

2007

Depot Bench Neighborhood Plan



Depot Bench Neighborhood Association

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Introduction

The Depot Bench Neighborhood Plan serves as the long-term guide and vision for land use, transportation and community design for the neighborhood. (Supported by Boise City Comprehensive Plan, BCCP, Goal 7.3, Objectives 1 and 4).

Document Purpose

This is an updated version of the Depot Bench Neighborhood Plan. Details regarding the redesign and information about the purpose of the document are described below.

TOPIC	DESCRIPTION
Background	<p>In January 2002, the Depot Bench Neighborhood Association, in coordination with the City of Boise, completed its first neighborhood plan. The neighborhood worked closely with city planners to prepare a comprehensive, 112-page document that addressed all the arenas suggested by the City. What we have since found is that this is a more challenging and cumbersome document to write and use than we had expected. Therefore, we have prepared this replacement Plan.</p>
Why replace the Plan?	<p>Following the highly debated Crescent Rim Condo hearings, a minimum of 20 neighbors requested major changes to the Depot Bench Plan. They specifically requested a more concise and specific Plan, and one that was less apt to be misunderstood. In other words, the neighborhood was not happy with the 2002 Plan; we felt it left us vulnerable and at risk. The Plan Team attempted to revise the old Plan, but found that would not solve the problems. The Plan was rewritten.</p> <p>The original Depot Bench Plan was largely written by a city planner; for the most part, it was not written by the neighborhood. It was also used to promote land development in ways the neighborhood never anticipated. To avoid having our intentions misunderstood or used to initiate stakeholder argument instead of discussion, the neighborhood put the first version aside, and wrote a more concise and targeted document. It is our intent to see that this be used to promote genuine stakeholder discussion.</p>
What the 2006 Plan covers	<p>This plan is significantly shorter than the former neighborhood plan. It addresses:</p> <ul style="list-style-type: none"> • Identity—The unique and desirable features that make this neighborhood different from others and worth preserving and enhancing. • Vision—The neighborhood’s imagined, optimal future. It is would could be-not necessarily what will be. • Goals and Policies—Tactical information about the vision. • Supporting Material—Terminology, information about how this plan was developed, results from a neighborhood infill survey with a high response rate, and city codes that support specific goals and policies.

TOPIC	DESCRIPTION
Audience	<p>The 2006 Plan is for:</p> <ul style="list-style-type: none"> • Neighborhood Residents—It is a guide specifically describing how the Depot Bench envisions its future. It provides a basic guide for us relative to development proposals, public projects and other endeavors to ensure they are in harmony and compatible with the neighborhood identity. • Other Stakeholders—It provides specific, tactical information for the City of Boise, city planners, developers and other interested parties.
Information Sources	<p>To accurately and concisely share the neighborhood voice, the Plan Team invited any resident to join the writing team, reviewed the 2002 Plan, talked with residents, collected ideas from neighborhood association meeting attendees and other residents, provided multiple opportunities over a 16 month period for residents to read and comment on the Plan, and conducted a survey of 1,300 residents regarding infill concerns (111 surveys were returned and results are provided later in this document). In addition, the Plan Team analyzed: the Boise City Comprehensive Plan (BCCP), other neighborhood Plans, and Boise City Code.</p>
Plan Use	<p>If a question arises regarding an interpretation of the Plan, the City or other stakeholder will consult the DBNA, as authors of the plan, for clarification.</p>
If details are missing in the 2006 Plan	<p>The new Plan cannot anticipate all future neighborhood threats and opportunities. Therefore, it is important to note that any lack of description and discussion on any particular topic does not imply a lack of interest on the part of the neighborhood. If an issue arises that is not mentioned in the Plan, we would appreciate the opportunity to discuss individual situations with the necessary stakeholders and be provided with adequate time for Depot Bench neighbors to gather, discuss the situation, and develop a point of view. If needed, the Plan will be amended.</p>

Terms

A number of terms are used in this document that may require definition or explanation. They are provided under “Terms” near the end of this document. Defined terms include:

- Character
- Compatible
- Conservation District
- Gateway
- Historic District
- Historic Property
- Infill
- Mixed Use
- Owner-occupied Home
- Overlay Zone
- Reclaiming (of streets)
- Single-family Home
- Scale
- Seamless Transition
- Tree Canopy
- Urban Forest
- Vision

Neighborhood Description

The neighborhood is comprised largely of one-story single-family residences and includes 3 elementary schools, a junior high school, 6 churches, a historic synagogue, the historic Boise Depot, and Vista Village Shopping Center (a newly renovated shopping center serving the neighborhood). As you can see in the image below, Vista Avenue is an important “gateway” that community visitors enter as they drive North on Vista Avenue from the airport or interstate 84 to the city center. The Boise City Comprehensive Plan (BCCP) recognizes Vista Avenue as the highest priority gateway to Boise.

The Depot Bench

The Depot Bench is bordered by Crescent Rim Drive, Federal Way, Overland Road and Roosevelt Street.

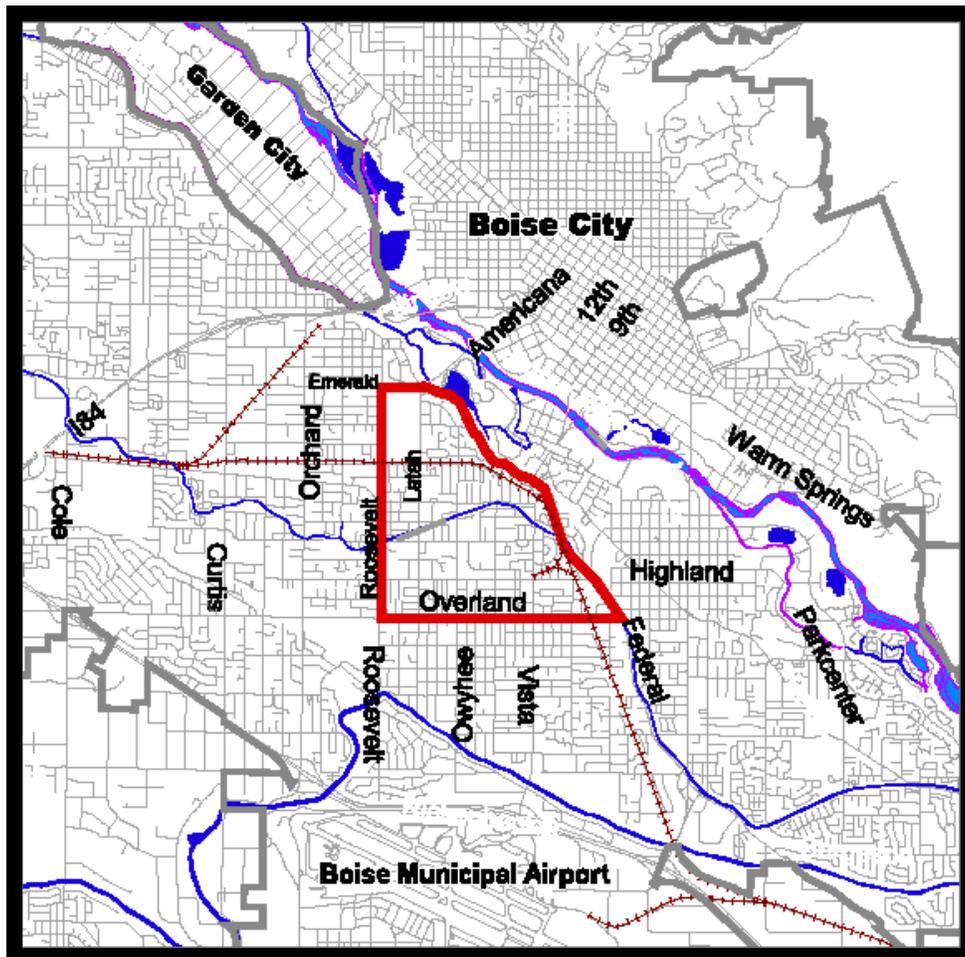


Figure 1 Map of Depot Bench Neighborhood

Depot Bench Features

With its views of the downtown skyline, extensive tree canopy and cultural landmarks, the Depot Bench is an appealing place to visit and live. Some of its features include:

