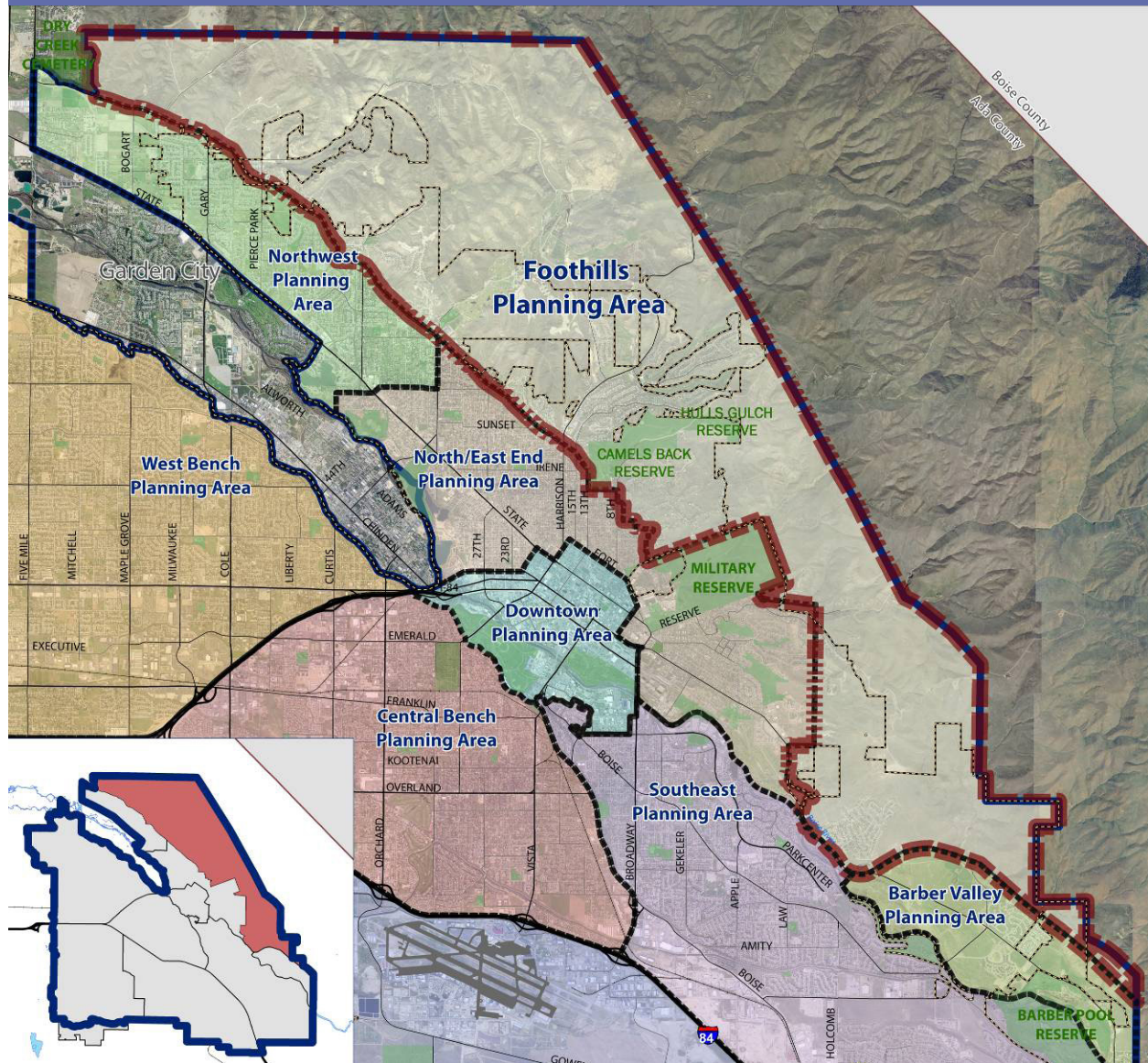


FOOTHILLS PLANNING AREA



Location and Context

The Foothills Planning Area ("Foothills") provides the backdrop to Boise City and is the northern extent of the city. Boise's Foothills are highly valued by residents for their natural beauty and many recreational assets.

In addition to providing critical wildlife and plant habitat, the area also provides watershed and riparian environments, agricultural uses and abundant recreational opportunities, such as rock climbing, hiking and mountain biking. Planning in this area has focused on balancing development with the natural environment including impacts on adjoining neigh-

borhoods, transportation, recreational opportunities and environmental issues and wildlife mitigation.

In recent years, a number of low-density residential subdivisions have been developed in this planning area. The traffic impacts of Foothills developments on existing neighborhoods to the south is a continuing concern.

In 2001, the citizens of Boise voted in favor of a two-year special tax levy that raised nearly \$10 million for open space conservation in the Foothills. Since then, city efforts have successfully protected over 6,600 acres, in coordination with the Idaho State Board of



TRENDS AND KEY ISSUES

Growth Trends

- Several new low-density subdivisions have been built in the Foothills Area since 2000.
- Although the number of units represents just 4 percent of the residential units constructed in Boise during the same time, development activity has been controversial due to the area's visual and recreational significance and access constraints.
- The Foothills Conservation Advisory Committee has protected 8,200 acres as permanent public open space and is currently working with landowners in the area on additional open space acquisitions.

Utilities

- Due to topographical constraints, sewer service is neither available nor planned in much of the Foothills Area.
- Flood hazard control structures along several gulches in the Foothills Area were upgraded in the early 2000s; however, there is the possibility of some flood risk along the gulches in an extreme rain event.
- Response time for emergency services may be slower in some portions of the Foothills Area due to steep topography and limited access. Fire response times are longer than the adopted standard response time. In instances where fire responds to an emergency outside of the service area, users may be required to pay for the services.
- Boise City adopted a policy to not extend city sewer services into the Foothills Planning Area prior to annexation.

Location and Context (continued)

Lands and the Bureau of Land Management, among other partners. The land ownership in the greater Boise Foothills area (which includes the planning area) is approximately 60% private and 40% public.

Policies for the Foothills that are contained in this chapter have been carried forward from the Foothills Policy Plan, which was adopted in March 1997. Since the adoption of the Foothills Policy Plan, concerns have been raised regarding the intensity of future development in the Foothills and the potential impacts of future development on the capacity of Foothills roadways and those in “downstream” neighborhoods.

Note: Policies contained in this chapter are intended to be reviewed and applied in conjunction with the Foothills Ordinance, one of the Foothills Policy Plan's primary implementation mechanisms.

Land Use Characteristics

Existing Land Use

- The Foothills Area is the city's largest planning area. It contains 15,086 acres, making up twenty percent of Boise's total acres.
- The Foothills Planning Area is the least developed planning area. The planning area has more environmentally constrained land (4,879 acres) and land in agricultural and grazing use (5,099 acres) than any of Boise's other planning areas.
- An additional 6 percent (1,037 acres) of the planning area is devoted to park, recreation and open space use, and 15 percent (2,411 acres) are in Public/Semi-Public use.
- Residential uses account for just 17 percent of the land in the planning area. Much of that percentage is comprised of single-family residential uses (2,722 acres), with multi-family residential uses comprising just 24 acres.
- Commercial and office uses are limited within the planning area, occupying less than 2 percent of the planning area.
- There are no industrial uses in Foothills.

Development Constraints

- Development in the Foothills is constrained by a variety of conditions, including steep slopes and the slope protection ordinance, lack of sewer, a previous limit on the number of buildable lots, and by zoning at one home per 40 acres on much of the buildable area. Limited access is also a constraint to providing emergency and public safety services.
- Traffic impacts on a limited, congested system and the costs of road and transit infrastructure are significant constraints.
- Wildfires have occurred in the Foothills and can be expected to occur in the future. The City has adopted a Wildland Urban Interface (WUI) that covers the entire Foothills geography in an attempt to reduce the risk of fire in the Foothills. This ordinance attempts to limit the fire hazards associated with development in the Foothills by requiring specific building codes, site planning requirements and landscaping requirements.
- Many soil types in the Foothills are not conducive to urban development.

- The cost to provide urban services to the Foothills is higher than in other areas of Boise City due to topographic constraints. Fire service is difficult to provide to many areas in the Foothills that were developed in the county, which can cause residents using services to have to pay for them.

Relationship to Adjacent Planning Areas

Due to the topography, a limited amount of east-west travel corridors in the Foothills exist. Most travel to and from the Foothills Planning Area traverses the North/East End and Northwest Planning Areas. A continuing concern of the “downstream” residents is the necessary balance of the service needs of Foothills developments while protecting the livability of their neighborhoods.

Demographic Profile

Population

Population: In 2010, the population of the Foothills Area was 9,537.

Median Age: Residents are older (44.3 years) than Boise residents as a whole (34.7 years).

Housing

Total Households: In 2009, the Foothills Area was home to 4,190 households. This accounts for approximately 4 percent of the 99,341 households in Boise.

Household Composition: Fewer families with children reside in the Foothills Area, with 23.5 percent of residents falling under age of 20 versus 26.9 percent in Boise.

Median Home Value: Median home value in the Foothills Area (\$336,173) is 58 percent higher than in Boise as a whole (\$196,266).

