, utility corridors, and existing development. The system will be used to plan the location and type of development that may be permitted. It is based on a Geographic Information System computer map.

Foothills Viewshed - That portion of the Foothills visible from arterial, connector, and secondary roads in the Boise Area of Impact.

Foothills District - The Foothills within the Boise Area of Impact extending from the Diversion Dam in the southeast to Dry Creek in the northwest.

Geologic Feature, Unique - Natural features such as rock outcrops, ridges, gulches, etc., which have become landmarks and are considered to be of some value to the community worth consideration for preservation, e.g. Castle Rock.

Geologic - Natural features such as rock outcrops, ridges, gulches, etc., which pertain to geology. The structure of a specific region of the earth's crust.

Geomorphic - Of or relating to the form of the earth or its surface features.

Geotectonic - Of or relating to the form, arrangement, and structure of rock masses of the earth's crust.

Geophysical Hazards - Conditions or events, such as the flood plains, steep unstable slopes, or seismic fault lines, which present development constraints and safety concerns for life and property.

Gulches, Foothills - Foothills gulches include, but are not limited to, Seaman's Gulch, Stuart Gulch, Pierce Park

Gulch, Polecat Gulch, Crane Creek, Hulls Gulch, Cottonwood Gulch, and Warm Springs Gulch. The gulches are the primary transportation corridors and the primary niches for habitats.

Historic Sites - Sites related to historic human events, for example, homesteads, grave sites, trails/roads, and quarries.

Inter-neighborhood Connection - Different neighborhoods joined together by transportation corridors.

Intra-neighborhood Connection - Connections within the same neighborhood.

Irrigated - Planting occurring with the benefit of permanent supplemental water. Irrigated plantings most generally occur as an integral part of land development. Planting under permanent irrigation is referred to as refined landscape. Irrigation greatly expands the species of grasses, forbs, shrubs and trees that can adapt to planting in the Foothills.

Material Damage - In the context of this plan this means physical damage to a property or neighborhood caused by changes in the environment or traffic impacts as a result of development in the neighborhood or adjacent neighborhoods.

Mitigation - Measures to avoid development impacts, minimization of development impacts, restoration of areas suffering impacts, and compensate for development impacts to a natural resource attributable to a proposed action.

Natural Resources - All of the plants and animals, and environmental and ecological processes that occur in aquatic, wetland, riparian and upland environments.

Natural Resource Functions & Values - Environmental, ecological, recreational, historic, and cultural benefits attributable to natural resources which occur in aquatic, wetland, riparian and upland environments. They are further described in the Federal Highway Administration publication titled A Method for Wetland Functional Assessment and the U. S. Army Corps of Engineers publication titled Wetland Evaluation Technique (WET) II.

Natural Scenic Values - Open space replete with native vegetation, geologic features of interest and vistas, considered in the context of this plan to be of special importance to the public.

Natural Landscape - This represents those areas of the Foothills that are undeveloped. It is the landscape blanketed with the native and naturalized plants typically distributed throughout the Foothills. Within the study area the natural landscape is dominated by grasses and low shrubs with some larger riparian shrubs and trees found adjacent to water sources.

Negative Impacts - Actions which have a significant and long-term negative impact on the economic value or environmental quality of the community.

Neighborhood - A local area whose residents are generally conscious of its existence as an entity. In planning literature, a "neighborhood unit" is a planned residential area organized on the principle that elementary schools, parks, playgrounds, churches and shopping are within walking distance of each residence. Heavy traffic is routed around the neighborhood, not through it.

Non-irrigated - Planting occurring without the benefit of permanent supplemental water. Temporary irrigation is utilized to aid in plant establishment. Planting under these conditions is referred to as erosion control, reclamation or dry land planting. Planting is most generally done with seed and sometimes small seedling stock. Plant selection is dominated by grasses. Forbs and shrubs are used to a lesser degree. Plant selection is limited to species that can adapt to the region's average annual precipitation rate of less than twelve inches.