- **Location**—The neighborhood is centrally located; it is minutes away from downtown amenities, the greenbelt, Boise State University, the airport and major shopping areas.
- **Desirability**—It is not uncommon to find families that have lived in the neighborhood for 15, 30 or even 40 years, and whose children are raising their families in or near the homes where they grew up. According to the Idaho Statesman and the Assessor’s Office, 2005 property values increased faster in the Depot Bench than in any other area in Ada County (June 4, 2005 Idaho Statesman. Title: *Higher values a mixed blessing for folks on Boise’s Rose Hill*. By Brad Hem).
- **Housing**—The Depot Bench is unique for its shady, tree-lined streets; neighborhood schools within walking distance; and residential architecture. Diverse architectural styles evidence the area’s history. The Depot Bench began as small farms and ranchettes; it gradually filled in during the five decades following World War II. Today the neighborhood is home to a wide variety of housing styles—mostly one-story brick and wood exterior homes—with ranch, bungalow, English cottage, and mission styles most prevalent.
- **Gateway Role**—One of the reasons for Depot Bench diversity may be its accessibility to newcomers via the airport and interstate 84. Vista Avenue is the neighborhood’s main north/south thoroughfare, and Boise City’s Comprehensive Plan (section 7.2, objective #7) recognizes Vista as one of the key “gateways” into the city. The road includes Vista Village, one of the oldest shopping centers in Idaho, and a familiar neighborhood landmark. In addition, residents and visitors appreciate the neighborhood’s gateway views when they travel the neighborhood’s Crescent Rim Drive and stop at historic Boise Depot to enjoy the sweep of the downtown skyline and foothills. It is worth highlighting and preserving this neighborhood role.
- **Schools**—Many residents chose the Depot Bench Neighborhood so their children could benefit from the academic and social opportunities provided by small, neighborhood schools. Monroe and Jefferson Elementary Schools and South Junior High are integral parts of the neighborhood, and residents are enriched by a neighborhood design that enables children to walk to school. A recent successful school bond election guarantees that a new South Junior High will be built at its current site within the next two years. The City of Boise’s Comprehensive Plan (section 7.2, objective #1) supports a design that includes an elementary school at its core and within walking distance.
- **Urban Forest**—The Depot Bench is one of the most heavily forested city neighborhoods. Residents are proud of the quality and age of beautiful trees that grace most streets; they enjoy the wildlife the tree canopy attracts, including ducks, squirrels, quail, geese, doves, foxes, deer, raccoons, and a wide variety of birds.
- **Irrigation System**—The New York Canal System runs throughout the neighborhood. The irrigation system is an important asset in that it enhances the urban forest and area wildlife, recharges the ground water supply, and reduces demand on the private and public treated water systems.

Depot Bench Resources

A few notable streets and landmarks are shown in the detailed neighborhood map below. The Ridenbaugh Canal is one part of the extensive New York irrigation canal system.

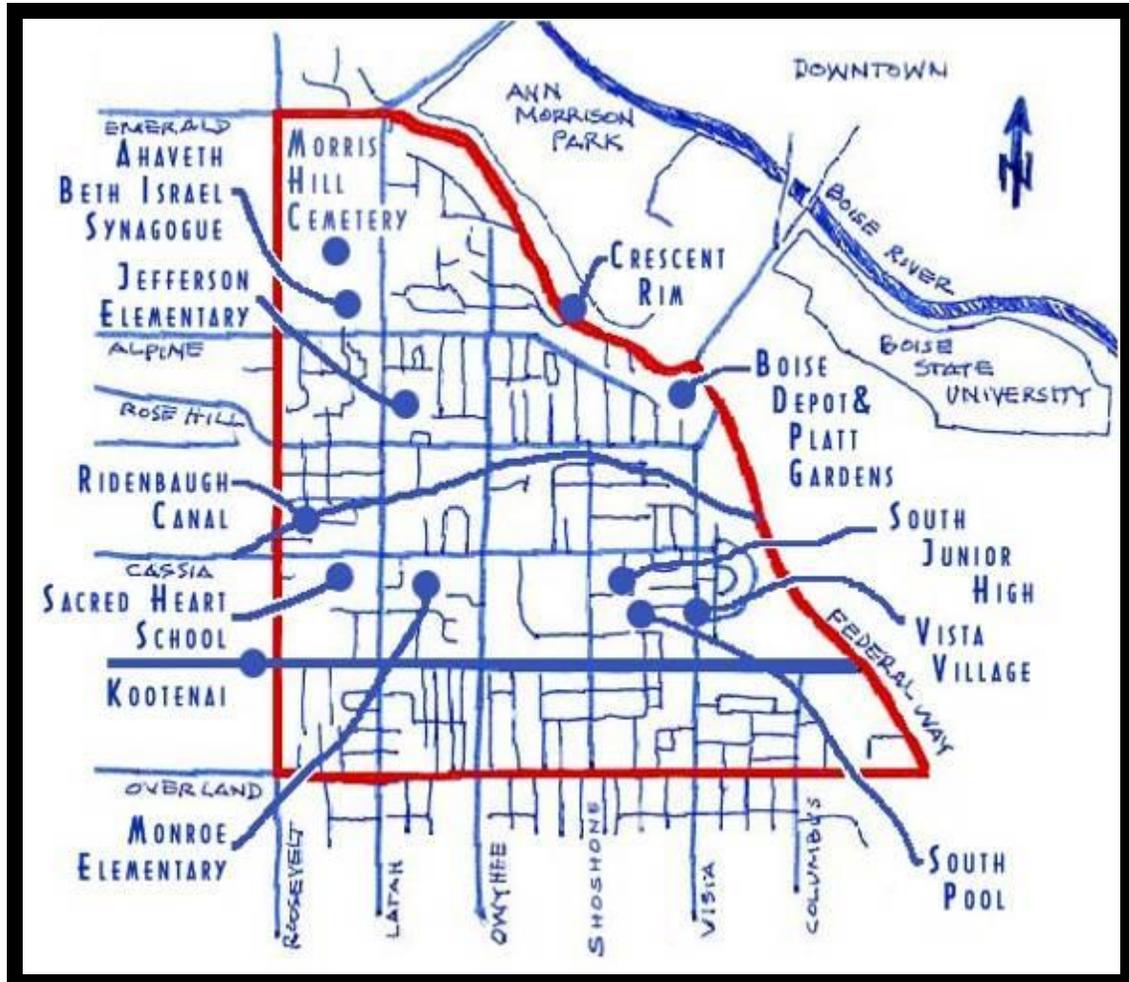


Figure 2 Detailed map of Depot Bench Neighborhood

Neighborhood Vision: The imagined, optimal future-what may be.

We believe the Depot Bench Neighborhood is an outstanding and valuable part of Boise. To remain so, while holding fast to what is unique about our neighborhood, our vision is to maintain and enhance the Depot Bench features identified in the prior section, the Neighborhood Description.

In addressing the specifics of neighborhood identity, land use, public safety, transportation, schools, and parks and recreation, this Plan not only expands upon neighborhood features and unique qualities worth preserving, but also looks ahead to how we might craft a positive future for the Depot Bench.

Identity – *Vision*

Depot Bench residents are aware of how fortunate they are to live in an area with the city’s finest tree canopy, beautiful homes, fine schools, and a strong sense of neighborhood. A neighborhood survey during the spring and summer of 2005 indicated a desire to: maintain the high standard of living they now enjoy; preserve what the neighborhood views as an exceptionally good quality of life; and maintain neighborhood attributes including:

- A healthy and mature tree canopy. The neighborhood wants to insure: existing trees are protected; trees are not eliminated or ruined by topping or other poor maintenance practices; and trees are not replaced frequently with smaller species that will not reach the stature of the existing canopy.
- Development that is compatible with the existing neighborhood and does not adversely impact the privacy, property values, and quality of life of surrounding residents.
- Residences (single or multiple-family) that do not exceed 2 stories in height (35 feet from grade to the midpoint of the roof).
- An emphasis on owner-occupied housing. (This is supported by the April 2000, Boise City Disinvestment Monitoring Report. See attached excerpt at the end of this document.)
- An area where residents actively work to maintain existing residential areas and to limit the expansion of commercial zoning into residential areas.
- Vista Village is supported as a valuable neighborhood asset, and an upgraded Vista Avenue to serve as the city’s primary “gateway.”
- Residences that provide a minimum of two off-street parking spaces located to the side or rear of structure. Covered parking is in scale with surrounding structures.
- Open canals maintained as attractive neighborhood features.
- Irrigation water that residents use for flood irrigation and to maintain the tree canopy.
- Views from Crescent Rim.