Tenancy: Most Foothills Area residents own their homes (74.7%). Renters represent just 20.5 percent of Foothills Area households, while they represent 32.2 percent of Boise households.

Income

Median Household Income: In 2009, median household income for Foothills Area was \$90,846. This was significantly higher than in Boise as a whole (\$60,127).

Employment

Jobs: About 2 percent of Boise jobs are located in the Foothills Area.

Workforce: Foothills Area workers represent 4.1 percent of the Boise work-force.

PARKS AND RECREATION

The Foothills Planning Area contains few improved small or neighborhood parks, somewhat short of the city’s standards for the population, but much of the city’s open space reserves are in the planning area. There is a recreational trail system that includes Ridge-To-Rivers Trails and trails on private property. The city properties complement and, in some cases, connect to public open space in the Foothills that are managed by other public entities including the Idaho State Lands Board and the U.S. Bureau of Land Management. Priority open space conservation areas within Foothills include Hull’s Gulch, Table Rock and Warm Springs Mesa, Polecat Gulch, and in Ada County the Idaho Fish and Game Department’s Wildlife Management Area, and Dry Creek open space. City-owned parks and open space lands in the Foothills Area are listed in Table 10.



TRENDS AND KEY ISSUES

Population

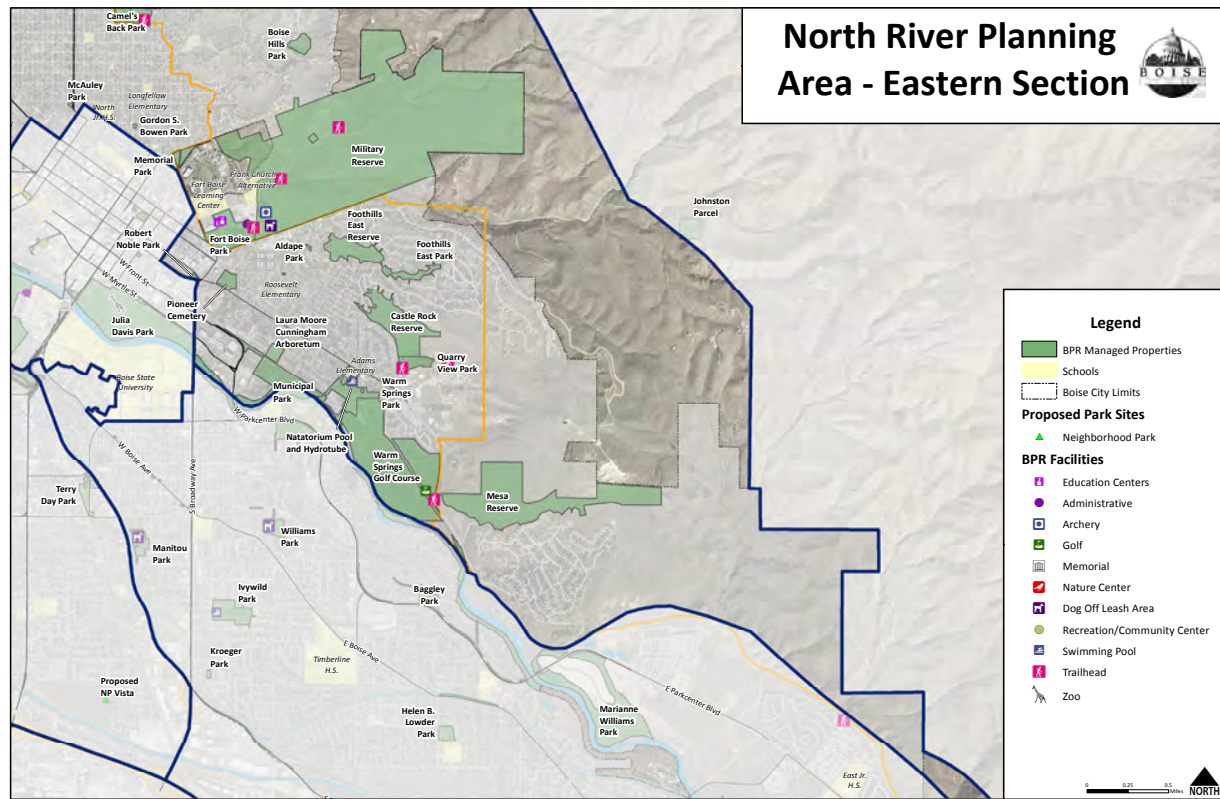
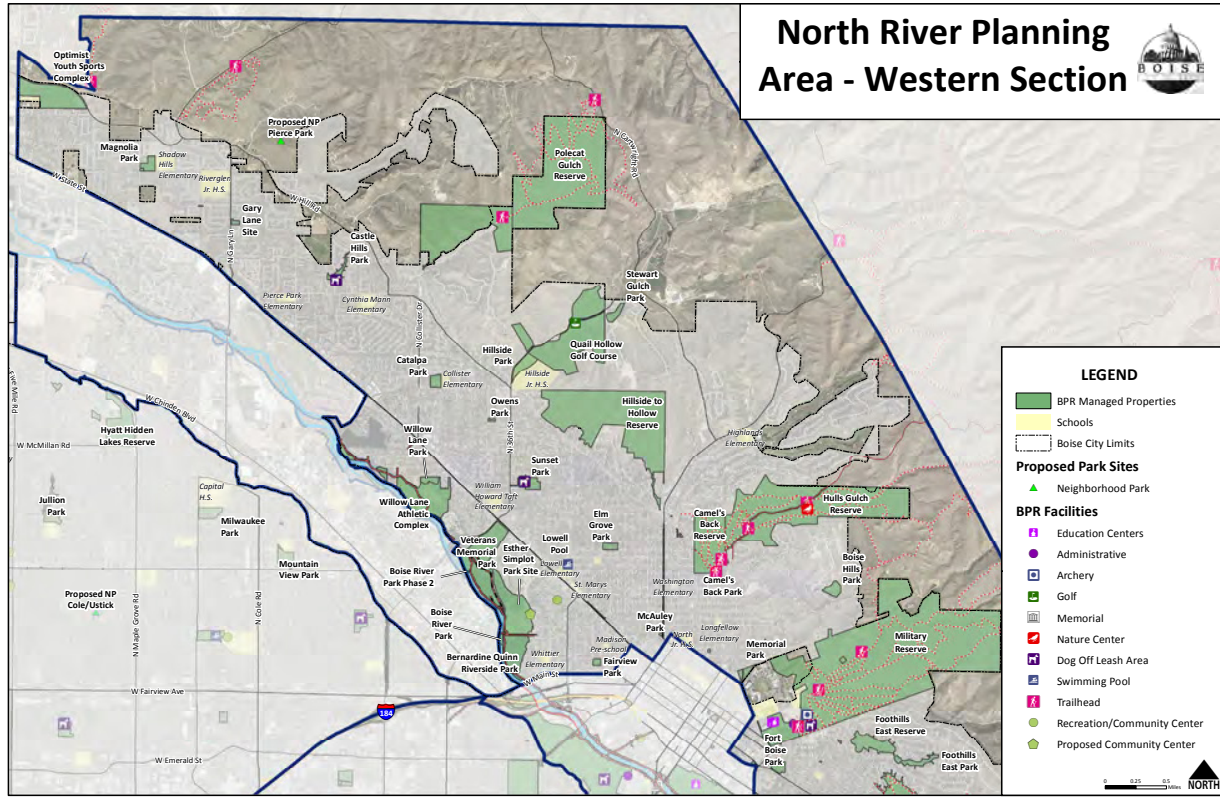
- Just over 4 percent (10,229) of Boise residents lived in the Foothills Area in 2009, and residents are projected to increase to 11,247 by 2025.
- Planning area households are projected to increase by 5.7 percent (from 4,218 to 4,462) between 2009 and 2025.

Employment

- The Foothills Area contains no major employment centers. As a result, jobs are projected to increase modestly, from 1,001 in 2007, to 1,287 by 2025.

Transportation

- Roadway construction is constrained by topography in many parts of Foothills.
- Most Foothills residents commute to work elsewhere in the community.
- The planning area is not currently served by public transit.
- The average commute time for a Foothills worker in 2000 was 17.7 minutes
- Area roads experience through traffic traveling to the Bogus Basin Ski Resort, Hidden Springs, and the Ada County Landfill.
- Hill Road is a constrained corridor that provides needed east/west connectivity between Boise and surrounding communities such as Eagle and Rural Ada County.
- New development in the Foothills will be constrained by existing roadway capacity.



