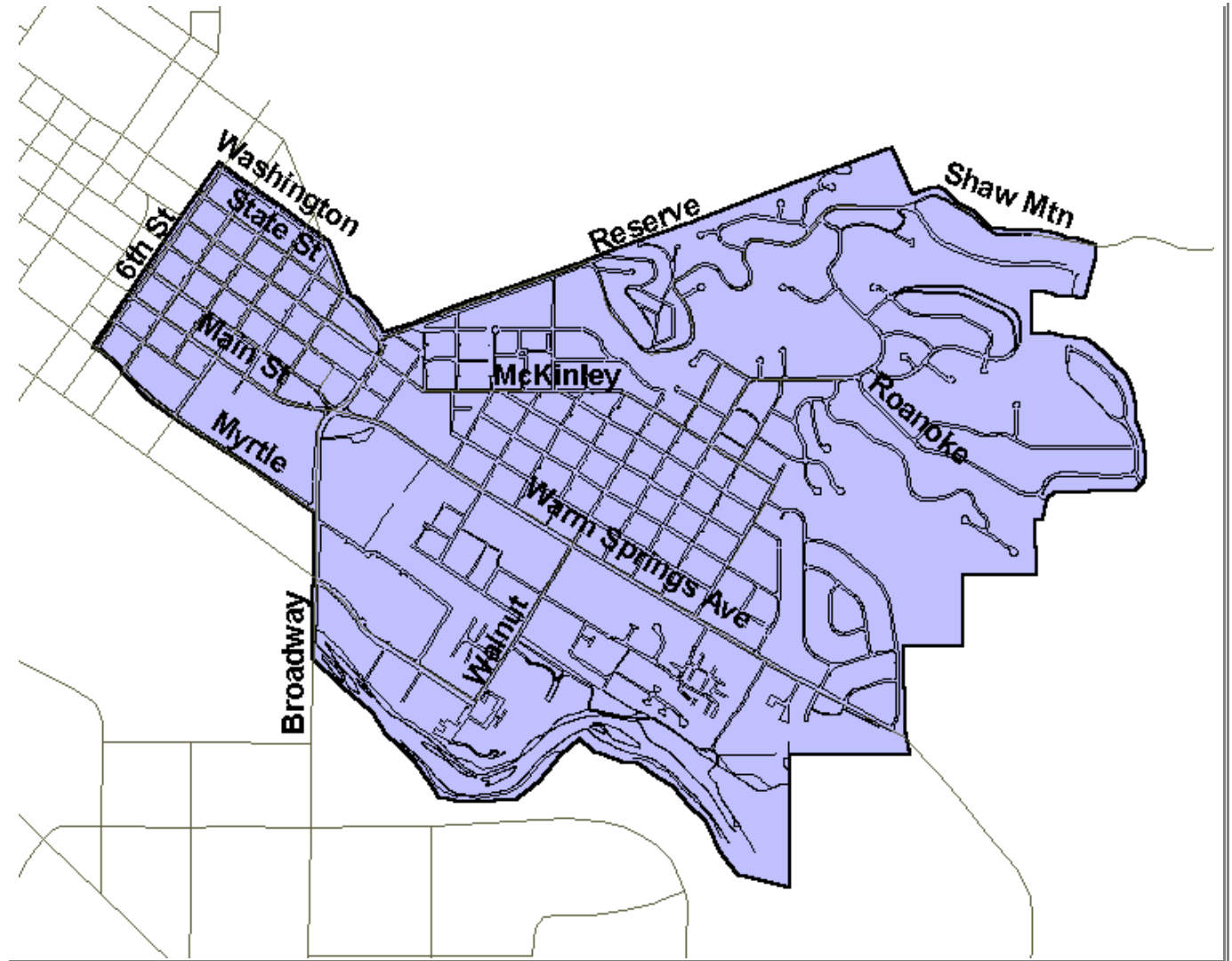


Chapter 2 East End Neighborhood Policy Guide (1999)

The map below defines the area to which the policy guide applies:

