

**Hillcrest Neighborhood Plan
2007**



**Written Fall 2007
Hillcrest Neighborhood Association**

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Introduction

The Hillcrest Neighborhood Plan serves as the long-term guide for land use, transportation, and community design as visualized by the citizens of the area for the Hillcrest neighborhood. This document explores the area’s past, examines the present, and envisions the future state of the Hillcrest region to influence any future development by governmental agencies and/or private developers.

Document Purpose

This is the initial version of the Hillcrest Neighborhood Association Plan. Details of its initiation and purpose are described below.

Topic	Description
Background	Members of the Hillcrest Neighborhood Association attending Planning and Zoning Commission hearings concerning development within the Hillcrest Neighborhood area were urged to generate a neighborhood plan that would give guidance to the relevant city agencies on the concerns and desires of the neighborhood residents. The members took this recommendation to the Board of Directors of the Hillcrest Neighborhood Association urging the appointment of a committee to draft a plan for submission to the association members for approval.
Why write the plan	The boundaries of the Hillcrest Neighborhood Association run from I84, north on Curtis Road to Overland Road to Roosevelt to the New York Canal to Owyhee St. to I84. The portion east of Orchard St. is highly developed except for a pocket of land on Pond St. The portion west of Orchard has many areas of undeveloped land held by the residents that are ripe for subdivision and disruption of the character of the neighborhood if developed uncontrollably. There are also deficiencies that city leaders have to be apprised of and corrected to add to the livability and asset base of the city and the Hillcrest Neighborhood.
What the plan covers	<p>The plan 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 what 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 Plan is for:</p> <ul style="list-style-type: none"> • Neighborhood Residents—it is a guide specifically describing how the Hillcrest Neighborhood 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, talked with residents, collected ideas from neighborhood association meeting attendees and other residents, provided multiple opportunities over a 10 month period for residents to read and comment on the Plan, and conducted a survey of 1,661 residents regarding infill concerns (148 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 HNA, as authors of the plan, for clarification.</p>
If details are missing from the plan	<p>The 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 Hillcrest 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 2 elementary schools, 2 city parks, 2 churches, and the historic Hillcrest Country Club. As you can see in the image below, Orchard Street is an important “gateway” for the upper bench that community visitors enter as they drive North on Orchard Street from Interstate 84 to the central area of the city.

Hillcrest

Hillcrest is bordered by Overland Road on the north and Curtis Road on the west. The southern boundary is Interstate 84 while the eastern boundary is from Overland Road south on Roosevelt to the New York Canal, thence southeast along the canal to Owyhee Street and south to Interstate 84.



Figure 1 Map of Hillcrest Neighborhood

Hillcrest Neighborhood History

Nearly 150 years of transportation, settlement, irrigation, subdivision of lands, and recreation help define the history of the Hillcrest Neighborhood. Stage roads and trolley lines served as transportation routes for people, goods, and services throughout the valley and beyond. Irrigation water supplied from the New York Canal through its numerous laterals made settlement on what was an arid desert above the Boise River Valley possible. Large tracts of the Hillcrest Neighborhood were homesteaded by would-be farmers as well as persons of some notoriety in Boise history only to be subdivided into smaller parcels during the depression. The history within the Hillcrest Neighborhood boundaries is rich and varied. A few of the highlights of this history are summarized below.

Transportation

Boise City and Owyhee Stage Road; 1864

The Boise City and Owyhee Stage Road was established in 1864 as a means of transporting gold and silver from the mines in Silver and Ruby Cities to the assay office in Boise. It also served as a transportation route for people and supplies from Boise to the mines. The Barnes and Yates Stage Company operated the road from 1864 to 1865 making up to three trips a week between the Owyhee mines and Boise City. In December of 1865 Barnes and Yates sold the line to Hill Beachy who turned management of the stage operations over to his brother-in-law John Early (Idaho State Historical Society 1971).

The road extended from Silver City northeast across the Owyhee Mountains to the Snake River just north of the present site of Swan Falls Dam. From this point it continued in a northeasterly direction across the desert flats and entered the Boise area near the now abandoned town of Mora near the intersection of Pleasant Valley and Kuna-Mora Roads. The stage road entered the Hillcrest Neighborhood Association boundaries near the intersection of Curtis Road and Targee Street, crossed Eagleson, and continued through the area now in open fields near Eagleson, Spaulding, and Phillippi. From here the stage road crossed Phillippi and Overland before traveling over the bench and down to the center of Boise (GLO Original Cadastral Survey Plat 1868).