NAME	PARK TYPE	STATUS	ACRES	PLAN AREA
Boise Hills Park	Neighborhood	Partially Developed	7.31	Foothills
Camel's Back Park	Neighborhood	Developed	10.9	Foothills
Camel's Back Reserve	Open Space	Reserve	63.1	Foothills
Fort Boise Military Reserve Cemetery	Special Use	Developed	1.1	Foothills
Hillside Park	Community	Developed	11.0	Foothills
Hillside to Hollow Reserve	Open Space	Reserve	257.9	Foothills
Hulls Gulch Reserve	Open Space	Reserve	291.7	Foothills
Johnston Parcel	Open Space	Undeveloped	10.0	Foothills
Mesa Reserve	Open Space	Reserve	164.1	Foothills
Military Reserve	Open Space	Reserve	734.3	Foothills
Polecat Gulch Reserve	Open Space	Reserve	476.3	Foothills
Quail Hollow Golf Course	Special Use	Developed	141.3	Foothills
Stewart Gulch Park	Neighborhood	Partially Developed	5.8	Foothills
Total Acres in Foothills			2,174.9	(2016 data)

TABLE 10: FOOTHILLS PARKS AND OPEN SPACE AREAS

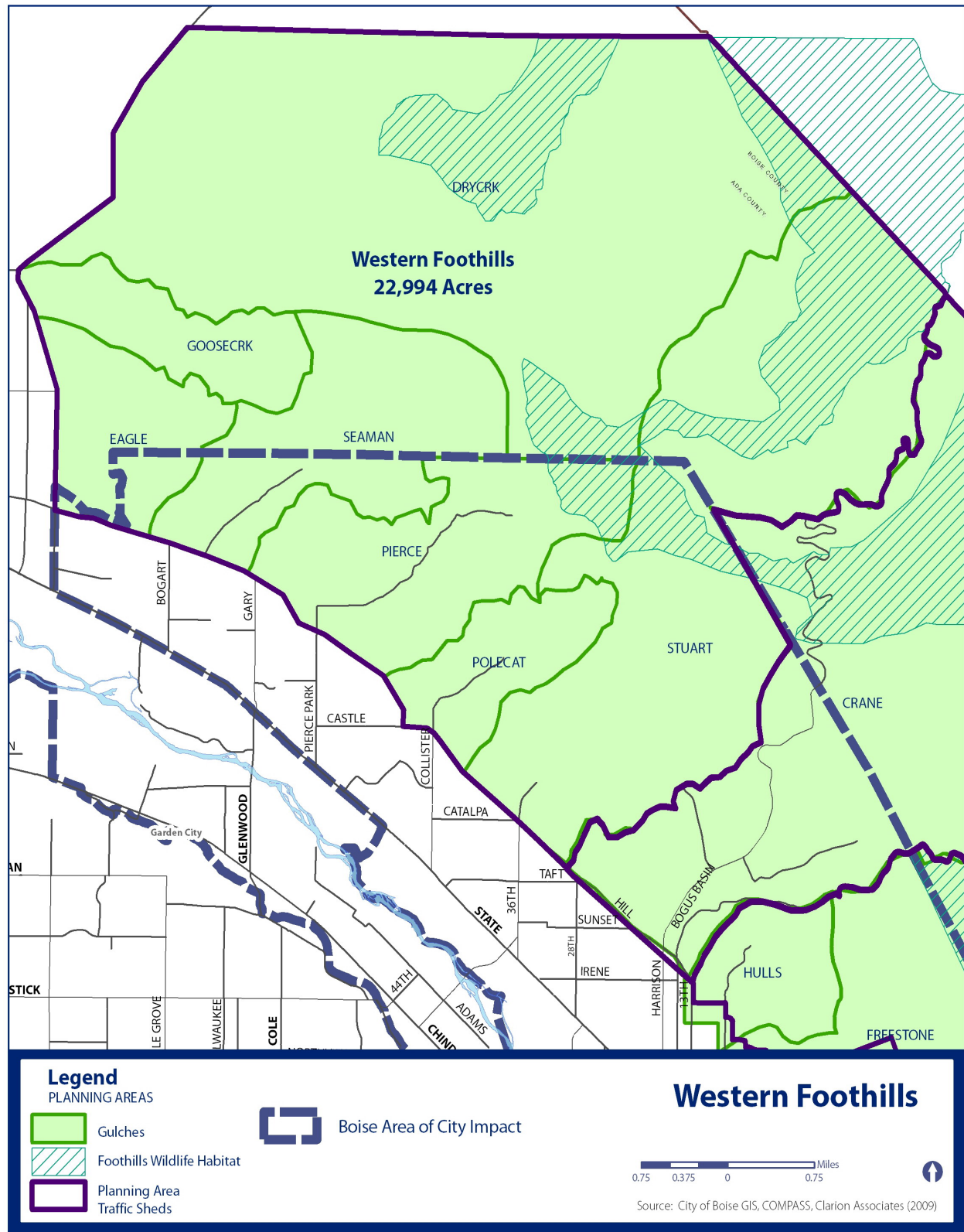


FIGURE 16: WESTERN FOOTHILLS

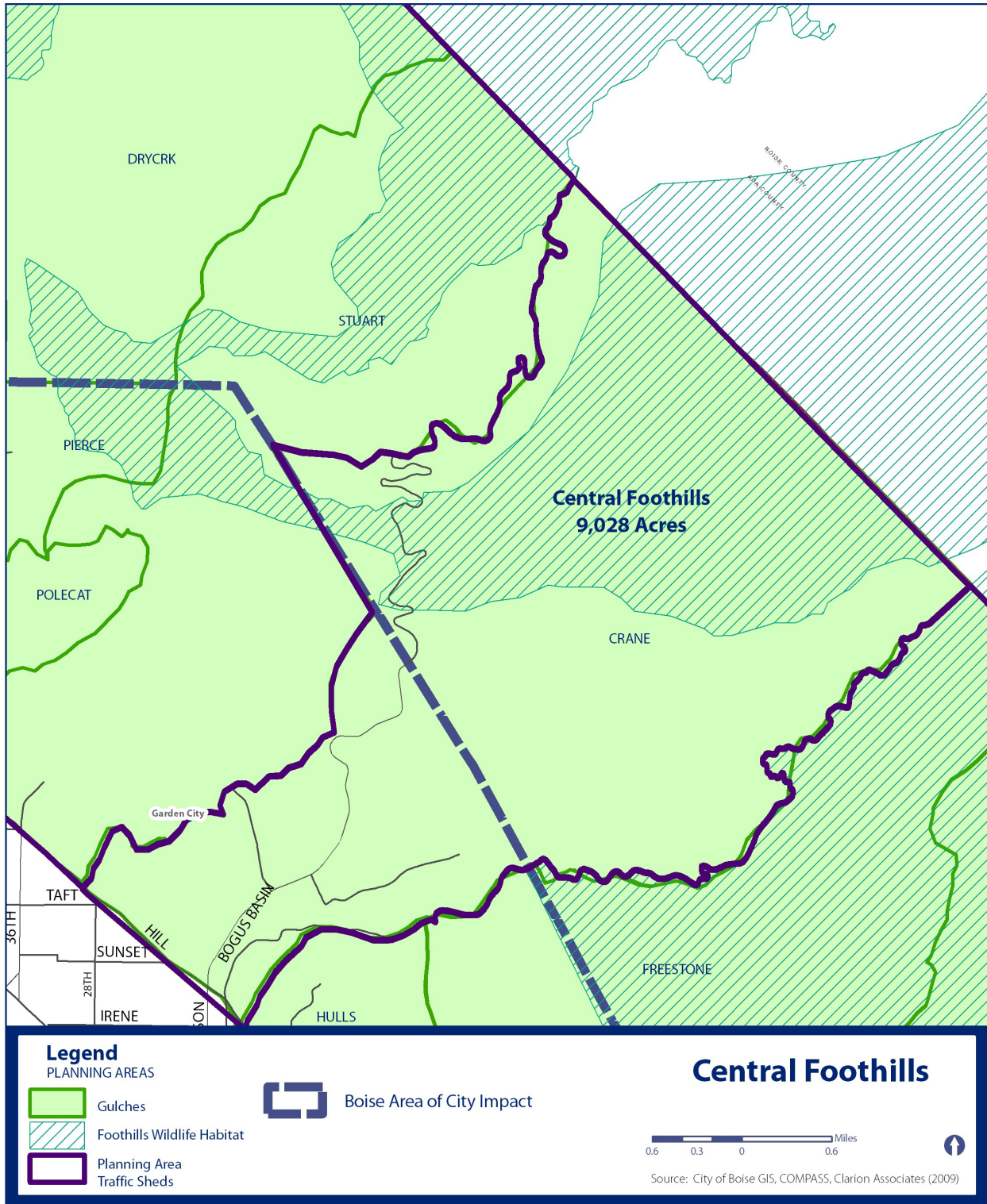


FIGURE 17: CENTRAL FOOTHILLS

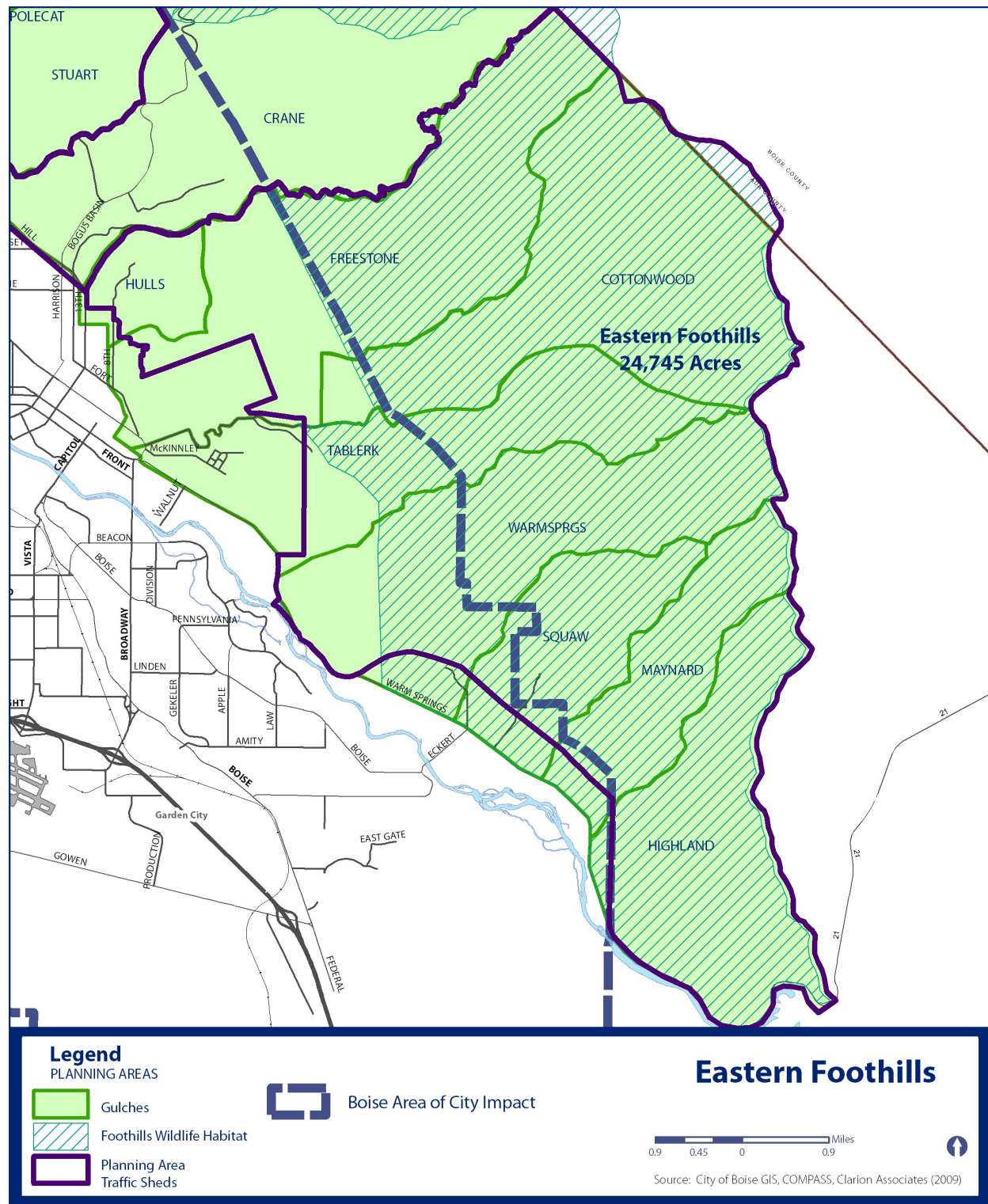
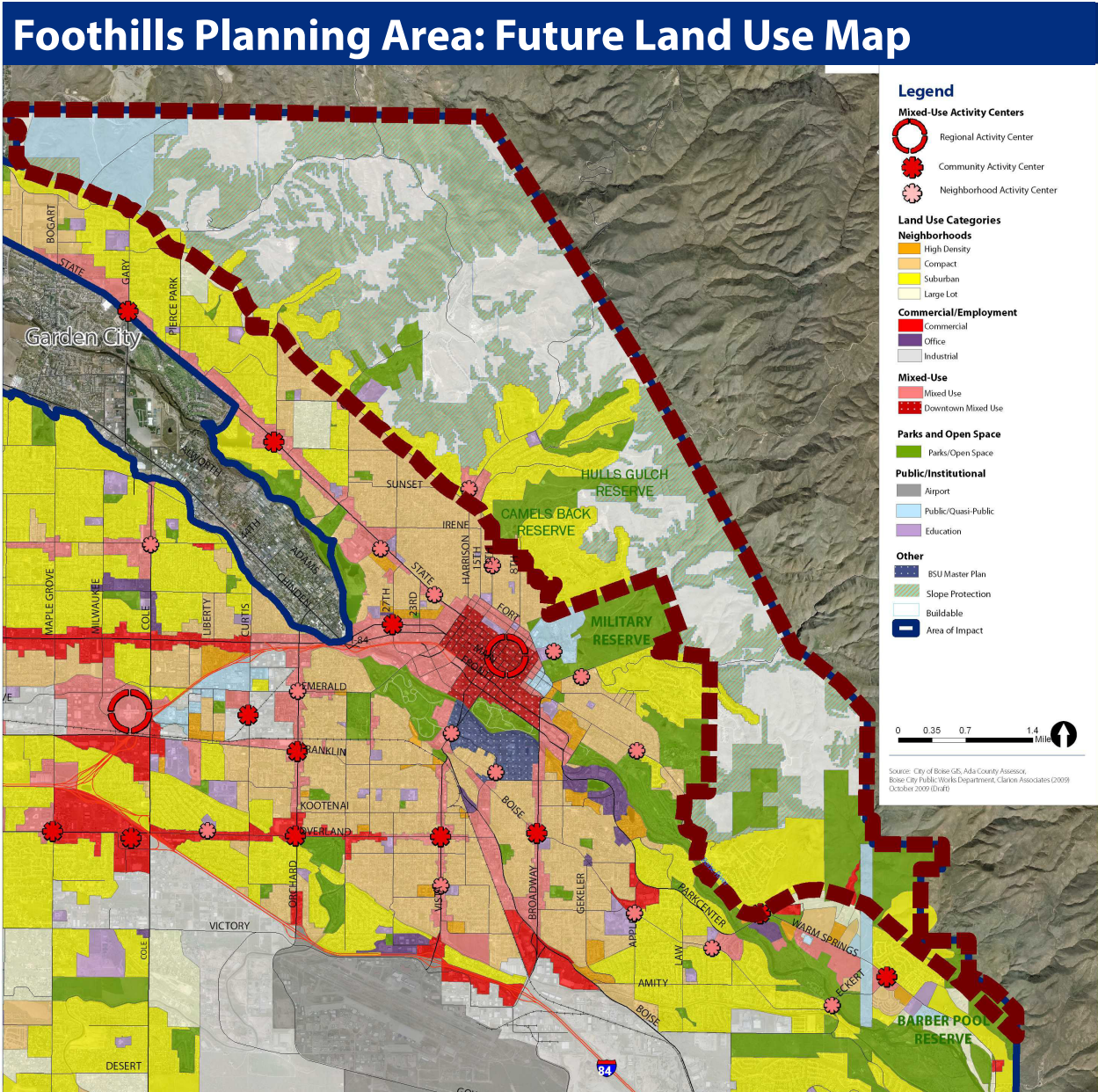


FIGURE 18: EASTERN FOOTHILLS



FOOTHILLS POLICIES

Centers, Corridors, and Neighborhoods (FH-CCN)

Policies for this section focus on preserving the area's abundance of visual and recreational opportunities by promoting a balance between development and the natural environment; ensuring future development preserves the topography of the area and existing wildlife habitat; ensuring that rangeland and established neighborhoods are preserved, protected and integrated into the urban environment in a responsible manner; and ways to reduce the risk of natural disaster.

Goal FH-CCN 1: To share growth throughout the community controlled development of appropriate Foothills areas shall be allowed pursuant to standards and conditions that are protective of the Foothills, wildlife and neighborhoods.

FH-CCN 1.1: HILLSIDE AND FOOTHILL AREA DEVELOPMENT ORDINANCE