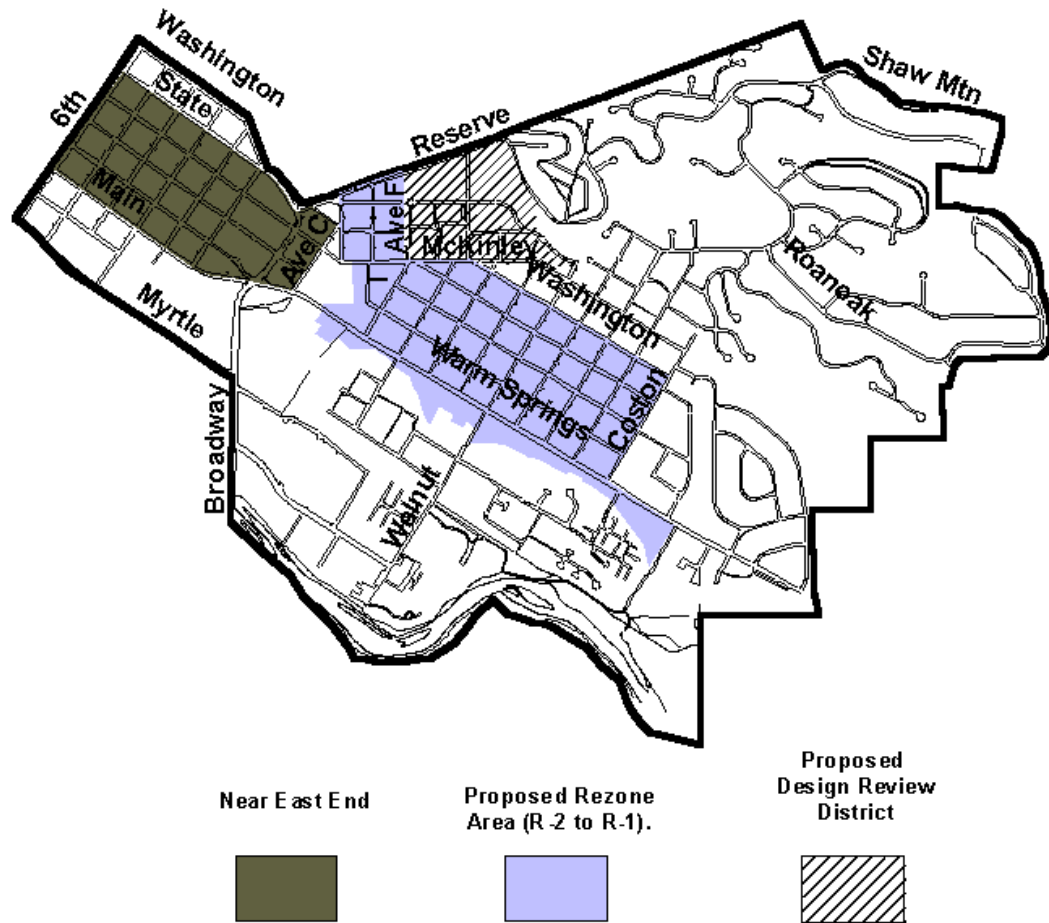


GOAL:

Maintain the character of the East End by recognizing its unique amenities and natural features, encouraging appropriate infill development, and allowing development in adjacent areas that does not negatively impact the existing neighborhood.

Land Use

1. The existing single-family residential character of the East End Neighborhood shall be protected and enhanced.
 - a. The area generally west of Coston Street (north of Warm Springs Avenue), south of McKinley/Washington/Avenue F/Reserve Streets east of Avenue D (extended) and including land on both sides of Warm Springs Avenue east to the Adams School should be zoned to promote single-family residential development.
 - b. Single-family attached dwellings (for example, duplex/townhouses) designed to a similar scale and appearance to the area are encouraged and should be approved on a case-by-case basis with opportunity for public review in single-family residentially zoned areas.



- c. The area generally between McKinley Street, Avenue F (Cottonwood Flume), Reserve Street and Shaw Mountain Road (extend to McKinley Street) should be zoned for Design Review
2. The Boise River Plan is supported and in addition:
 - a. No variances shall be granted from River Plan setbacks for public land within the East End.
 - b. Identify, protect and maintain new and existing Greenbelt access. Access to the Greenbelt should be clearly identified as public.
3. Boise City should make every effort to coordinate applications for redevelopment in or adjacent to the East End (e.g. the St. Luke's area, foothills, Reserve Park, the Old State Penitentiary site, Warm Springs Golf Course, etc.) with neighborhood concerns for residence displacement, traffic circulation, parking, visual qualities and historic buildings.
4. A representative of the neighborhood shall be notified of City Planning and

Zoning development applications and Ordinance amendments which potentially affect the East End.