- Recognizing the Boise Depot as the city treasure it is by being honored and preserved for use as a city park, museum, and historic site. (Supported by the City Council in their May 15, 2007, pre-meeting).
- Bike lanes on all major streets throughout the neighborhood.
- Maintaining current transportation patterns and volumes to protect residential streets and keep noise levels low.
- Preserving the intimacy and local scale of neighborhood streets by making carefully considered walkway, lighting and landscape traffic control choices that maintain our tree canopy, respect property rights and encourage pedestrians to step out and enjoy the neighborhood.

Land Use – *Vision*

The Depot Bench Neighborhood envisions future land use as follows:

- Locate commercial and medium density residential uses in core business districts of the neighborhood which are on major arterials (along Vista Avenue and Overland Road), with single family residences located within the neighborhood.
- Develop and maintain recognized medium density areas as connective parts of the neighborhood that are compatible with the existing neighborhood.
- New home construction provides a minimum of two off-street parking spaces per residence. Covered parking is in scale with surrounding structures.
- Maintain the high owner occupancy housing rate that is indicative of a stable and healthy neighborhood. See Boise City Disinvestment Statement in Appendix.
- Commercial zones do not expand into residential zones.
- New residential development has a minimum lot width of 50 feet to provide for diverse housing styles, to provide adequate space for parking, to allow room for setback compliance, to protect and enhance the existing street tree canopy and landscaping, to provide privacy and to keep in character with the existing neighborhood.
- Conservation districts are established to assist in preserving neighborhood character and history.
- New development is designed to maintain and respect the privacy of surrounding residents with respect to window placement.
- New development is of a scale and design compatible with adjacent residential development.

Public Safety – *Vision*

The neighborhood's vision for public safety includes:

- Police, fire and other public service departments respond quickly and adequately to neighborhood issues and concerns.
- Neighborhood residential streets have low traffic volumes.

- Speed controls are enacted and enforced to insure the safety of children and other pedestrians. These include flashing red lights to stop traffic for children.
- Canal safety is improved through the efforts of neighborhood residents and canal districts working cooperatively.
- School resource officers are assigned to neighborhood schools.
- Gangs, illegal drugs and graffiti are not issues.

Transportation – *Vision*

The neighborhood’s vision for transportation includes:

- The Depot Bench supports wise public transportation options such as expanded bus service, streetcars and/or light rail. These options connect commuters and students directly to downtown Boise, parks, BSU, major employers, and the airport without negatively impacting residential areas with additional noise, traffic and safety issues.
- Bus service and bicycle lanes are available throughout all areas of the Depot Bench.
- Homes are not removed to accommodate parking or other vehicular uses.
- The Depot Bench is involved in all phases of decision-making regarding the railroad right-of-way.
- The railroad right-of-way is attractively maintained, kept weed free and nicely landscaped.
- Safety devices are provided at all railroad crossings.
- Parking for events at the Depot does not intrude into surrounding residential areas.
- The traffic impacts of proposed developments are thoroughly studied and monitored using accepted professional standards, and development that will exceed the volumes the roads were designed to carry (according to ACHD standards) are not approved.
- Pedestrian-oriented commercial development is encouraged and supported in existing commercial zones.
- Traffic controls keep cut-through traffic to a minimum.
- The Depot Bench is recognized throughout Boise as a neighborhood where residents can safely walk and bicycle.

Schools – *Vision*

The overriding vision of the Depot Bench is that our current excellent neighborhood schools (Monroe and Jefferson Elementary Schools, and South Junior High) remain open. In addition:

- Students continue to be able to walk to neighborhood schools.
- Class sizes remain at or below state averages.
- Maintenance funds are made available to keep Monroe and Jefferson safe and viable schools.
- South Junior High is rebuilt at the same location.

Parks and Recreation – *Vision*

The Depot Bench includes a park, other park services and one park under development. The neighborhood vision for these amenities is as follows:

- **Bowden Park**—Bowden Park is updated with additional picnic tables and substantial improvements to its playground equipment and restrooms.
- **Morris Hill Park**—The park’s initial phase was completed and dedicated in July 2007. In future phases, the neighborhood looks forward to additional trees and foliage, along with additional recreational facilities such as tennis and basketball courts.
- **Platt Gardens**—Platt Gardens continue as a park adjacent to the historic Depot.
- **South Tennis Courts**—South Junior High has tennis courts comparable in quality and quantity to other Boise junior high schools.
- **South Pool**—The historic pool is updated or, if there is no way to maintain the current pool, a new pool is built at the site of the current South Pool.

Neighborhood Goals

Goals identify specific actions that will help us achieve the Depot Bench Neighborhood vision. The goals correspond with the vision categories:

- 1.0 Identity
- 2.0 Land use
- 3.0 Public Safety
- 4.0 Transportation
- 5.0 Schools
- 6.0 Parks and Recreation

Goal Summary

Categories are in the same order as the vision categories. Goals within each category are in priority order.

IDENTITY GOALS		1.0
1.1	Support new development that preserves the neighborhood’s current quality of life, is in harmony and compatible with neighborhood characteristics.	
1.2	Encourage and support businesses on Vista Avenue that serve and benefit the neighborhood as well as provide the primary attractive “Gateway to Boise.”	
1.3	Preserve and encourage expansion of the neighborhood’s tree canopy through a variety of means including continued use of the neighborhood irrigation system to provide adequate water for the trees.	
1.4	Investigate historic designation for appropriate areas of the Depot Bench to protect historically and culturally significant resources that contribute to the community’s identity and history.	

LAND USE GOALS		2.0
2.1	Support infill residential development that encourages home ownership, is compatible with adjacent uses, transitions seamlessly with adjacent uses, provides adequate off-street parking, and preserves or enhances the character of the existing neighborhood overall.	
2.2	Encourage new commercial uses of a scale, design, and location compatible with residential uses that do not encroach on existing residential zoning.	
2.3	Improve the appearance of existing property and encourage development that preserves the character of the neighborhood and transitions seamlessly with surrounding structures.	
2.4	Support the improvement of commercial services on Latah Street and Overland Road of a scale and design compatible with the adjacent residential uses and which does not encroach on adjacent residential zoning.	
2.5	Given the recent investment in Depot Bench schools, support residential development that promotes full use of neighborhood school facilities.	

PUBLIC SAFETY GOALS		3.0
3.1	Address neighborhood canal system safety issues.	
3.2	Support the continuation of adequate law enforcement and fire protection levels in the Depot Bench.	
3.3	Support adequate and safe public infrastructure to enhance neighborhood land uses and upgrade existing systems as needed.	

TRANSPORTATION GOALS		4.0
4.1	Adopt standards that maintain the existing street system with an emphasis on safety and comfort for users to protect the quiet character of the residential streets in accordance with the Boise City Comprehensive Plan stating that, “ <i>motorized traffic may have to experience some inconvenience in order to preserve neighborhoods.</i> ”	
4.2	Include the neighborhood in all public discussions before decisions are made regarding the railroad right-of-way.	
4.3	Enable Depot Bench residents to participate in citizen-involved efforts to slow traffic speeds while beautifying the streets.	
4.4	Expand the system of bike lanes throughout the neighborhood.	
4.5	Work with the City and ACHD to fund needed traffic improvements for developments where safety is impacted by the increased traffic.	
4.6	Establish a neighborhood committee to notify the neighborhood in advance of changes to the airport or to air traffic patterns that might increase neighborhood noise levels and ultimately affect property value.	
4.7	Work with the local bus service provider to maintain and expand current service levels as needed.	

SCHOOLS GOALS		5.0
5.1	Seek to preserve the academic quality and facilities at Monroe and Jefferson Elementary Schools and at South Junior High School, and actively oppose any suggested closures.	

PARKS AND RECREATION GOALS		6.0
6.1	Work with the City to complete Morris Hill Park.	
6.2	Preserve South Pool in its current location.	
6.3	Replace the tennis courts at South Junior High.	
6.4	Work with the City to make improvements to Bowden Park that increase its recreational use to the neighborhood.	