Public and private sector developments shall comply with all guidelines and standards for excavation, grading and placement of building envelopes as provided in the *Uniform Building Code* and the "Hillside and Foothill Area Development" Ordinance and the proposed "Foothills Design Guidelines" when adopted.

FH-CCN 1.2: FOOTHILLS DESIGN GUIDELINES

Boise City shall adopt Foothills Design Guidelines which implement the Foothills Planning Area Policies regarding site development, design, grading, road improvements, revegetation, and building standards and other requirements.

FH-CCN 1.3: FUTURE LAND USE MAP

The Future Land Use Map for the Foothills is a generalized depiction of potentially buildable areas based upon slope. Further determination of the amount, type and location of development shall be made at the time when a development application is reviewed. 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.

Goal FH-CCN 2: To promote a mix of land uses and densities in the Foothills to accommodate a variety of housing, shopping, transportation, public facility, recreation and wildlife needs.



Commercial and employment areas provide for residents of the Foothills Planning Area.

FH-CCN 2.1: COMPATIBILITY OF USES

Foothills developments shall be compatible with and complementary to adjacent uses and neighborhoods. Substantial density, intensity or design changes shall only be allowed by creating transitional uses or buffers so that abrupt changes are avoided.

FH-CCN 2.2: DEVELOPMENT ADJOINING PUBLIC LANDS

New Foothills development adjoining federal and other public lands held for preservation shall provide a buffer to protect wildlife habitat, recreation, watershed and other natural resources, and minimize adverse impacts on such lands and water bodies. Creation of such buffers on already developed property should be encouraged.

FH-CCN 2.3: MIX OF HOUSING TYPES

- (a) A mixture of densities and housing types shall be encouraged in the Foothills.
- (b) Multiple family dwelling developments shall be located near dedicated open space, schools, or parks; adjacent to arterial or collector streets; or near commercial/community activity centers.