5. *Boise City Comprehensive Plan, 8.0 Land Use, Objective 19, policy 19, page 8-39:* The Foothills Policy Plan contains goals, objectives and policies addressing the issues of land use and general development; environmental protection and open space preservation; scenic and aesthetic concerns; recreation and open space preservation; neighborhood protection; and transportation, infrastructure and services. These goals, objectives and policies should guide the land uses and development in the Foothills.
 - a. New growth should be monitored to determine the cumulative effect on the built community (i.e. drainage and traffic).
 - b. *Boise City Comprehensive Plan, 6.1 Objective 2, page 6-2:* Maintain a land use decision-making process that is supportive of the service level standards identified in the 2015: Regional Transportation Plan, and which is protective of living environments along streets.
6. The transition of the near East End from residential to offices and support services is recognized, and the City will make every effort to consider the concerns of area residents and control adverse impacts. Near East End Boundary: Avenue C, Warm Springs Avenue, Main Street, 6th Street, State Street, Fort Street, Reserve Street, Krall Street.
7. Land within the Foothills (i.e. Table Rock Basin and Cottonwood Gulch) which are annexed to Boise City will become part of the East End Neighborhood for planning purposes.

Transportation

1. Traffic should be routed around the neighborhood's interior and concentrated on designated arterial/collector streets.
 - Construction of the southeast corridor (Parkcenter Blvd.), including the East End river crossing, should be completed as soon as possible to reduce through traffic on Warm Springs Ave.
2. The quiet character of neighborhood streets should be maintained. Land developments should not be approved that will cause traffic levels to exceed adopted ACHD standards for local streets, and as those standards may be amended. As of June 8, 1999, those standards are as follows for local streets:

- Existing Local Streets: 2,000 average daily trips.
- New Local Streets: 1,000 average daily trips.
- Collectors and Arterials: The document:: “Ada County Roadway Capacity Guidelines for Planning Applications.” NOTE: Planning Capacities are based on average annual weekday traffic.

* This document is available from Ada Planning Association.

3. *Boise City Comprehensive Plan: 6.1 Streets, Objective 2, Policy 2, page 6-2:* 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:

- 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) Routing traffic to other roads with unused capacity, provided that the additional traffic will not negatively impact the safety and comfort of existing neighborhoods, as identified by ACHD's traffic-calming policy.
- d) Use of traffic-calming techniques.
- e) Capturing trips with service commercial centers in new projects.

4. Arterial/collector streets within the East End are designated in the current Regional Transportation Plan for Northern Ada County as follows:

Principal Arterials

Broadway

Park Center Blvd/ Front & Myrtle
 Main Street
 Idaho Street
 Park (Broadway to Park Center Blvd)

Minor Arterials

Warm Springs Avenue
 Avenue B
 Jefferson Street
 Fort Street (Ave B to 1st)

State Street

Collectors

Walnut (south of Warm Springs)
Park Ave (Walnut to Park Center Blvd)
McKinley/Franklin
Reserve /Shaw Mtn. Road
Table Rock Road
Locust, Pierce and Haines (between Franklin
and Shenandoah Dr.)
Shenandoah Drive (between Locust and
Roanoke)
Fort Street (1st to Washington)

5. That portion of Warm Springs Avenue within the city historic district shall be managed in such a manner that its' flavor and character is preserved and enhanced while maintaining the livability of the neighborhood and preserving the functionality of the street system. The use of traffic management strategies shall be given priority over street widening, lane additions and removal of on-street parking as a means of resolving traffic flow problems. The level of service along Warm Springs Avenue may not decline below level of service "C" during rush hours.
 - A. Using the methodologies in the document, "Ada County Roadway Capacity Guidelines for Planning Applications," the planning capacity threshold for Warm Springs Avenue has been established at 14,000 average annual daily trips (weekdays only). As noted above, removal of on-street parking, street widening and lane additions should not be used as the primary means of resolving traffic flow problems.
 - B. The East End Neighborhood Association recognizes that the residents of the neighborhood play a key role in the successful implementation of traffic management strategies. A high level of neighborhood participation and coordination with ACHD, APA and Boise City in devising such strategies will be provided by the association.
6. The State/McKinley and Washington/McKinley intersections and other busy intersections along McKinley/Franklin Streets should be improved to emphasize McKinley/Franklin Streets as designated collector streets.
7. A bicycle/pedestrian crossing (pedestrian activated) should be provided on Warm Springs Ave. at the Walnut Street intersection. Such crossing should be designed to discourage use of N. Walnut as a collector street.
8. Special consideration should be given to the design of Avenue B and 2nd Street for safe and adequate bicycle/pedestrian crossings between the main part of the East End Neighborhood and the downtown area.