Open Space, Private - An open area for passive or active recreation developed, designated and protected for the benefit and private use of the employees, or residents with a planned development or residential development.

Open Space, Public - A dedicated open area for passive or active recreation developed, designated and protected for the benefit of public use.

Percent Slope - Percent slope is the vertical rise divided by the horizontal distance, within which the vertical rise takes place.

Planned Development or Planned Unit Development (PUD) - A parcel of land which is planned and developed as a unit under single ownership or control, containing several uses, buildings and common open space or recreational facilities. It is a type of development characterized by master planning for the project as a whole, with clustered structures to preserve usable open space and other natural features, and a mixture of housing types

within the prescribed densities. This development may include neighborhood commercial and service uses.

Planned Community - A type of planned development with the scale to involve a community level of density, infrastructure and services. This level of development is defined at the lower end of the scale to be the size served by its own elementary school.

Preserve - To maintain and protect.

Preservation - To keep or maintain intact, or, an area maintained for the protection of wildlife or natural resources.

Public Land Values - Public land uses including, but not limited to, recreation, watershed, wildlife habitat areas, wetland/riparian systems, scenic areas, archeological, historic, and ecologically sensitive areas.

Public Recreational Values - are considered goals and policies of the local government which identify properties of value to the public recreation plans and systems owned by the public, and designated as such in ordinance and/or comprehensive plan policy.

Revegetation - Planting of grasses, forbs, shrubs and trees in areas where vegetation has been removed, or in some-way disrupted or damaged. Revegetation is conducted under two different conditions: irrigated and nonirrigated.

Roadway Functional Classification - This is the designation, by Ada Planning Association, of the planned capacity of a given segment of roadway. The classification assigns dimensional characteristics and design attributes to a roadway, which ultimately determines carrying capacity. The County is served by a network of high capacity roadways which are defined according to their functional classification.

- 1) The Interstate System - The interstate system provides for rapid movement of interurban traffic with limited access. Interstate 84 and the 184 Freeway Connector provide movement and access to and from Boise.
- 2) Principal Arterials - The urban principal arterials or major arterials interconnect such major developments as central business districts, large commercial centers, major residential communities, and other major activity centers within the urbanized area. Principal arterials are intended to provide a high

degree of mobility and serve the longer trips. Since movement, not access, is their function, they provide for continuity of intercity and urban travels at high speeds. Desirable operating speeds on arterials should be 40-45 mph in the off-peak, and 30-35 mph in the peak period. Fairview Avenue and Franklin Road are five lane principal arterials (two lanes in each direction plus a center lane) serving the County.

- 3) Minor Arterials - The minor arterial system interconnects with and augments the principal arterial system. It accommodates trips of somewhat shorter length and slightly lower level of service. At lower speeds, a minor arterial interconnects residential, shopping, employment and residential activities of the community. Milwaukee Avenue from I-184 to Fairview Avenue, Emerald Street, Overland, from I-84 to Five Mile Road, and Maple Grove, from Overland to Franklin, are standard minor arterials of four lanes serving the County. Maple Grove Road north of Franklin Road is a substandard minor arterial because it is only one lane in each direction with additional turning lanes at intersections.
- 4) Collectors - The Collector streets provide both land use access and movement within residential, commercial and industrial areas. Collectors traverse through residential areas but should not have continuity. Operating speeds of collectors are generally 20-30 mph.

Roadway level of service (LOS) is a standard measure for the efficiency of traffic flow on a roadway which is a function of number of vehicles per lane at any given time. The 1985 Highway Capacity Manual describes the efficiency of flow in the following terms:

[This policy statement and "Table 1 - Traffic Levels of Service" p. (35) are from the *Destination 2015: Regional Transportation Plan For Northern Ada County.*]

POLICIES

1. During rush hours, the traffic flow "level of service" (LOS) on major arterials and freeways may approach capacity (LOS E). Other arterials and collectors would have traffic flow quality decline to LOS D only during rush hours. In order to protect the quality of life where the roadside environment is predominantly homes fronting on the street, traffic flow quality on such streets should be at the comfortable range (LOS C) during rush hours.