FH-CCN 2.4: EMPLOYMENT CENTERS

Employment center proposals may be considered as part of the Planned Development process, 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. Commercial and office uses should be predominantly neighborhood related and located in areas where: a.) slopes are 15 percent (15%) or less; b.) they are adjacent to activity centers, clustered development or the intersections of collector or arterial streets; and, c.) the center will capture trips from the surrounding neighborhood; and, d.) the development is compatible with the design, size and surrounding neighborhoods.

FH-CCN 2.5: AGRICULTURE AND RANGELAND

Agricultural and rangeland uses are encouraged in the Foothills. Preservation of agricultural rangeland areas may qualify as dedicated open space under the density bonus. Dedication of current grazing land would be credited for density at the rate of one unit per ten acres if the agricultural use continues with a perpetual easement. Small-scale agricultural uses are encouraged.



Rangeland in the Foothills help preserve open space.

Goal FH-CCN 3: Regulate Foothills development considerations through the review process.

FH-CCN 3.1: DEVELOPMENT PROCESS

The Planned Unit Development process is the required Foothill development mechanism, as regulated by Section 11-07-09 in the *Boise Development Code*, because it is the most effective tool for addressing obstacles associated with traffic, terrain, aesthetics, connections for neighborhoods, urban density developments and as a means to provide adequate buffers for transitional uses between adjacent existing developments. The Planned Unit Development application shall demonstrate compliance with design guidelines, provision of public facilities, habitat protection, fire protection and other considerations stated throughout the *Boise City Comprehensive Plan* and other applicable regulations. 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. Cooperative joint development of public service facilities shall be required when the development timing is coincidental.

FH-CCN 3.2: CLUSTER DEVELOPMENT

Foothills planned development shall incorporate a clustered lot layout to preserve open space.



Clustered housing helps to preserve open space in the Foothills.

FH-CCN 3.3: COMMON OPEN SPACE IN DEVELOPMENT

Common open space shall be included in Foothills developments, 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.

FH-CCN 3.4: GULCHES

Proper development shall recognize and respect the multiple roles that gulches play including, but not limited to, transportation corridors, flood control, trail access, recreation, wildlife and environmental attributes.

FH-CCN 3.5: TRAFFIC IMPACT STUDIES

All zone change and development applications shall include a traffic impact analysis. The study shall take into consideration the impact of the project on street levels of service. The city's preferred standards shall be those identified in the Ada County Highway District's Policy Manual, or the current adopted standard of record. Projects may require modification, traffic management plans, street improvement plans, off-site improvements and other acceptable mitigation to maintain transportation service standards adjacent to the project and in downstream neighborhoods.

FH-CCN 3.6: CONTROL DRAINAGE

Each development shall provide 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 adopted Boise City Storm Water Best Management Practices shall be used to establish the drainage management plan. This drainage plan is subject to periodic review to ensure compliance with best management practices.

FH-C 3.7: GATED DEVELOPMENTS

Gated developments in the Foothills are prohibited due to the potential for such development to restrict or delay emergency response.

FH-CCN 3.8: PARK & RIDE AND/OR CARPOOL

Park and ride, bus, and carpool facilities shall be considered an amenity for planned developments, subject to approval from all agencies with jurisdiction over these facilities.

Goal FH-CCN 4: Retain, preserve and in appropriate cases enhance the natural scenic views from the Foothills and to the Foothills.

FH-CCN 4.1: ARCHITECTURAL INTEGRITY

Development shall be designed to protect the general landforms of the Foothills. Building forms and roof

lines shall blend with the natural terrain to limit sharp contrast.

FH-CCN 4.2: COLOR PALETTE

The colors used in developments shall blend with the natural environment to limit sharp contrast.



Building form, roof lines, and color blend with the natural environment.

FH-CCN 4.3: SIGNAGE

Billboards are prohibited in the Foothills. Signage on buildings may only identify its occupant, be indirectly illuminated, may not exceed 24 inches in letter height and may not extend above the height of the primary structure. Free-standing signage must be of the monument type and not exceed 10 feet in height.

FH-NC 4.4: LANDSCAPING

The use of indigenous landscaping is highly preferred in the Foothills, as are other drought tolerant or xeric plant species. Develop incentives to encourage the use of indigenous landscaping. Landscaping shall be designed to minimize hazards from wildfires to structures and from structure fires to wildlands in accordance with the regulations outlined in the Wildland Urban Inter-face (WUI) ordinance.

Goal FH-CCN 5: Design naturally to celebrate the Foothills prominent ridgelines, skylines, knolls and toe slopes as an indispensable community asset.

FH-CCN 5.1: PROTECT THE FOOTHILLS AS THE BACKDROP TO BOISE

The City of Boise shall preserve, protect and maintain the natural scenic values of prominent ridges, skylines, knolls and toe slopes of the Foothills as the backdrop to Boise by creating a process for Foothills development. This process will outline alternative options

and resolve the threat to this asset by working with property owners in the Foothills to reach consensus. Project design shall preserve the natural appearance of prominent ridges, skylines, knolls and toe slopes and concentrate development on more obscured areas of development sites.



The Foothills serve as an important scenic backdrop to Boise and should be preserved.

FH-NC 5.2: MINERAL OR GRAVEL EXTRACTION

New mineral or gravel extraction activities will preserve the watershed, threatened and endangered plants, conserve wildlife habitat areas, and preserve the natural scenic values of the Foothills. New mineral extraction should not create visible scarring and aesthetic concerns shall be taken into account in mineral extraction proposals. New mineral extraction or gravel extraction or rock quarry activity will be permitted only when the area's overall topographic integrity is shown to be 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. A reclamation plan and bond shall be required for these operations prior to project initiation.

FH-CCN 5.3: TERRAFORMING

The city shall protect steep slopes from development where there is a threat of fire danger, compromised view-sheds and/or impacts of cut and fill techniques associated with lot padding and road building. Building site pads shall maximize the retention of the

natural form of the earth to create the appearance of natural topography by using contours to resemble the existing natural slope and topography of that terrain, integrating cut and fill slopes into the surrounding terrain, blending grades into the Foothills backdrop and all developments will avoid producing a flat or squared off appearance. Prior to the giving of entitlement to a development, the city must approve the revegetation plan for the development site that shall demonstrate: erosion control, efficient water management, fire protection and compatibility with the flora and fauna associated with the visual qualities of the Foothills and that revegetation is expected to occur within one growing season from the initial disturbance and revegetation action will be sustained by the developer until such a time that it becomes self sustaining.

FH-CCN 5.4: GEOLOGIC FEATURES

Integrate development with unique geologic features by using the least intrusive portion of site. 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. The City should consider a landmark program to identify unique geologic features within the Foothills.

FH-CCN 5.5: HAZARDOUS AREAS & SAFETY

Foothills development shall be designed and engineered to avoid hazardous areas, thereby minimizing risk to life and property. The location of development will be regulated to avoid environmentally sensitive areas such as water bodies, floodways, landslides and fault zones, steep slopes, and unstable soils, and shall protect wildlife and habitat areas. 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.



Avoiding steep slopes and locating development on flatter lands avoids potential hazards.

FH-CCN 5.6: MECHANICALLY REINFORCED EARTH

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. Retaining walls shall be designed and engineered to hold the loads placed upon them. The city will limit the development of hazardous areas unless the Project Engineer can demonstrate to the City Engineer that site limitations can be overcome.

Goal FH-CCN 6: Preserve the wildlife habitat and scenic values of the Foothills viewed while providing for buildable slopes and base unit density.

FH-CCN 6.1: CLUSTER DEVELOPMENT FOR HABITAT

The practice of clustering of development and preserving the open spaces shall be used to maintain environmental and wildlife features, such as wetlands, threatened plant species, riparian areas, big game winter range, and sensitive wildlife habitats. All open space credited for density bonus purposes (Figure 18) must remain in a primarily natural condition with the goal to maintain it for wildlife habitat and recreational uses. Open space areas shall be located to form continuous corridors subject to the review and recommendation of the Idaho Department of Fish and Game within the mapped Wildlife Habitat Areas (Figure 19). Such areas may 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, with preference given to public access recommended and implemented through the Foothills Ordinance.



Clustering development can help preserve vital habitats for wildlife.

FH-CCN 6.2: BUILDABLE AREAS

Areas designated on the Future Land Use Map as Buildable are generally characterized by existing slopes less than 25% grade, density bonuses may be granted in these areas in return for the provision of permanent open space. The base density shall be 1 unit / 40 acres plus the density bonus formula: density credits only transfer to areas of less than 25% slope and only parcels greater than 1 acre in size may be counted in the open space/density bonus calculation. As the amount of permanent open space increases, the allowable density shall also increase according to the Density Bonus Formula. 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 development application.

FH-CCN 6.3: SLOPE PROTECTION AREAS

Areas designated on the Future 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 / per 40 acres, plus additional units allowed under the density bonus.