9. *Boise City Comprehensive Plan, 6.3 Pathways, Objective 1, Policy 1, page 6-11*: Require the provision of pathways, when consistent with the Ada County Ridge-to-Rivers Pathway Plan and/or the Boise City Comprehensive Park and Recreation System Plan, in the following cases:
 - (a) In new projects;
 - (b) When improvements are made to existing bridges, roads, open space areas or other structures by public or private entities;
 - (c) If the area in question would provide an important link in the pathway network.
10. New foothills development shall provide for right-of-way acquisition and roadway improvements within the neighborhood area that is impacted by foothills generated traffic.
11. The abandoned railroad right-of-way adjacent to public property should be reused as a Class I bike path or pedestrian path, consistent with the Boise River Plan.
12. *Foothills Policy Plan, Transportation, Infrastructure and Services, Objective 6, Policy 1, page 28*: 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.
13. Incentives to reduce trips using Transportation Demand Management (TDM) strategies are encouraged.

Program Guide

The Program Guide recommendations contained in this section of the Policy Guide may not be completely under the implementing authority of Boise City. The United Water Corporation, the Boise Independent School District, and the Ada County Highway District among others, have implementing authority. However, these organizations can use these recommendations in making policy and program decisions relating to their specific areas of service delivery in the neighborhood and, thus are included.

GOAL:

Maintain and improve the East End's quality of life and level of public/quasi-public services.

Sewer System

The City should continue to rehabilitate all substandard sewer lines to meet neighborhood needs in the East End.

Water Service/Fire Protection

1. Water lines which are substandard for fire protection purposes should be upgraded.
2. Water pressure should not drop below minimum fire flow requirements.
3. Additional fire hydrants should be provided by new development to meet area fire protection needs.

Geothermal Uses

1. Geothermal water systems should be managed to ensure the long term viability of the geothermal resource.
2. Expansion of geothermal water systems to serve more of the East End is supported provided the renewability of the present resource is maintained.

Parks/Streetscape

1. The Forestry Division program to maintain trees in public rights-of-way should be fully funded. In the absence of funding the Division should assist residents in a self-help program including:
 - General care and maintenance instructions
 - Pest and disease identification and treatment
2. Access to City parks should be easy to identify and prominently signed, where necessary.
3. Preserve the natural and historic qualities of Reserve Park as a community park which also provides recreational opportunities to the East End Neighborhood.

Stormwater Drainage

1. A comprehensive county-wide drainage system should be established to construct and maintain stormwater drainage facilities.
2. A Flood Control Program for Cottonwood Creek should include:
 - a) Inspection of Cottonwood, Freestone and Curlew Creeks for conditions affecting free flow of water.
 - b) Inspection and maintenance of the settling ponds and diversion facilities.

- c) Removal of silt and debris from the Cottonwood flume.
 - d) An emergency plan coordinating the flood control efforts of each entity having jurisdiction.
3. The four settling ponds in the Fort Boise Reserve Park should be retained for flood control and open space/recreational uses.
 4. The settling ponds in foothill developments should be inspected and maintained to insure proper downstream protection.
 5. The intent of the recommendations of the Foothills East Storm Drainage Master Plan (1986) should be followed.

Housing

The Boise City Housing Rehabilitation Program should be targeted to pockets of substandard buildings in obvious disrepair, and should be sensitive to preserving historic and architecturally significant building features.

Historic Preservation

1. Significant historic buildings in the near East End (Avenue C, Warm Springs Avenue, Main Street, 6th Street, State Street, Fort Street, Reserve Street, Krall Street.) should be preserved.
2. Use of historic buildings/sites and new development in the area of Warm Springs Avenue and the Old State Penitentiary should complement the historic character of such areas.
3. Encourage the preservation of the historic character and scale of the near east end, and the adaptive reuse of historic structures.

Public Schools

1. The Safe Route to School Program for children walking to school is given high priority. The posting of school crossings at major street intersections, signage and other safety measures should continue to be a high priority.
2. Promote the concept of neighborhood elementary schools within walking distance from residential areas.

Transit

The continuation of existing transit routes in the East End is supported, and a Foothills East transit route should be investigated as a method of reducing traffic volumes on local streets.