Detailed Goals

Detail about each of the categories and goals shown above are outlined below. While goals are prioritized, steps to attaining the goal are listed in no specific order.

1.0 Identity

Identity Goal 1.1

Support new development that preserves the neighborhood's current quality of life and is in harmony and compatible with neighborhood characteristics. (Consistent with the Boise City Comprehensive Plan, BCCP, Goal 7.2: Objective 1; Objective 3, Policies 1 and 3).



Figure 3 Example of homes that are architecturally compatible.

POLICIES

- 1) Preserve Depot Bench character by supporting infill that is compatible with the existing neighborhood. (Supported by BCCP, Goal 7.2, Objective 3, Policies 1 and 3).
- 2) Support residences that maintain a high level of quality, preserve neighborhood character, provide adequate off-street parking, and maintain the privacy and property values of existing residents. (Supported by BCCP Goal 7.2, Objective 2, Policy 2; and Goal 7.2, Objective 3, Policy 1b).
- 3) The city should only consider design variations from maximum standards when they are appropriate to the site and pose no negative impact to surrounding property uses. Leadership for any proposed development project should be responsible for providing to-scale drawings and/or renderings that accurately portray how a proposed structure relates to surrounding buildings.
- 4) Seek a code amendment to require multi-family developments to provide useable public space. Examples of usable public space are playgrounds, picnic areas, and gardens. (Supported by BCCP Goal 7.2, Objective 2, Policy 3).

Identity Goal 1.2

Encourage and support businesses on Vista Avenue that serve and benefit the neighborhood as well as provide an attractive primary “Gateway to Boise.”



Figure 4 Vista Village shopping center which has recently been remodeled.

POLICIES

- 1) Recognize Vista Avenue as the city’s gateway street of highest priority in terms of resource commitment. (Supported by the BCCP Goal 7.2, Objective 7, Policy 2).
- 2) Support the adoption of an overlay zone, implementation of a special lighting district, and other measures to require new development to incorporate streetscape improvements to enhance the image of Vista Avenue as the “Gateway to Boise.” Improvements may include trees, shade structures, benches, planters, historic street lights and public art.
- 3) Support efforts to amend local laws that more effectively control sexually-oriented businesses and uses of similar impact.
- 4) Work with the city and the Vista Neighborhood Association to develop a consistent design theme along the Vista gateway corridor with the goal of presenting a consistent and positive image to visitors. Aspects might include geometric asphalt patterns, trees of a similar type, benches, lighting, signage, etc.
- 5) Discourage any expansion of commercial zoning to residential areas adjacent to Vista Avenue businesses.
- 6) To assist in identifying neighborhood boundaries, install signage along Vista Avenue welcoming visitors to the Depot Bench Neighborhood.
- 7) Seek a code amendment to review the appropriateness of bill boards on Vista Avenue and other neighborhood streets.

Identity Goal 1.3

Preserve and encourage expansion of the neighborhood's tree canopy through a variety of means including continued use of the neighborhood irrigation system to provide adequate water for the trees. (In a recent Depot Bench survey, 89% of neighbors responded that mature trees should be preserved whenever possible, see page 33).



Figure 5 Example of desirable tree canopy



Figure 6 Removed tree canopy on right side

- 1) Support city efforts to inventory the tree canopy.
- 2) Develop a tree replacement program in conjunction with Boise City Forestry.
- 3) Promote policies to retain adequate water supplies for tree canopy needs.
- 4) Seek to amend city code to require developers to replace trees they remove with trees of the same type and scale.
- 5) Encourage the city to levy significant fines and penalties to persons destroying public domain trees without the proper permits.
- 6) In conjunction with Boise City Parks and Recreation, the Depot Bench Neighborhood Association will sponsor a program whereby citizens can dedicate and donate a memorial or honorary tree or bench within the neighborhood.
- 7) Encourage Depot Bench tree canopy maintenance by seeking to amend the Boise City Code to require tree preservation as part of infill development.

- 8) Work with the City of Boise to educate neighborhood residents regarding how to properly care for and maintain neighborhood trees.
- 9) Encourage Boise, the City of Trees, to develop a public policy regarding the removal of trees on private property.

Identity Goal 1.4

Investigate historic designation for appropriate areas of the Depot Bench to protect historically and culturally significant resources that contribute to the community's identity and history. (Supported by the BCCP Goal 5.4, Objective 1).

The Boise Depot and Ahaveth Beth Israel Synagogue are two buildings listed on the National Register of Historic Places.



Figure 7 Boise's Historical Train Depot

The Boise Depot (Union Pacific Mainline Depot), 1701 Eastover Terrace was constructed by the Union Pacific Railroad in the Spanish Colonial Revival style. It was built from 1924-1925 to provide passenger service after the arrival of the Union Pacific's Oregon Short Line in Boise.



Figure 8 Ahaveth Beth Israel Synagogue

Ahaveth Beth Israel Synagogue (Congregation Beth Israel Synagogue), at 11 North Latah Street was built in 1895. It is the oldest continually operating synagogue west of the Mississippi River. An early leader of congregation was Moses Alexander, who went on to become a Mayor of Boise and later Governor of Idaho.

Areas that could be considered for historic preservation include:

- Crescent Rim Drive
- Morris Hill Cemetery
- Vista Village
- Owyhee Street
- Kootenai Street
- South Pool
- Washer woman sign (Vista Avenue)
- The Trolley
- Other structures throughout the neighborhood that qualify

2.0 Land Use

Land Use Goal 2.1

Support infill residential development that encourages home ownership, is compatible with adjacent uses, transitions seamlessly with adjacent uses, provides adequate off-street parking, and preserves or enhances the character of the existing neighborhood. (In a recent Infill Survey, 91% of Depot Bench respondents preferred that infill be single family owner-occupied homes, see page 32).

Reference: City codes relevant to this goal are listed at the back of this document.



Figure 9 Example of infill that fits

POLICIES

- 1) Encourage residential development that is compatible with the architectural styles of the existing homes and provides opportunities for home ownership by offering incentives to buyers who will live in and maintain their homes.
- 2) Focus any increases in density along major traffic arterials such as Vista Avenue or Overland Road. These areas should provide primary entrance and exit access to these major arterials.
- 3) Support medium-density housing on open property across from Jefferson Elementary on Latah Street that reflects the character of the existing neighborhood by including a variety of architectural styles and attractive landscaping.
- 4) In compliance with city code, lot frontage size for future single family homes is 50 feet or wider.

- 5) Seek to amend the Boise City Zoning Ordinance to require front, side and rear setbacks to provide privacy space between residences and to establish that second story setbacks should be a minimum of eight feet. (In a recent Depot Bench survey, 79% of neighbors said the side setback should be 10 feet or higher, see page 33).
- 6) Seek to establish standards requiring larger setbacks for buildings greater than one story to maintain solar access and privacy for surrounding structures.
- 7) Support city design review of all new structures or structures that will be significantly remodeled. The purpose of additional standards is to:
 - a. Achieve greater compatibility between residential uses and with surrounding residences.
 - b. Assure seamless transitions with existing residences.
 - c. Encourage new residential development that is compatible with the quality of life of surrounding residents and that does not cause a loss of privacy with inappropriate heights and setbacks (i.e. second story window looking down into adjacent backyard or window).
- 8) Explore the creation of conservation districts for areas of the neighborhood that are unique and distinct (views, tree canopy, historic structures, etc.) in order to preserve its individuality and character. Examples of areas that qualify include Crescent Rim Drive, Kootenai Street, Owyhee Street, and Shoshone Street.
- 9) Support existing city codes that limit the height of residential structures to ordinance heights. (In a recent survey, 73% of neighbors said that infill should be limited to 2 stories or less, see page 33).
- 10) As part of the approval process, work with the city to include a requirement that applicants seeking variances or exceptions provide a written explanation. The explanation should include a rationale for not adhering to city code, any potential negative or positive impacts to surrounding property uses, and should also detail mitigation measures.
- 11) Support city application requirements regarding compatibility with the existing neighborhood, proper transition, and impact on the neighborhood.
- 12) If requested by the city or the neighborhood, a minimum of three perspective renderings of proposed projects will be provided to the neighborhood and all impacted parties with details including all design elements such as transition, orientation, height, setbacks, exterior design, parking, landscaping, and an in-scale comparison to surrounding structures. The perspectives should be taken from the most visible corners and at least one shall depict how the building will look from the street level.