FIGURE 19: BASE DENSITIES, DENSITY TRANSFERS, AND BONUS DENSITY FORMULAS 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

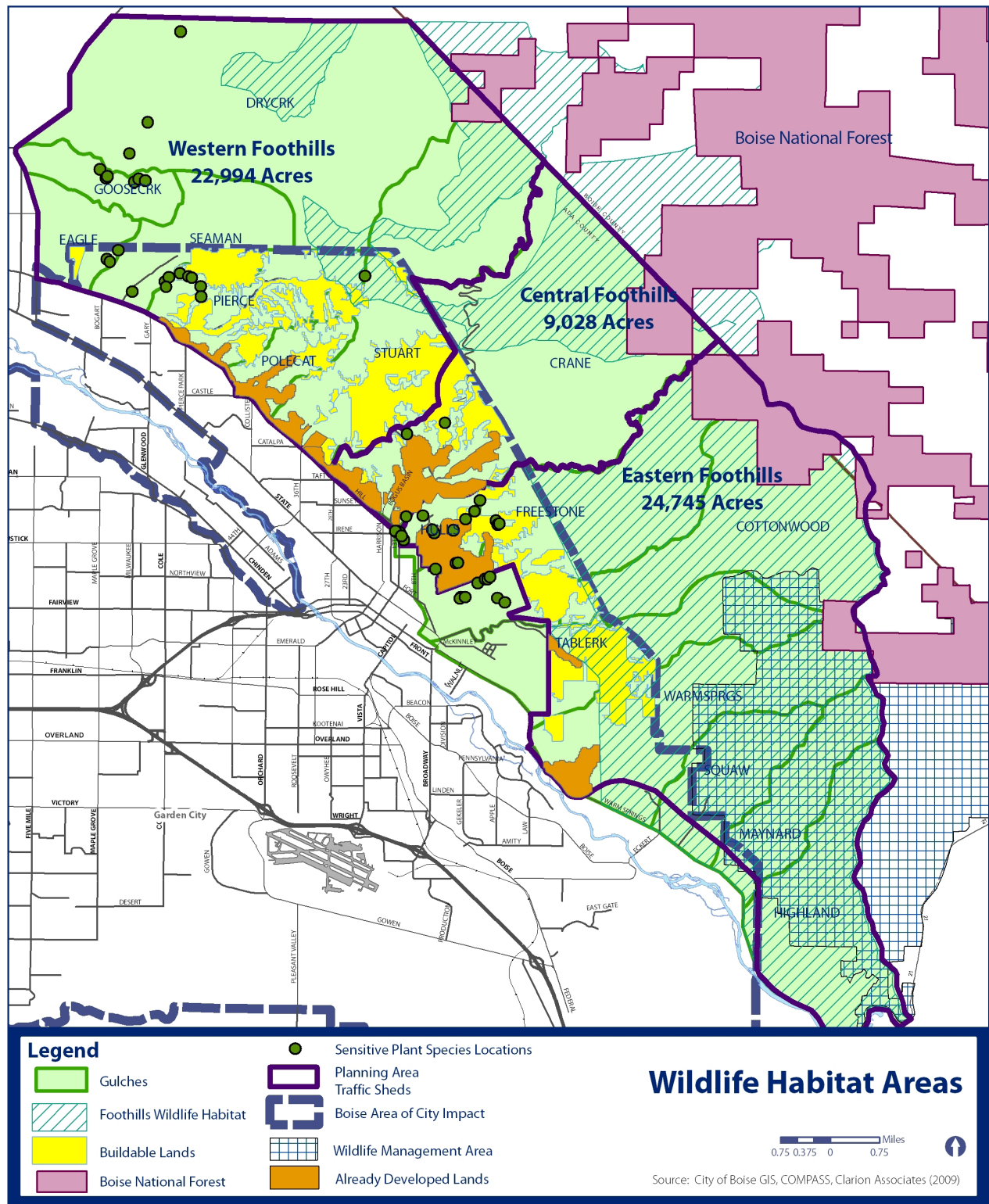


FIGURE 20: WILDLIFE HABITAT AREAS

FH-CCN 6.4: CREDIT ALLOWANCE FOR OPEN SPACE

The density bonus shall be revised to define more clearly the credit allowances for Priority Open Spaces. The ratio of non-buildable to buildable land should not exceed 50% for lands receiving the density bonus.

FH-CCN 6.5: DENSITY BONUS TRANSFER

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.

FH-CCN 6.6: SENSITIVE WILDLIFE HABITAT AREAS

Foothills developments shall be reviewed with the following priority considerations depending upon location. 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.

FH-CCN 6.7: DEVELOPMENT AREAS

The Eastern Foothills (east of 8th Street) shall be the highest priority area for open space acquisition. The Central Foothills (between 36th Street and 8th Street) shall be developed only to the extent that it can be demonstrated that traffic impacts on existing neighborhoods will be minimized. Special designs to minimize east-bound traffic from areas west of 36th Street may be required. 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.

FH-CCN 6.8: OPEN SPACE ACQUISITION PRIORITIES

- Acquire open space and natural areas in the Boise Foothills that will:
- Protect water quality;
- Preserve wildlife habitat;
- Provide increased recreational areas for walking, biking, and other outdoor activities;
- Limit over-development and traffic; and,
- Protect natural vegetation that prevents mudflows and washouts.

Goal FH-CCN 7: Reduce or minimize the threat of wildfires and protect against the loss of life and property.

FH-CCN 7.1: WILDFIRES AND SAFETY

A fire safety plan shall be submitted in the Planned Unit Development application demonstrating effective safety measures during and after construction that include fire prevention and an emergency evacuation plan if a wild fire occurs. 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.

FH-CCN 7.2: WILDLAND URBAN INTERFACE

Proposed developments outside of the Boise Fire Department response area, in the Foothills Planning Area, may be developed at densities of one unit per forty acres, and must conform to the Wildland Urban Interface (WUI) fire prevention regulations. Areas within Boise City limits and outside of the Boise Fire Department response area can only be developed at densities of one unit per forty acres until the fire protection infrastructure meets the most current level of service standard adopted by the city.

FH-CCN 7.3: FIRE SUPPRESSION

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. Fire sprinkler systems are required in all new Foothills 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.

FH-CCN 7.4: FIRE BREAK ROADS

Protect the public health and safety of the community by requiring two points of ingress/egress for all developments and seek to place local and collector roads to maximize effectiveness for use as fire breaks.

FH-CCN 7.5: BUILDING ENVELOPES

Maximize the building envelopes of development sites to provide access around the structure for fire protection.

FH-CCN 7.6: BUILDING MATERIALS

Structures in the Foothills bordering any open area with natural vegetation shall comply with Boise City building code provisions adopted to implement the

International Wildland-Urban Interface Code. The purpose of the building code provisions are to regulate and govern the mitigation of hazard to life and property from the intrusion of fire from wildland exposures, fire from adjacent structures and prevention of structure fires from spreading to wildland fuels.

FH-CCN 7.7: LANDSCAPING

Foothills developments shall conform to Firewise landscaping practices established by the Boise Fire Department. All newly constructed Foothills structures shall be protected by a landscaped fire break and fire breaks shall be encouraged for already constructed structures.



Future subdivision being developed along Bogus Basin Road

FOOTHILLS POLICIES

Connectivity (FH-C)

Goals and policies for connectivity focus on identifying and implementing improvements that will enhance the ease, safety and value of multi-modal travel in the Foothills. Roadways in the Foothills are distinct from roadways elsewhere in the city and this section addresses these concerns.

Goal FH-C 1: Provide for a transportation system that preserves the environment of the Foothills.

FH-C 1.1: TRANSPORTATION SYSTEM

Actively seek an efficient, cost effective and environmentally protective transportation system which satisfies existing and future land uses, preserves public safety and protects wildlife habitat areas, surface and groundwater quality, and provides for fire and flood control measures. Roadways shall be located, designed and built for maximum longevity; reducing erosion, slippage and breakups. Promote road systems that service the clustered developments in the buildable areas on the valley floors.

FH-C 1.2: MASTER STREET PLAN

New collectors and arterials shall conform with the Master Street Map. Amendments to the Master Street Map to add new arterials and collectors in the Foothills will require a thorough environmental and fiscal review to ensure they are consistent with the principles of this plan.

FH-C 1.3: TRANSPORTATION IMPROVEMENTS

Improvements to the transportation system should balance the long term development objectives with the protection of neighborhood quality and must be in scale with existing downstream neighborhood character.

FH-C 1.4: ACCESS MANAGEMENT

Topography in the Foothills restricts the capacity of roadways. Foothills developments will need to follow access management policies due to the effect that rolling hills and curving roads have on a driver's line of sight. Use of common driveways and other design innovations should be used in Foothills developments to reduce the quantity of curb cuts on roadways in the Foothills, and to reduce the area of impervious surface in developments. 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.

FH-C 1.5: STREET LIGHTS

Streetlights in the Foothills shall use shielded luminaires designed to provide adequate public safety while lessening the light visible from the valley and at other users of the Foothills.

FH-C 1.6: BUS, PARK AND RIDE, AND CARPOOL

In order to increase the efficiency of the transportation system, transit facilities, park and ride lots and all carpool facilities are encouraged to be located near the intersections of arterials in the Foothills. Encourage the establishment of additional facilities needed to accommodate additional travel demand to Bogus Basin Ski Resort. New facilities should be designed with permeable construction materials, such as gravel or other acceptable medium and drainage may be contained by using low maintenance indigenous landscaping to control erosion.

FH-C 1.7: RECREATIONAL ROADWAYS

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.