The following factors will be explored when deciding whether LOS D or LOS E is appropriate:

- a) Economic Feasibility;
 - b) Engineering Feasibility;
 - c) Environmental Impact;
 - d) Impact on Adjacent Development;
 - e) Maximum System Benefit;
 - f) Policy Board Decision;
 - g) Technical Staff Recommendation;
 - h) Total Cost.
2. The neighborhood quality of life will be protected by ensuring future roadway capacities, intersection improvements, and roadway improvements are compatible with the adopted long range transportation plan. Pedestrians, residents, and bicyclists also
- are users of the transportation system and should be provided a safe and comfortable environment.
- 3. APA will charge the Modeling Advisory Committee with developing standards and procedures for measuring roadway Level of Service and capacities. Such standards and procedures will be considered formal policies.
 - 4. APA will continue to work with area governments to improve the mitigation process.
 - 5. The APA Board will set up an ad hoc mitigation committee to recommend mitigation standards and suggested funding sources to the APA Board. This committee will be composed of representatives from ACHD, school districts, local government entities,

Table 1 - Traffic Levels of Service (LOS)			
Level	Description of Intersection	Comments	Examples
A	Average speed: > 30 mph. Intersection delay minimal (< 5 seconds per vehicle).	May be experienced in late evenings or very early morning.	Virtually any street at 3 AM.
B	Average speed: > 24 mph. Intersection delay acceptable (5-15 seconds per vehicle).		State Street & SH 55 at midday; 11 & Grove at midday; State & Eagle at midday.
C	Stable flow, longer lines at signals, average speed: 18 mph. Intersection delay increases (15-25 seconds).	Established as general goal for Ada County with exceptions permitted on some streets.	Harrison Boulevard, Franklin & Benjamin Rds. at midday; Connector inbound at PM rush hour.
D	Unstable with small increases in volume, increasing delays, average speed: >14 mph. Intersection delay creates problems (25-40 seconds).	Acceptable on 13 specific corridors noted in 2015 <i>Transportation Plan</i> . Design standard for most congested streets in Ada County. Typical standard for most metropolitan areas.	Franklin, Orchard, Fairview & Cloverdale; Connector outbound at PM rush hour; Apple & Parkcenter Rds. at PM rush hour.
E	Significant decrease in average speed: >10 mph. Intersection delays of 40-60 seconds.	Accepted LOS for many large (1 million+ population) metropolitan areas.	Meridian & Cherry Lane at rush hour; Mall area on Saturday most of year; State & Eagle Rds. at PM rush hour.
F	Extremely low average speed: < 10 mph. Intersection congestion likely at critical points. Intersection delays greater than 60 seconds.	Typical rush hour conditions for very large metropolitan areas. Frequently associated with air pollution problems for carbon monoxide and ozone.	Broadway & Beacon at PM rush hour; Chinden outbound at PM rush hour; Capitol & University at PM rush hour; Milwaukee Avenue on the day after Thanksgiving; Chinden & Glenwood at PM rush hour.
[Freeflow speed: 30-35 mph for collector and arterial streets.] Source: Transportation Research Board. <i>Highway Capacity Manual Special Report 209, 1985</i> , pps. 9-5 and 11-4.			

neighborhood representatives, Boise City Parks and anybody else that has parks that wants to. This committee will also develop and present to the APA Board a process for ongoing involvement and coordination between the implementing agency and affected government entities and neighborhood groups on projects requiring mitigation within the *2015 Transportation Plan*.

Trail, Primary - Trails identified in the adopted *Ridge To Rivers Plan* or the Trails Element of the Boise Comprehensive Parks & Recreation System Plan. These multi-use trails are intended for primarily non-motorized recreational travel and either serve to link public lands, neighborhoods, or to interconnect *Ridge To Rivers* defined regional trails.