- 13) If walkways are needed, offer carefully considered material and construction options that preserve the tree canopy, continue the local scale of neighborhood streets, and seek consensus of the impacted neighbors.
- 14) Support the city code requiring all future housing construction to have a minimum of two off-street parking spots to the side or rear of the structure.

Land Use Goal 2.2

Encourage new commercial uses of a scale, design, and location compatible with residential uses that do not encroach on existing residential zoning.



Figure 10 Example of a commercial building of scale, design and location that is compatible to surrounding residences

POLICIES

- 1) Encourage the development or redevelopment of existing neighborhood commercial districts which comply with the following principles:
 - a. Buildings are of a scale and design compatible with adjacent residential development.
 - b. Site and building design accommodate pedestrians, as well as drivers.
 - c. On-site parking is located behind, below or on the side of buildings whenever feasible and not negatively impact adjacent residences.
- 2) Prohibit encroachment on surrounding residential zoning by commercial zoning.

Land Use Goal 2.3

Improve the appearance of existing property and encourage development that preserves the character of the neighborhood and transitions seamlessly with surrounding structures.

(Supported by BCCP Goal 7.1; Objective 5; Policies 1, 2, 3, 4, 7).



Figure 11 Example of new development that fits

POLICIES

- 1) Work with the City to promote home ownership, housing rehabilitation and maintenance programs.
- 2) Encourage additional low- or medium-density housing construction and renovation in areas that could benefit from new housing. New development should complement and reflect the character of the existing neighborhood. Areas for consideration include: the south side of Rose Hill between Shoshone and Vista, the west side of Latah, across from Jefferson School, former military housing north of Overland and off of Latah, vacant property north of Kootenai between Vista and Federal Way, and the area at the northwest corner of Overland and Vista.
- 3) Support the current zoning standard that building height shall not exceed the width of the lot or the maximum height allowed by the zone, whichever is most restrictive. (In a recent survey, 94% of respondents felt row houses should be built on lots with a width larger than 25 feet, see page 33).
- 4) Support the efforts of residents to nominate their properties for the National Register of Historic Places.
- 5) Under the sponsorship of the Depot Bench Neighborhood Association (DBNA):
 - a. Develop a process to recognize residents when a significant effort is made to improve the appearance of a residential or commercial property.
 - b. Inform neighborhood residents of current laws regarding outdoor storage, abandoned vehicles, etc., and encourage the use of Boise City Code Enforcement to these laws.
 - c. Inform residents of existing home improvement programs (low interest loans, etc.) that could be used to upgrade neighborhood property.

Land Use Goal 2.4

Support the improvement of commercial services on Latah Street and Overland Road of a scale and design compatible with the adjacent residential uses and which does not encroach on adjacent residential zoning.



Figure 12 Commercial businesses on Latah and Kipling Rd. that should not be allowed to encroach on the nearby residential properties.

POLICIES

- 1) Limit additional commercial rezoning on Latah Street to 'pedestrian commercial' with the intent of serving the needs of those living and working in the neighborhood.
- 2) Support the city code requiring new office and institutional (churches, schools) land uses on Latah, Overland and other streets within the neighborhood to adhere to the following principles:
 - a. Buildings are of a scale and design compatible with the adjacent residential uses.
 - b. Site and building design accommodates pedestrians, as well as automobiles,
 - c. Adequate on-site parking is provided without burdening the adjacent residences.
 - d. The height of these structures is limited to heights under existing ordinance.
 - e. Business uses are compatible with residential uses and neighborhood schools.
 - f. Landscaping is compatible with the neighborhood.

Land Use Goal 2.5

Given the recent investment in Depot Bench schools, support residential development that promotes full use of neighborhood school facilities.

POLICIES

- 1) Work with developers to plan residences that take full advantage of the close proximity of neighborhood schools.
- 2) Partner with the neighborhood schools to welcome new students to the neighborhood.
- 3) Work with the Boise School District to maximize school building usage for neighborhood events and meetings.

3.0 Public Safety

Public Safety Goal 3.1

Address neighborhood canal system safety issues.



Figure 13 Example of one of the many open canals that pose a safety issue.

POLICY

- 1) Assist residents in working with the irrigation district owners to reduce safety hazards and other canal-related neighborhood concerns through neighborhood service projects.

Public Safety Goal 3.2

Support the continuation of adequate law enforcement and fire protection levels in the Depot Bench.

- 1) Support the city's efforts to enhance community policing.
- 2) Support the maintenance and expansion of the Neighborhood Watch Program.
- 3) Support the continued use of school resource officers in neighborhood schools.
- 4) Support local law enforcement in their efforts to control gang activity and associated unlawful behavior such as drug activity and graffiti.

Public Safety Goal 3.3

Support adequate and safe public infrastructure to enhance neighborhood land uses and upgrade existing systems as needed.

POLICIES

- 1) Support or participate directly in a study of the neighborhood storm water drainage system to establish the following:
 - a. Location of problem areas.
 - b. Appropriate remedial actions.
 - c. Cost of mitigating the problems.
 - d. Implementation to resolve the problems.
- 2) Support the water utility's Main Replacement Program, replacing all substandard mains within 20 years.
- 3) Continue to request city reinvestment funds to light areas of the neighborhood that are not yet safety illuminated.

4.0 Transportation

Transportation Goal 4.1

Adopt standards that maintain the existing street system with an emphasis on safety and comfort for users to protect the quiet character of the residential streets in accordance with the Boise City Comprehensive Plan stating that, "*motorized traffic may have to experience some inconvenience in order to preserve neighborhoods.*" (Supported by the BCCP Goal 6.1, Objective 2, Policy 7).

POLICIES

- 1) Recognize and address the impact that additional traffic from new developments has on the quality of life and property values of surrounding property owners. As more development occurs, planners should study and address the impact that additional traffic will have on the quality of life and property values of surrounding property owners.
- 2) Discourage up zones (to higher density) for new development on substandard streets (i.e., narrower than standard, without sidewalks).

- 3) The DBNA will annually obtain information from the Highway District regarding traffic levels relative to the capacity and safety for the neighborhood.
- 4) Actively participate in street improvement planning for streets within the Depot Bench.
- 5) Minimize cut-through traffic in residential areas with appropriate mitigation methods (Supported by the BCCP Goal 6.1, Objective 5).
- 6) Work with governing entities to route “through” traffic away from residential streets. (Supported by BCCP Goal 6.1, Objective 2, Policy 6).
- 7) The neighborhood works with the city and ACHD to maintain the quiet character of neighborhood streets by discouraging rezones and/or development that will cause traffic levels to exceed current adopted ACHD standards for local streets or any future traffic standards amendments. As of June 8, 1999, traffic standards are as follows for local streets:
 - Existing local streets: 2,000 average daily trips.
 - New local streets: 1,000 average daily trips.

The neighborhood recognizes that residential streets with traffic above this volume are undesirable and significantly impact quality of life.

- 8) Encourage ACHD to add curb cuts on all existing sidewalks for wheelchair access.
- 9) Work with ACHD to install lighted crosswalks in areas of the neighborhood with high pedestrian activity but with no lighted traffic signal (examples: near schools, Vista Avenue, Overland Road).

Transportation Goal 4.2

Include the neighborhood in all public discussions before decisions are made regarding the railroad right-of-way.

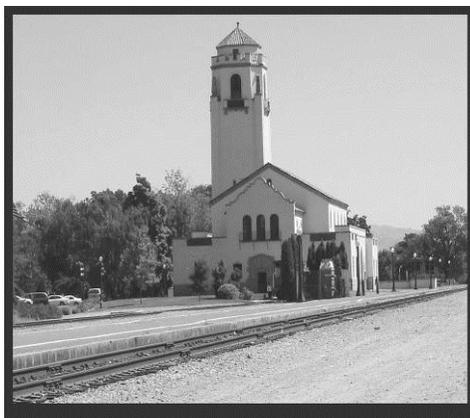


Figure 14 The rail corridor is an intrinsic part of the neighborhood.

POLICIES

- 1) The Depot Bench Neighborhood will be directly involved early in the process in all public discussions regarding the railroad right-of-way.
- 2) Use of the rail corridor will include a consideration of alternative corridor uses and impacts on neighborhood residents regarding noise, safety, and traffic as well as the impact on historic landmarks.