Hulls Gulch historic road.

FH-C 1.8: HISTORIC ROADWAYS

Roadways within historic neighborhoods shall not be upgraded or altered to increase capacity without an amendment to the Master Street Map.

FH-C 1.9: TRAFFIC MANAGEMENT STRATEGIES

The city shall advocate the use and further creation of effective traffic management strategies as a means of protecting service levels of streets from increasing traffic volumes, as well as mitigation for new development.

Goal FH-C 2: Mitigate the impacts of development on roadway capacity within the Foothills traffic-shed.

FH-C 2.1: PROTECT NEIGHBORHOODS

Automobile traffic may be required to experience some inconvenience for the purpose of helping to preserve the integrity of neighborhoods. Development and growth shall minimize impacts on the traffic system and the quality of existing neighborhoods.

FH-C 2.2: LIMIT FOOTHILL ROADWAY WIDTH

Foothills roadway widening shall be limited so as to reduce adverse impacts on the natural environment. Separate pedestrian/bike pathways may be preferable to on-street paths and sidewalks in instances where the roadway is constrained by topographic or other natural features.



Limiting widening of roadways will help preserve the

natural environment.

FH-C 2.3: MAINTAIN FUNCTIONAL CLASSIFICATION

Upgrading the roadway functional classification of residential streets, collectors and/or arterials shall be discouraged and shall only occur where a significant community-wide need can be identified as part of the adopted Regional Transportation Plan.

FH-C 2.4: DIRECT HEAVY TRAFFIC VOLUMES

Heavy traffic volumes shall be encouraged to travel on the higher functionally classified roadways and discouraged from traveling down the lower functionally classified roadways in the immediate and mediate traffic shed.

FH-C 2.5: STATE STREET CORRIDOR

State Street shall be the major east-west mobility corridor for heavy traffic volumes.

FH-C 2.6: FOOTHILLS ROADWAY CAPACITY

Boise City shall actively monitor Foothills street capacity as it is consumed by development and shall be prepared to limit Foothills development as capacity is reached. Work with the Ada County Highway District to ensure that traffic impact studies adequately measure the amount and breadth of impacts to the transportation system to ensure downstream traffic impacts are measured prior to the approval of new Foothills development.

FH-C 2.7: ROADWAY CAPACITY THRESHOLDS

The Foothills should be considered for development only when the traffic capacity exists in the system to maintain the collector and arterial streets at a Level of Service D (LOS D) or equivalent Volume to Capacity (V/C) ratio.

FH-C 2.8: MITIGATE TRAFFIC IMPACTS OF NEW DEVELOPMENT

Development proposals in the Foothills Planning Area shall prepare a traffic impact study that measures impacts on the street system and surrounding neighborhoods. Development entitlements should not push the street system functionality below acceptable levels of service. Mitigation for adding vehicle trips to roadways that will function at unacceptable levels of

service shall be paid by the developments causing such effects on a proportionate basis. Mitigation will be determined by Boise City and may include impact fees, Special Assessment District fees, and other processes that result in improving the overall system in the vicinity, such as installation of traffic calming devices, trail and pathway improvements, development of mass transit systems, improving non-automobile modes, installing cyclist facilities, upgrading or installing trailheads, improving trails and other corrective transportation measures.

Goal FH-C 3: Continue to expand multi-modal facilities and interconnectivity in the Foothills.

FH-C 3.1: TRANSPORTATION AND PATHWAY PLANS

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.

FH-C 3.2: BUILD VALUE IN EXISTING PLANS

Implement the *Around the Next Turn: A 10 Year Management Plan for the Ridge to Rivers Trail System* and the *Roadways to Bikeways Plan* and seek to improve east to west multi-modal connectivity.

FH-C 3.3: BIKE LANES

Constructing bike lanes is a mandatory design criterion for Foothills development.

FH-C 3.4: SIDEWALKS

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 Design Guideline criteria.

FH-C 3.5: MULTI-MODAL DEVELOPMENT

Developers shall comply with the *Around the Next Turn: A 10 Year Management Plan for the Ridge to Rivers Trail System*, and, the Ada County Highway District *Roadways to Bikeways Plan* by constructing bike lanes, 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 shall be provided with public parking and buffered

from the surrounding uses. Access for the disabled 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.

FH-C 3.6: PUBLIC FACILITY MAINTENANCE

The development and maintenance of public trail support facilities, parking lots, rest rooms and other such features shall be the responsibility of the public.

Goal FH-C 4: Empower the public to access, traverse and enjoy the public lands, open spaces and trails by removing obstacles to access and interconnectivity.

FH-C 4.1: PEDESTRIAN PATHWAY SYSTEM

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. Internal neighborhood connections shall be provided through varied design provisions, including sidewalks and paths.

FH-C 4.2: OPEN SPACE AND TRAILS SYSTEM

A network of parks, common open spaces and continuous recreational trail systems for public use will be developed within the Foothills. The trail system will connect lowland neighborhoods and public parks with Foothill neighborhoods, public parks and public lands. Public open space and public parks shall be linked by a path/trail system composed of on street paths, secondary trails and primary trails and will be managed for multiple uses. Points of access to public lands should be served by public roads, or primary or secondary trails routed around or between developments. Work with equestrians to identify and designate trails for equestrian use.



Multiple uses of public trails provides increased recreation options.

FH-C 4.3: ACCESS TO PUBLIC LANDS

Foothills development shall be integrated with public lands in a manner that preserves public access and protects public lands value and provides secondary access points to public trails and lands.



Foothills development should include public access to open spaces and trails.

FH-C 4.4: SECONDARY TRAILS

Secondary trails shall be established where there are no existing public or other secondary trails connecting to primary trails. Secondary trails within developments shall allow public access and be located to link the on street path system to public trails and lands. The need for secondary trails shall be evaluated case by case, based upon the likelihood of significant use. 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.

FOOTHILLS POLICIES

Public Services/Facilities (FH-PSF)

Goals and policies for this section focus on identifying areas where investment in infrastructure are needed in the Foothills to implement the community's vision.

Goal FH-PSF 1: Plan for future high quality city services and infrastructure improvements and protect public health in the Foothills.

FH-PSF 1.1 AVAILABILITY OF INFRASTRUCTURE AND SERVICES

Development in the Foothills shall be limited by the availability of sewer, water, drainage, fire fighting and other infrastructure or services; in accordance with service area standards cited in the Boise City Comprehensive Plan. Urban development in the Foothills, defined as densities greater than one unit per ten acres, shall only be permitted in urban service planning areas where infrastructure and services exist or can be made available. All developments of urban density shall be serviced by an approved water system and shall be serviced by wet line sewers in accordance with the Boise City Subdivision Ordinance and the Boise City Sewer Regulations

FH-PSF 1.2: FUTURE FACILITY PLANNING

Providers of urban services in the Foothills shall prepare future facility plans and acquisition maps. When feasible, utility corridors shall be consolidated in road corridors, but designed in a way to not interfere with the road structure in maintenance and retrofitting circumstances.

FH-PSF 1.3: INFRASTRUCTURE AS A CUMULATIVE INVESTMENT

Public and urban services shall be capable to meet the ultimate needs of the service area. Infrastructure provided with 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 challenges between lots in the same or adjoining subdivisions.

FH-PSF 1.4: PHASED DEVELOPMENT

Urban development in the Foothills shall be phased according to the ability to provide urban services and shall include sewer, water, schools, transportation, fire, police, and other public safety services.

FH-PSF 1.5: AREA OF CITY IMPACT BOUNDARY

The location of the AOCI Boundary shall be revised with concurrence from Ada County to reflect appropriate urban and rural land uses.

Goal FH-PSF 2: Provide high quality urban infrastructure with deliberate care to protect the Foothills from adverse environmental impacts.

FH-PSF 2.1: SOUND INFRASTRUCTURE

Plan for the most efficient, cost effective and environmentally sound infrastructure systems and public services which protect existing and future land uses, preserve public safety and protect wild-life habitat areas, surface and groundwater quality, and flood control measures.

FH-PSF 2.2: STEEP OR UNSTABLE TERRAIN

Extending urban service facilities through steep or unstable terrain shall be avoided whenever possible, and will be required to meet strict safety and engineering design standards.

FH-PSF 2.3: AVOIDS HAZARDS

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.

FH-PSF 2.4: SERVICE AND MAINTENANCE COST

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.

FH-PSF 2.5: ROADS AND FLOODWAYS

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.

FH-PSF 2.6: CONCEAL INFRASTRUCTURE

Infrastructure design shall blend with the Foothills landscape so as not to distract attention from the natural environment.



Views overlooking the Quail Hollow Golf Course

FOOTHILLS POLICIES

Neighborhood Character (FH-NC)

Policies for this section focus on identifying the essential character of the Foothills, its cultural re-sources, and inherent value in expanding wildlife habitat, open space, and recreational uses.

Goal FH-NC 1: Recognize and preserve our history and culture as a tangible link to the past: discover, experience and educate.

FH-NC 1.1: CULTURALLY SIGNIFICANT PLACES

Archaeological sites, historic sites and areas of a sensitive geologic or ecologic nature shall be identified, inventoried and protected.

FH-NC 1.2: ARTS AND CULTURE

The city will continue to support the performance, visual, fine and cultural arts by supporting the presence of these activities and facilities within the greater Foothills area.