Hillcrest Trolley Loop; Ca 1912-1928

A well established trolley system serviced much of the city of Boise from 1890 through the late 1920s. The first lines ran from Main Street in downtown Boise out Warm Springs Avenue to the Natatorium beginning in 1890. Other lines were operating from Middleton through Star and Eagle into Boise and from Boise to Nampa during the first part of the 20th Century. In 1912 the two lines were joined and formed the “Interurban Loop”. The “Hillcrest Trolley Loop” extended service from the Interurban to the Bench from downtown Boise at least as early as 1907. The tracks made a circle from Chamberlain Street in South Boise up to the Bench, west on Targee Street then north on Roosevelt following part of the Hillcrest Neighborhood Association boundary. The tracks continued north to Emerald Street at the northwest corner of Morris Hill Cemetery

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then west to Garden where they turned north again and joined the main line on Fairview Avenue eventually dropping down into Garden City. It was noted that it was quite an event to ride the Hillcrest Loop even if a large part of the scenery was sagebrush (The Bench Mirror 1957a, Historical Map of Boise 1907)

Irrigation

Irrigation in the Boise Valley began almost immediately after the gold rush to the Boise Basin. However, most of the early canals diverted water directly out of the Boise River to the surrounding river bottom. The upper benches above Boise remained dry. In 1882 New York capitalists with aspirations of providing water to serve potential farm land above the river bottoms hired Arthur D. Foote as the engineer and primary surveyor for what would become a major canal system (Idaho Historical Society 1972).

In 1883 Foote surveyed 75 miles south of the Boise River for the main segment of what would become the New York Canal along with 5,000 miles of lateral ditches. His original plans for the main canal indicated that it should be twenty-seven feet wide on the bottom, forty-seven feet on top, and seventeen and one-half feet deep. It would be capable of carrying enough water to supply 300,000 to 500,000 acres once the reservoir was completed upstream. Foote estimated it would take five years to complete the canal from a point three miles above downtown Boise and water would be flowing to new farming settlements on the Bench two to three years thereafter. Enthusiastic homesteaders began to settle on the Bench in anticipation of the irrigation that promised to create an agricultural bonanza (Idaho Historical Society 1972).

Unfortunately, the New York Mining and Irrigation Company that sponsored the construction of the canal and its affiliate investors failed to publicize their financial resources and backing. In 1884 a national financial panic caused the failure of the Baltimore firm that was underwriting the New York Canal project and Foote was forced to deal with the firm's creditors. When the creditors refused to negotiate the terms of the financial backing, Foote was hopeless to do anything more than assess the feasibility of the massive irrigation project until 1886. He hired four workers to continue blasting rock in the canyon so that enough progress could be shown on the canal to avoid losing its water rights (Idaho Historical Society 1972).

By 1888, The New York Mining and Irrigation Company began surveying for a scaled-back version of Foote's original canal design and appointed W.C. Bradbury as the principal engineer. Bradbury completed six miles of the proposed sixty-mile long canal from the head of the valley onto the benches above by 1891. However, water was still not flowing and the canal was far from complete when the time approached for the New York Canal water right to expire in 1895. At this time two builders stepped forward to compete for the right to complete the project. One of these builders was Ern Eagleson, who with his family, owned vast tracts of acreage on the west side of the Hillcrest Neighborhood (Idaho Historical Society 1972).

Eagleson and his associates proposed to open their enterprise to the now desperate settlers on the Bench and organized the Ada County Farmer's Irrigation Company in

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February of 1896. Some settlers joined Eagleson's group while others joined together to organize the Farmer's Canal Company of Ada County. The latter group took it upon themselves to finish the canal work that Eagleson's group had taken over from the New York Mining and Irrigation Company and drove Eagleson's canal company out by force. Ultimately, the management of the canal was settled by the Supreme Court which awarded Eagleson's group the canyon segment of the canal and the Farmer's Canal Company the remainder (Idaho Historical Society 1972).

Construction continued on the canal and the first water was turned in on June 20, 1900. The entire canal system including Diversion Dam and Deer Flat Reservoir was completed by 1909. Two principal laterals drawing water from the New York Canal and supplying water throughout the Hillcrest Neighborhood, the Eagleson and the Penninger, were completed sometime before 1915 (Ada County Assessor 2007a).

Settlement

Homesteading; 1892-1908

The Hillcrest Neighborhood Association boundaries are located in Township 3 North, Range 2 East, and Sections 20, 21, 28, and 29. The majority of the neighborhood lies within Section 20.

The earliest settler in this section was Arthur De Witt Foote who purchased 160 acres from the federal Government in January of 1892 in the northeast corner of Section 20. Today this area includes the majority of Hillcrest Country Club, Hillcrest Elementary School, and part of Hillcrest Drive. Foote lived at this location with his wife Mary Hallock Foote, noted author and illustrator. Mary penned the books "Edith Bonham" and "Chosen Valley" at their house at this location. When the Foote's sold their property to Andrew Hervey Eagleson around the turn of the century their house and outbuildings were torn down.