Transportation Goal 4.3

Enable Depot Bench residents to participate in citizen-involved efforts to slow traffic speeds while beautifying the streets.

POLICIES

- 1) Seek to implement street reclaiming and traffic calming measures where appropriate. The devices would be used primarily to slow traffic and to create an attractive image for the streets. Streets on which speeding is a problem will receive priority (examples: landscaped traffic planters at the intersections of Kootenai and Shoshone, Kootenai and Owyhee, and Crescent Rim and Morris Hill). Sections of Rose Hill and Alpine Streets might also benefit from these measures.
- 2) Use Boise Neighborhood Reinvestment and Ada County Highway District Enhancement Program funds to install traffic calming devices as appropriate.
- 3) As needed, use neighborhood volunteers to maintain landscaped traffic calming alternatives.
- 4) Gather and provide information for citizen-involved efforts, including Boise City's "Operation Speedwatch" and the "Neighborhood Pace Car Program."

Transportation Goal 4.4

Expand the system of bike lanes throughout the neighborhood.



Figure 15 Cyclist using bike lane.

POLICIES

- 1) Develop an action plan to set priorities for adding bike lanes. Priorities might include arterial and collector streets, neighborhood streets adjacent to schools, and other facilities. Use Neighborhood Reinvestment and Neighborhood Enhancement funds as appropriate.
- 2) Work with developers to include bike paths where needed to improve neighborhood connectivity.
- 3) Improve bike lane safety by encouraging ACHD to regularly mark bike lanes to make them more visible.

Transportation Goal 4.5

Work with the City and ACHD to fund needed traffic improvements for developments where safety is impacted by the increased traffic.



Figure 16 View making a left turn from Peasley onto Rose hill. Poor visibility makes this turn unsafe.

POLICIES

- 1) Additional traffic caused by a new development could require an upgraded railroad crossing.
- 2) Additional traffic caused by a new development could require an upgraded intersection.

Transportation Goal 4.6

Establish a neighborhood committee to notify the neighborhood in advance of changes to the airport or air traffic patterns that might increase neighborhood noise levels and ultimately affect property values.

Transportation Goal 4.7

Work with the local bus service provider to maintain and expand current service levels as needed.

5.0 Schools

Schools Goal 5.1



Figure 17 Jefferson and Monroe Elementary Schools

Seek to preserve the academic quality and facilities at Monroe and Jefferson Elementary Schools and at South Junior High School, and actively oppose any suggested closures. (Supported by BCCP Goal 2.14, 2, Objective 2).



Figure 18 South Jr. High School

POLICIES

- 1) Support building a new South Junior High School at the site of the present school and facility improvements to Monroe and Jefferson.
- 2) Remain strongly supportive of neighborhood schools within walking distance of the students.

6.0 Parks and Recreation

Parks Goal 6.1

Work with the city to complete Morris Hill Park.

POLICIES

- 1) Work with the city to complete the following amenities at Morris Hill Park: additional trees and foliage, tennis court and basketball court, additional picnic facilities, and playground.

Parks Goal 6.2

Preserve South Pool in its current location.

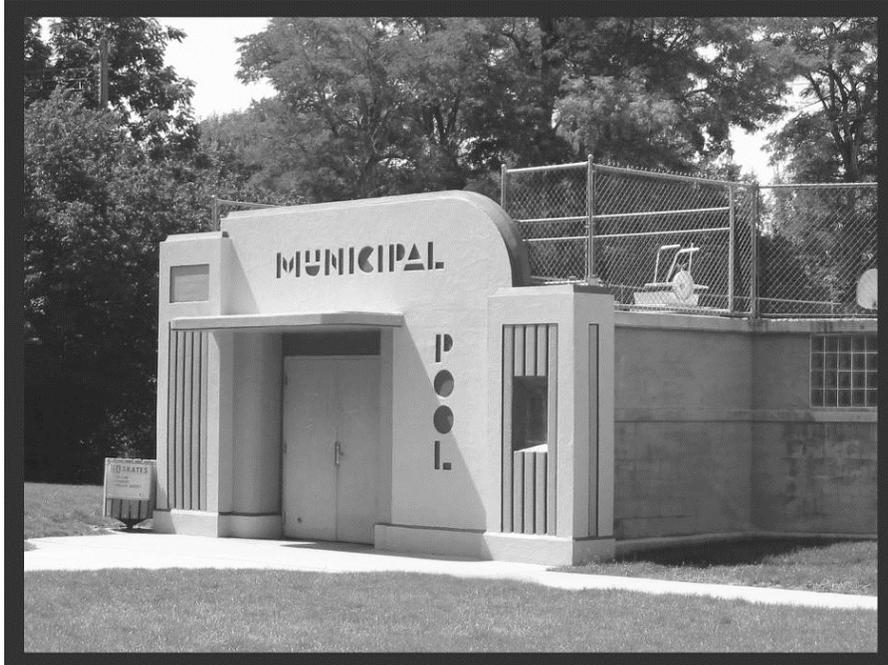


Figure 19 South Pool

POLICIES

- 1) Support the continued maintenance of the South Pool facility.
- 2) If structural conditions or maintenance issues force the closure of the current pool, work with the city to place a new community pool at the same location.

Parks Goal 6.3

Replace the tennis courts at South Junior High.



**Figure 20 South Jr.
High tennis courts**

POLICY

- 1) The present courts are unusable. Support the planned South Junior High construction updates including replacing the courts with courts of similar quality as those found at other junior high schools in the district.

Parks Goal 6.4

Work with the City to make needed improvements to Bowden Park that increase its recreational use to the neighborhood.



Figure 21 Bowden Park

POLICIES

- 1) Support the following improvements to render the park usable:
 - a. Add covered picnic facilities.
 - b. Plant additional trees.
 - c. Upgrade the restroom facilities.
 - d. Add a children's playground (none is currently on the site).



Figure 22 Playground and cover we would like at Bowden Park

- 2) Work with the Boise City Parks Department to prevent vandalism to the restroom building and other facilities.

Document Development Process

The Depot Bench Neighborhood Plan was first written in June, 2001. The neighborhood felt a revised version was needed to reduce confusion about neighborhood policy recommendations, shorten the original length and provide a more concise statement of neighborhood mission, vision and goals.

Plan Revision Team

- Martha Borchers
- Karan Lockhart
- Karen Marker
- Kay Reed
- Katherine Young

How This Plan was Developed

#	STAGE	DATES	DESCRIPTION
1	Neighbors requested Plan rewrite.	Spring 2005	Following the highly debated Crescent Rim Condo hearings, a minimum of 20 neighbors requested major changes to the Depot Bench Plan. They specifically requested a more concise and specific Plan, and one that was less apt to be misinterpreted.
2	Revision Committee Identified	May 5, 2005	Volunteers representing the neighborhood join a committee at the DBNA annual meeting. Additional members added later that summer.
3	Revision Committee Reviews Original Plan	June 21, June 28, July 5, July 15	Committee reviews prior Plan version and discusses possible changes. It was decided to replace the Plan with a more concise, focused version.
4	First Draft Review*	July 18, 2005	Committee meets with DBNA Board of Directors and neighborhood residents (approximately 30 people) to review first draft. The meeting was advertised in the Idaho Statesman, and 500 flyers advertising the meeting were distributed throughout the Depot Bench.
5	Infill Questionnaire distributed to 1,300 Depot Bench homes.	July/August 2005	9% (111) completed questionnaires were received back.
6	Plan Committee Incorporates Draft Comments	July 26, Aug. 5, Aug. 16, Aug. 30, Sept. 29 2005	Plan updated with comments received from July 18 DBNA meeting and Infill Questionnaire results.
7	Committee Obtains DBNA Board Feedback & Approval *	October 10, 2005	Committee presents plan draft to DBNA board members and other interested neighbors for review (25 copies distributed).