FH-NC 1.3: EDUCATIONAL

Continue to provide educational programming at the Foothills Learning Center.

FH-NC 1.4: HISTORIC USES

Preserve the history of agriculture and grazing in the Foothills. Work with landowners to protect existing viable agricultural uses where possible through the use of easements, cluster development, or other protective techniques.

Goal FH-NC 2: Protect the beauty, safety and utility provided to this city by the Foothills watershed and floodway.

FH-NC 2.1: WATERSHED

The Foothills watershed shall be protected.

FH-NC 2.2: DRAINAGE

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.

FH-NC 2.3: FLOOD CONTROL

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. Floodways shall be maintained and preserved for open space uses including habitat areas.

FH-NC 2.4: FLOOD PLAIN MANAGEMENT

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.

Goal FH-NC 3: Protect the natural water purification system provided to this city by the Foothills.

FH-NC 3.1: VEGETATION NEAR WATER

Vegetation along streams, water bodies 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 water body, where this does not conflict with the Federal Emergency Management Agency regulations for flood plains and water bodies.

FH-NC 3.2: IMPERVIOUS SURFACES

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. Construction of impervious surfaces within a floodway shall be avoided.

FH-NC 3.3: WATERBODIES AND SEDIMENT

Water bodies 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.



Protecting water bodies from sediment, especially during construction is critical.

FH-NC 3.4: GROUNDWATER QUALITY

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. If the site is unsuitable for on site drainage, alternative off site drainage may be permitted.

GOAL FH-NC 4: Identify, conserve and protect the native plant and animal habitat in the Foothills.

FH-NC 4.1: STUDY HABITAT

Accurate and specific information on a development site shall be evaluated 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.

FH-NC 4.2: CONSERVE HABITAT

Boise City will work with Idaho Department of Fish and Game to identify and conserve sensitive wildlife habitat areas and natural wildlife corridors connecting open space habitat areas. 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 archaeological sites, or by public ownership as funding allows. 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.

Goal FH-NC 5: Enhance, enjoy, and preserve the Foothills open space.

FH-NC 5.1: OPEN SPACE AND TRAIL ACQUISITION

Continue the city's efforts to secure public open space lands in the Foothills through the serial levy process. Work with land trusts and other organizations to acquire priority open space lands for the public. Public trails and common open space areas should be acquired by the public through such methods as purchase, donation, easements or land exchanges, or the use of density bonuses and/or transfers of development rights.

Goal FH-NC 6: Find ways to increase the enjoyment of the Foothills through effective implementation strategies.

FH-NC 6.1: OPEN SPACE MANAGEMENT PLAN

Development proposals shall comply with the Public Lands Open Space Management Plan for the Boise Foothills (2000) adopted by Council December 5, 2000 (Resolution 16287) and the plan shall continue to be implemented through both the development process, and in conjunction with plans and capital improvements from the participants, Boise Parks and Recreation Department, Bureau of Land Management, United States Forest Service, Ada County, Boise County, Idaho Department of Fish and Game, and Idaho Department of Lands.

FH-NC 6.2: STATE ENDOWMENT LANDS

State Endowment lands shall be regarded the same as private lands under policies of this plan.

FH-NC 6.3: OPEN SPACE MANAGEMENT PLAN

Update the *Public Lands Open Space Management Plan for the Boise Foothills* (2000), to reflect the recent acquisition of public open space and the development entitlements approved by Ada County and Boise City.

FOOTHILLS POLICIES

Related Planning Documents

There have been several plans and studies prepared for Foothills. These plans, along with Blueprint Boise, will help guide future development in the Foothills Planning Area.

Around the Next Turn: A 10 Year Management Plan for the Ridge to Rivers Trail System (2016)

Ridge to Rivers (R2R) is a cooperative partnership consisting of the following agencies: City of Boise, Ada County, Bureau of Land Management Boise District, Boise National Forest and the Idaho Department of Fish and Game. The goal of the Ridge to Rivers partnership is to provide a high-quality system of trails for the enjoyment of Treasure Valley residents and visitors to the Boise Foothills. The 10 Year Management Plan will guide the trail network and the trail community forward for the next 10 years. The plan establishes a vision for the Ridge to Rivers trail system, provides data and trends context for trail-related decision making, guides future trail management and development by setting clear goals and a range of possible strategies and policies to achieve those goals and identifies priority actions for implementation.

Ada County Highway District North Boise Neighborhood Walking and Biking Plan (2016)

The *North Boise Neighborhood Bicycle and Pedestrian Plan* identifies future pedestrian and bicycle projects to promote safe, effective, and convenient walking and biking facilities for residents and visitors in the North area of the City. The study area is bounded by the foothills to the north and downtown Boise to the south. The study area encompasses the Sunset, North End, Central Foothills, Boise Heights, and Highlands neighborhoods, and the Somerset development area in the foothills.

Collister Neighborhood Plan (2007)

The Collister Neighborhood Association is bounded on the north by the Boise City Impact Area boundary, on the east by 36th Street, on the west by Pierce Park Lane north to Seaman's Gulch and on the south by State Street. Portions of Collister are located in the Northwest Planning Area, while the majority is in Foothills. The *Collister Neighborhood Plan* sets out a vision and goals to guide new development

in the area and provide a basis for determining development review decisions. The eight main goals of the plan relate to provision and use of utilities, the natural environment, opens pace and recreation facilities, mobility and transportation, quality of life, youth, social and economic health and sustainability, commercial development, and alternative transportation networks.

Harris Ranch Specific Plan (2007)

The *Harris Ranch Specific Plan* (SP01) is a mixed use development that is being built on and around the site of what was once the largest town in Idaho, the mill town of Barberton. Covering 1,800 acres, the *Harris Ranch Specific Plan* embraces New Urbanist design concepts. Specifically, it is designed to integrate into the existing urban pattern, provide for a mix of uses within walking distance, allow for commercial uses to address area residents' retail and employment needs, provide a mix of housing types and affordability, and support a multi-modal transportation framework.

The Harris Ranch development consists of high-density and compact residential neighborhoods, surrounded by park and trail systems. A mixed-use district is at the center of the development. The Foothills portion of the development is clustered to limit road development, and 56.37 acres were donated to IDFG. The city will receive a 27.96 acre park (Alta Harris Park), a fire station, and other amenities that serve residents locally and city-wide.

Barber Valley Specific Plan (2007)

The Barber Valley project (SP02) redevelops formerly industrial and agricultural lands around the Harris Ranch development. The project has three main components: Barber Station, a commercial and compact residential area surrounded by Marianne Williams Park; the Mill District, a compact to suburban residential area, much of which is already built; and The Terrace, a single family detached residential area on the east end of the planned community. Barber Station will include approximately 36 acres of office and commercial uses—including restaurants, shops,

and possibly a hotel—and approximately 17 acres of compact and high density residential uses. The Mill District will include compact residential uses, likely to include a campus-style retirement continuing care community. The Terrace will be developed as 250 suburban residential units.

The city received a 70-acre riverfront regional park (Marianne Williams) and assistance to restore the natural river bank and associated floodway and ecosystem degraded by former old industrial uses. Fifty-six acres of hillsides above The Terrace have been donated to the IDFG.

Public Lands Open Space Management Plan for the Boise Foothills (2000)

The Boise Parks and Recreation Department with six local, state and federal agencies have developed an open space preservation plan for the Boise Foothills, which includes parts of the Foothills planning area. This plan guides the expenditure of \$10 million raised through a property tax levy for open space in the Boise Foothills. The plan sets out priority conservation areas and open space preservation goals. This plan also coordinates Foothills land management policies and issues between local, state and federal agencies.

Interim Foothills Transportation Plan (1998)

The Boise City Council adopted the *Interim Foothills Transportation Plan* as an amendment to the *Boise City Comprehensive Plan*. It implements the adopted policies of the *Foothills Policy Plan*. The policies limit the transportation alternatives by restricting the location of new transportation facilities in the Central Foothills and limiting adverse impacts to neighborhoods and environmental resources. *Destination 2015, the Regional Transportation Plan*, provided a basis for defining the existing and planned transportation system serving the Foothills Planning Area. The recommendations in this Interim Plan reflect additions to *Destination 2015* that would be needed to provide additional transportation improvements to more fully implement the *Foothills Policy Plan*.

The Potential Public Preservation Sites 1993

The purpose of the *Potential Public Preservation Sites 1993* was to identify and facilitate preservation of land or water areas within the Boise City Area of City Impact for public benefit because of unique environmental, recreational, aesthetic, and cultural characteristics. The goals included:

- The identification and prioritization of characteristics that guided the selection process.
- The identification and prioritization of unique land and water areas.
- To enhance recreation opportunities compatible with the preservation of unique land and water resources within the Boise City Area of Impact.
- To facilitate the preservation of critical wildlife habitat; our historical and archaeological heritage; the scenic and aesthetic character of Boise; public access to new or already established public use areas, Foothills gulches, Boise Greenbelt, and associated city and state parks, State, BLM, and USFS lands.
- To connect or link significant public open spaces and parks through a system of open linear corridors or paths.
- To identify and contact the appropriate government agencies or private organizations that can facilitate the preservation of land and water areas by acquiring necessary legal interest.