Trail, Secondary - A trail that connects neighborhoods and residential areas to a primary trail or a regional trail. Secondary trails may or may not be a public trail. Such trails are not necessarily linked to and specified as part of the Ridge to Rivers Trail system. This trail may not be directly linked to the primary trail system.

Undisturbed Land - Land whose topography has not been changed by acts of man.

Urban Service Facility - A structure or appurtenance which is part of system which provides life, health and safety requirements to developed areas, e.g. water or sewer lines, or a fire station.

Table 2 - Ada County Roadway Capacity Guidelines For Planning Applications					
Facility Type	# Lanes	Level of Service**		Remarks*	
		'C'	'D'		
Two Lane Rural Highways	2	12,000	17,000	Level terrain. Rolling terrain. Mountainous terrain.	
	2	10,000	14,000		
	2	7,000	12,000		
Urban/Suburban Collectors <i>Central Business District</i> with parking without parking with parking without parking <i>Non Business District</i>	2	6,500	n/a	LOS 'C' only per Destination 2015 plan.	
	2	7,500	n/a		
	3	7,500	n/a		
	3	9,000	n/a		
	2	8,500	n/a		
	3	10,000	n/a		
	4	16,500	n/a		
	4	16,500	n/a		
Urban/Suburban Arterials <i>Central Business District</i> with parking without parking with parking without parking with parking without parking without parking <i>Non Business District</i>	2	9,500	10,500		
	2	11,000	12,500		
	3	11,500	12,500		
	3	13,500	15,000		
	2	12,000	13,500		One-way.
	2	14,000	15,500		One-way.
	3	20,000	23,500		One-way.
	2	12,500	14,000		
	3	15,000	19,000		
	4	25,000	28,000		
	5	30,000	33,000		
	6	34,000	38,000		
	7	40,000	45,000		
Multi-lane Rural/Suburban (Limited Access Highway)	4	60,000	70,000	Uncontrolled intersections. Signal control at intersections. Uncontrolled intersections.	
	4	30,000	35,000		
	6	90,000	110,000		
Freeways	4	60,000	70,000		
	6	90,000	110,000		
*Two-way roads assumed unless specified in the remarks. **Capacities are in Annual Average Weekday Traffic (AADT). Note: These capacities were developed by the Transportation Model Advisory Committee (TMAC) for general applications. Capacities may vary based on specific locations or conditions. Endorsed by the Ada Planning Association Board of Directors resolution No. 3-97, February 24, 1997.					

Urban Development - Parcels with a residential density equal to or greater than 1 unit per 10 acres.

Urban Service Planning Area - That area surrounding Boise in which the City can be expected as a result of the adoption of an ordinance or comprehensive plan policy, to provide services, that may be expected to be developed and annexed into the City in the future.

Use - The purpose for which land or a building thereon is designed, arranged or intended or for which it is occupied, maintained or leased.

Visual Quality - A subjective measure of the relative worth of a scenic view. Some views are considered to be defining to the community identity, e.g. Hulls Gulch or Castle Rock, and therefor worthy of preservation.

Waterbody - State Water Quality Standards Definition:

Waters and Waters of the State: All the accumulations of water, surface and underground, natural and artificial, public and private, or parts thereof which are wholly or partially within, which flow through or border upon the state. The classification standards for waterbodies are as follows: 5 cubic feet per second (cfs): protected for primary or secondary contact recreation; 1 cfs: protected for water supply; any flow: aquatic life. The foothills streams are currently unclassified (no specific designated uses listed in the standards) so the default in the state water quality standards applies. Unclassified waters are protected for:

- protection and propagation of fish, shellfish, and wildlife, wherever attainable; and,
- all recreational uses in and on the water.

Wildlife Habitat - The area or type of environment where an animal, organism or ecological community normally lives or occurs.



Halls Gulch Interpretive Trails, shown after the 8th Street Fire, 1996

APPENDIX B - BIBLIOGRAPHY

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Upper Dry Creek showing burned areas after the 8th Street fire, from Bogus Basin Road, August 1996