#	STAGE	DATES	DESCRIPTION
8	Committee Meets with Lance Evans, City Planner	November 3, 2005	Meeting at City Hall to discuss Plan: Lance Evans, Karan Lockhart, Kay Reed, John Gannon.
9	DBNA Shares Draft with Neighborhood*	November 15, 2005	Plan draft presented to neighborhood at a DBNA meeting at Jefferson School. The meeting was advertised in the Idaho Statesman, and 750 flyers advertising the meeting were distributed throughout the Depot Bench.
10	Plan Committee Makes Final Changes	December 7, 2005	Based on neighborhood input from November 15 meeting, committee finalizes Plan.
11	DBNA Board Submits Plan to City Planner	February 28, 2006.	City Planner promises redline copy with his suggestions.
12	Partial redline copy received from City Planner.	March 3, 2006.	<ul style="list-style-type: none"> Redline for 19 of 40 pages received from City Planner. Plan Team does not receive requested 21 pages of redline.
13	Plan Committee proceeds with partial redline.	April 26, 2006.	Committee proceeds with partial redline in order to make changes for neighborhood review at the May 16 Annual Meeting.
14	Plan is presented to members for final review at the DBNA Annual Meeting at Ahaveth Beth Israel Synagogue.*	May 16, 2006.	An overview of the Plan is given by Kay Reed. Copies are provided for anyone who wants one. Twenty-five copies are taken by members, and 3 electronic copies are sent to members. Members are given 10 days to provide input. Throughout the process a minimum of 30 provided input, 8 in writing.
15	Plan Committee meets to review input and finalize Plan.	May 30, 2006.	Kay Reed, Karan Lockhart, and Karen Marker meet to finalize Plan for submission to the City of Boise.
16	The new Depot Bench Neighborhood Plan is submitted to the City of Boise Planning and Zoning Department.	May 31, 2006.	Kay Reed and Karan Lockhart hand deliver the new Plan to the city planner at City Hall.
17	Request made to the City to move the scheduled August P&Z hearing on the Plan to September.	July 23, 2006	The reschedule was requested because a key member of the Plan Committee was unable to attend the August meeting. The Committee also requested a meeting with the city planner prior to the rescheduled date (September 18).
18	The Plan Committee meets with the city planner.	August 16, 2006	The Plan Committee meets with the planner to discuss the format of the P&Z hearing and possible Plan changes.

#	STAGE	DATES	DESCRIPTION
19	The Plan Committee meets to discuss changes suggested by the city planner.	August 22, 2006	Appropriate changes are made to the Plan.
20	Plan submitted to the city planner.	August, 28, 2006	Version will be used for Planning & Zoning hearing on September 18.
21	Planning and Zoning Hearing.	September 18, 2006	City requests postponement to November 13 to give parties opportunity to work out differences.
22	Five meetings held between city planners and Plan Team.	September 22 through October 26, 2006.	Lance Evans, Patricia Nilsson, Martha Borchers, Karan Lockhart, Karen Marker, and Kay Reed met at City Hall and discussed the September 18 Staff Report and Depot Bench Neighborhood Plan.
23	Planning & Zoning Hearing	November 13, 2006	City Staff recommends Plan approval, and Planning & Zoning Commission approves Plan with a unanimous vote.
24	City Council Hearing	January 16, 2007	City Staff recommends Plan approval, and City Council turns down Plan. DBN Plan Team requests specific issues.
25	Team Requests Specific Feedback from City Council	January 16 – February 16, 2007	Team requests feedback from Council regarding why the Plan was not passed. Short responses were received from 2 Council members. Changes were made to respond to the few issues that the Council identified.
26	DBN Team meets 3 times with Council President, Elaine Clegg.	February 16 – May 11, 2007	Team and Council President, Elaine Clegg, go through Plan line by line twice. Numerous changes are made at her request. Ms. Clegg and the city planner deem the Plan 'fine'.
27	City planner talks about Plan in Council pre-meeting.	April 10, 2007	City planner tried to recommend Plan, but Council members bring up new issues.
27	DBN Team informed that city planner is 'reformatting' their Plan.	May 11, 2007	City Council President, Elaine Clegg, informs the team that the city planner is 'reformatting' the Plan. The Team was not informed of this in advance. Ms. Clegg also informs the Team that she does not have the authority to speak for the Council.
28	DBN Team city planner to see 'reformatted' copy of their Plan	May 11 – June 11, 2007	DBN Team asks planner 7 times (in writing) for a 'reformatted' copy of their Plan.

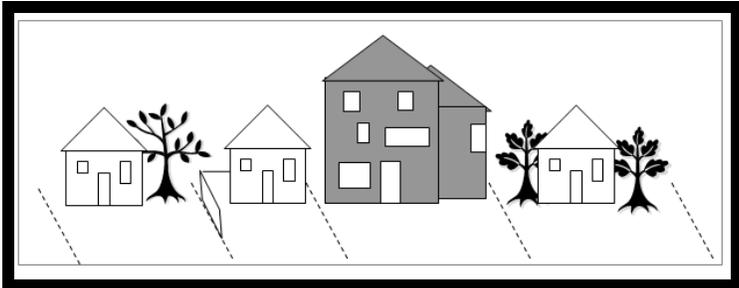
#	STAGE	DATES	DESCRIPTION
29	Team visits City Hall	June 19, 2007	Because they have not been able to get a copy of their 'reformatted' Plan, the Team visits City Hall and requests a copy of their Plan.
30	Team reviews 'reformatted' Plan.	June 20, 2007	Team reviews 'reformatted' Plan line by line. Because some of the content of the Plan were changed and because they preferred the style of the original Plan, the Team decides to keep the original Plan. They inform the city planner of their decision.
31	Team wants to clarify Council issues once and for all.	June 21 – July 25, 2007	On 3 occasions, Team requests face-to-face meeting with Council members to talk out issues and resolve them.
32	Meeting held with Councilman, Jim Tibbs.	August 10, 2007	Team meets with Jim Tibbs (the only Council member to agree to meet) to discuss Plan issues and the 27 month process.
33	Team prepares for October 2 City Council Hearing.	August 14 – October 2, 2007	Team meets to prepare for Council hearing.
34	City Council Hearing	October 2, 2007	

* Public Review Meetings

Terms Definitions

The following terms are used in this document.

TERM	DEFINITION
Character	One or more of the attributes or features that make up and distinguish a neighborhood.
Compatible	Land uses that do not impinge on adjacent property owner privacy and which are congruent and harmonious with adjacent property uses.
Conservation District	<p>A Conservation District designation:</p> <ul style="list-style-type: none"> • Is usually applied to residential neighborhoods with certain identifiable attributes embodied in architecture, use, design, geography or history. • Can be used to protect neighborhoods from changes that would otherwise be allowed by the underlying zoning. • Serves as an overlay zone to augment base zone standards for new construction, major alterations or additions to existing buildings, structures, or lands.
Gateway	Primary traffic route into the City of Boise. Vista Avenue/Capitol Boulevard was named the primary Gateway in the Boise City Comprehensive Plan.
Historic District	An area designated by ordinance which includes historic sites, landmarks, buildings, signs, structures or objects as recommended by the Boise Historic Preservation Commission and approved by the Boise City Council.
Historic Property	Any site, building, or structure of historic significance to the community. Buildings that have stood for 50 years or more are considered as potentially historic.
Infill	The development of new housing, commercial or other buildings on scattered vacant sites within an established development pattern or neighborhood. Infill may require demolishing existing structures.
Mixed Use	Areas that are used for more than one use (for example: residential, commercial, office, institutional).
Owner-occupied Home	A structure occupied by its owner.
Overlay Zone	Special supplementary restrictions on the use of land beyond the requirements in the underlying zone.
Reclaiming (of streets)	Restoring a neighborhood street to an appropriate level of traffic volume (less than 2,000 car trips per day as established by ACHD).
Single-family Home	A detached resident structure occupied by a one family unit.
Scale	The perceived size of a building relative to the height and width of adjacent structures.

TERM	DEFINITION
Seamless Transition	<p>In the context of this neighborhood plan, <i>seamless transition</i> means how one structure relates to another and to neighborhood compatibility. A seamless transition should not be abrupt, and new or modified construction should not alter neighborhood character, invade neighbor privacy, or obstruct views and/or sunlight. Other criteria (from BCCP Goal 7.2, Objective 3, 1) a) b)) that may be used to determine whether transition is seamless include:</p> <ul style="list-style-type: none"> • Setbacks • Height • Grade elevation • Lot orientation • Bulk • Building materials, colors and forms <p>The above definition is consistent with Boise City Code 11-06-06.03 (c).</p> <p>Examples of Poor Seamless Transition</p> <p><i>Insufficient Privacy</i> The home shown under construction at right is tall and with a narrow setback. The residents at left now have a neighbor who can easily look down and into their yard; this compromises privacy.</p>  <p><i>Inappropriate Setback, Height and Bulk</i> The grey house below is a three-story home beside single story homes. It is wider than other homes on the block and its setback positioning very close to adjacent lots on either side shows an inappropriate height, bulk and setback.</p> 

TERM	DEFINITION
Tree Canopy	A layer or multiple layers of branches and foliage at the top or crown of a forest's trees.
Urban Forest	Neighborhood foliage including tress, shrubs, and bushes.
Vision	An imagined optimal future. For Depot Bench residents, the vision describes the neighborhood as we want it to be. The vision not only examines what the future neighborhood might look like, but also how it will make residents feel. It inspires residents to work toward that future and offers decision-making guidance to all stakeholders.

2005 Infill Survey Results

As Depot Bench Neighborhood property values increase, residential development and infill becomes an increasingly frequent and persistent neighborhood concern. To fairly address this subject, the Depot Bench Neighborhood Association (DBNA) felt it needed to understand resident opinion. To gather opinion, the DBNA conducted a survey in the spring and summer of 2005.

Results

111 residents participated in the four-question survey. Responses for each question are shown in percentages of the total residents surveyed. The survey presentation has been modified slightly for presentation purposes.

1 General

How do you feel about infill in our neighborhood?

Do you agree or disagree with each of the statements below?

#	STATEMENT	AGREEMENT %	DISAGREEMENT %
1A	Infill is acceptable anywhere in our neighborhood.	14%	77%
1B	Infill is acceptable in undeveloped open space.	55%	33%
1C	Infill is acceptable in replacing dilapidated housing and apartments.	75%	14%
1D	Infill should be only allowed in specific areas in our neighborhood.	64%	23%
1E	Infill should not be a part of our neighborhood.	23%	62%

2 Housing Type

Select the statements with which you agree.

#	INFILL IS ACCEPTABLE WHEN THE DEVELOPMENTS CONSIST OF:	AGREEMENT %
2A	Single Family, owner-occupied houses	91%
2B	Owner-occupied condominiums or town homes	63%
2C	Single family, rental units	23%
2D	Rental Apartments	14%

3 Landscaping

Select the statements with which you agree.

#	INFILL DEVELOPMENTS SHOULD BE REQUIRED TO:	AGREEMENT %
3A	Keep all existing mature landscaping.	46%
3B	Preserve mature trees whenever possible.	89%
3C	Replace all mature landscaping removed with the same number and type.	59%
3D	Replace mature landscaping removed with no requirements regarding size and type.	12%

4 Density, Setbacks, and Building Heights

Respond to the statements below.

#	STATEMENT	RESPONSES			
4.1	The allowable density of units per acre should be:	10	7	5	Other
		5%	10%	45%	27%
4.2		AGREEMENT %		DISAGREEMENT %	
A	The density of allowable units should be the same everywhere in the neighborhood.	50%		33%	
B	There should be a limit on the number of "row" houses in any one block.	88%		4%	
C	All housing types should be required to have off-street parking.	82%		2%	

#	STATEMENT	RESPONSES				
4.3	The maximum acceptable number of stories for large infill developments is:	1	2	3	4	5
		5%	68%	20%	1%	0%
4.4	"Row" houses are acceptable on lot widths of (check all you agree with):	25 Feet	35 Feet	50 Feet	Other	
		6%	23%	51%	3%	
4.5	The minimum setback from neighbor's side property line should be (check one):	5 Feet	10 Feet	15 Feet		
		13%	32%	47%		
4.6	The minimum setback from neighbor's back property line should be (check one):	5 Feet	10 Feet	15 Feet		
		5%	14%	70%		
4.7		AGREEMENT %			DISAGREEMENT %	
	There should be neighborhood-based input on all new development on small substandard lots.	84%			6%	

Applicable City Codes

The planning and zoning city codes listed below directly apply to goals identified in this document.

Codes Related to Land Use Goal 2.1

Accommodate infill residential development that encourages single family home ownership, is compatible with adjacent uses, transitions seamlessly with adjacent uses, and preserves or enhances the character of the existing neighborhood overall.

CODE	DESCRIPTION
11-04-03.04	It is the purpose of the R-3 District classification to provide higher density residential zones, well integrated into the community pattern to accommodate a demonstrated need for residential used convenient to shopping, recreation, cultural and other concentrated community facilities and to provide and orderly transition from more intensive, high density uses to less intensive, lower density uses. (5777, Amended, 01/28/1997)
11-06-04.13 (A through D)	<p>Criteria and Findings:</p> <ul style="list-style-type: none"> A. That the location of the proposed use is compatible to other uses in the general neighborhood. B. That the proposed use will not place undue burden on transportation and other public facilities in the vicinity (fire/police/emergency) C. That the site is large enough to accommodate the proposed use and all yards, open spaces, pathways, walls and fences, parking, loading, landscaping and such other features as are required by this title. D. That the proposed use, if it complies with all conditions imposed, will not adversely affect other property of the vicinity. E. That the proposed use is in compliance with and supports the goals and objectives of the Comprehensive Plan. F. Multiple-Family buildings must be designed to include features which add to the visual and aesthetic appearance of the structure and help prevent a sterile, box-like appearance.
11-06-05.03 (H4)	The APPLICANT shall demonstrate the design is compatible with the existing neighborhood and adjoining properties by taking into account product type, height, bulk and site location. (bolding added)
11-06-06.03 (C)	Building and site design shall provide for a transition into the surrounding neighborhood to ensure compatibility. Factors to be considered are setbacks, building height, building materials, bulk, roof design, parking area locations, landscaped area locations and other factors necessary to ensue adequate transition; (bolding added)
11-06-06.04 (B)	'New construction in neighborhoods determined by the Commission to be historically sensitive must be architecturally compatible with the adjacent and surrounding neighborhood.' (bolding added)

CODE	DESCRIPTION
11-07-03.01 (A through C)	<p>A. Finding: That the site plan minimized impact of traffic on adjacent streets and the pedestrian and bicyclist has been provided for by requiring sidewalks, paths, micro-pathways, landscaping and safe parking lot design as appropriate.</p> <ol style="list-style-type: none"> 1. Functional relationship of the structures and the site in relation to its surroundings. 2. The impact and effect of the site development plan on traffic conditions on contiguous streets and adjoining properties or neighborhoods <p>B. Finding: that the proposed site’s landscaping screens are adequate to protect adjacent uses, provide sound and sight buffers and can be adequately maintained; slope and soil stabilization have been provided for, and, that unsightly areas are reasonable concealed or screened.</p> <ol style="list-style-type: none"> 1. The location, height and materials of walls, fences, hedges and screening plantings to insure harmony with adjacent developments; 2. The planting of shade trees and the unnecessary destruction of existing trees and landscape features. <p>C. Finding: That on-site grading and drainage have been designed so as to minimize off-site impact and provide for erosion control.</p>
11-07-03.02	<p>The design (architecture) of all principal building proposed in the “D”, “HD” and “DD” districts shall be reviewed in accordance with the following considerations, which shall be included in the Committee’s finding supporting its decision:</p> <ol style="list-style-type: none"> A. Building Mass B. Proportions of Building Facades C. Relationship of Openings in the facades D. Relationship of Exterior Materials E. Multiple Family building (any building containing more than 2 residential units) must be designed to include feature which add to the visual and aesthetic appearance of the structure and help present a sterile, box-like appearance. F. Commercial/industrial building adjacent to residential uses.

Boise City Disinvestment Monitoring Report Citation

The Neighborhood Vision section includes an Identity – *Vision* topic. This topic identifies the value of owner-occupied housing and cites the Boise City Disinvestment Monitoring Report. The relevant citation is shown below.

“The other factor was home ownership. It is suggested that as neighborhoods decline, housing that was originally built for owner occupancy becomes increasingly occupied by non-owners. Rental housing is a necessary part of a community and is not in and of itself a bad thing. However, if a disproportionate number of a neighborhood’s single family homes are owned by absentee landlords it can be inferred that a crucial balance has shifted and that there is a reduced portion of the neighborhood that has a long-term financial commitment to the area. The result may be a larger number of structures in disrepair and abandonment.”

Boise City Disinvestment Monitoring Report, April 12, 2000, Page 8