John W. Eagleson purchased 160 acres from the Federal Government in January of 1896 in the east one-half of Section 20. This area is roughly bordered by Targee, Phillippi, I-84, and the New York Canal. Eagleson was 26 at the time of his purchase. John shared his new home with his wife Effa and children Donald, Grace, and John Jr.

John's mother Martha Ann (Kerr) Eagleson was granted the patent to 320 acres under the Desert Land Act in June of 1905 at the age of 68. Her land was located in the west one-half of section 20. Today this area is bordered by Curtis Road to the west, Overland Road to the north, Orchard Street and Phillippi (south of the interstate) to the east, and the road that leads to the gravel pit south of the interstate to the south. Martha shared her patented land with her husband Andrew Hervey Eagleson. They purchased the Foote property near the turn of the century.

Carrie Margret Kerr purchased 80 acres from the Federal Government in March of 1908 in the southeast quarter of Section 20. This acreage adjoined that purchased by John

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Eagleson to the west. Today much of this area is occupied by the New York Canal and the western part of Pasadena Drive.

The Hillcrest Neighborhood Association boundary includes the majority of the southwest quarter of Section 21. This entire 160-acre quarter Section was granted to Ira Simpson in 1902 under the Desert Land Act. Simpson was also granted an additional 80 acres under this patent in the north one-half of Section 28. The northern part of Section 28 falls within the Neighborhood boundaries. The entire land patent is now bounded by Targee to the north, Owyhee Street to the east, I-84 to the south, and Roosevelt Street to the West.

A small part of the Hillcrest Neighborhood is located in the north one-half of the Section 29. This area was acquired by the State of Idaho in 1894 under a special grant. The area granted to the State is bordered by Roosevelt to the east, Wright Road to the south, and Orchard Street to the west. The north boundary runs due east of the Orchard Street Interchange.

Early Subdivisions

The majority of the land within the neighborhood boundaries remained in the ownership of the Eagleson family until 1938. The Metskers Atlas of Ada County indicated that only the land once owned by Arthur Foote and that owned by Ira Simpson had changed out of family ownership. Foote's land had been acquired for the Idaho/Hillcrest Country Club and was listed under the ownership of Ernie Day. Boise City National Bank now owned Simpson's land. Carrie Kerr had married and taken the last name of Fisher, but she retained ownership of her Desert Land Entry lands for at least 30 years (Metzgers 1938). By 1958 all of the lands within the Hillcrest Neighborhood Association boundaries had been subdivided. The following is a list of all of the subdivisions that had been established by 1958 and the sections in which they are located (Ada County Assessor 2007).

Section 20

- A) Country Club Heights
- B) Hillcrest Terrace
- C) Capital Site Subdivision
- D) Independent School District
- E) Hillcrest Terrace
- F) Country Club Subdivision
- G) Hillcrest Country Club

Section 21

- O) Rutledge Heights
- P) V.A. Roberts/Donald M. Day
- Q) Country Club Manor Subdivision

Section 28

- B) V. A. Roberts/Donald Day

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C) Boise City

Section 29

A) V.A. Roberts/Donald Day

B) Don E. Eagleson and Country Club Subdivision

As of 2007 these 14 early subdivisions have been further split into 76 separate subdivisions, some with as few as four houses. **Others, particularly the earliest subdivisions that have large segments still intact, support hundreds (Ada County Assessor 2007).** More subdivisions are being created every time a variance is allowed or conditional use permits allow a zoning change.

Recreation



Figure 2 Hillcrest Country Club Entrance

The Hillcrest Country Club began as the Idaho Country Club across town at what is now the location of the Plantation Golf Course in 1912. In the early 1920s the officers of the Idaho Country Club (Harry Eagleson; president, John W. Eagleson; vice president, and George F. Hughes; secretary and treasurer) submitted their purpose and plan for a new country club on the Boise Bench. Membership would be limited to 1000 persons and it would require \$300.00 to become a member after which each member would become a part owner of the golf course and clubhouse.

George H. Otten, a European-trained golf course architect, was hired by the Idaho Country Club to design the course. Otten was excited by the possibilities that the location offered and proclaimed that it was the only golf course from which all eighteen holes could be observed from the clubhouse (Idaho Country Club 1925).

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J.E. Tourtelotte, of Portland Oregon and the architectural firm Tourtelotte and Hummel designed the Spanish style clubhouse. Tourtelotte's design included spacious dining rooms, tea rooms, a ball room, lounging room, locker rooms, shower rooms, and apartments for members (Idaho Country Club 1925).

In 1926, the Idaho Country Club opened at the present site of Hillcrest Country Club. It was still operating as the Idaho Country Club in 1935. The name changed to Hillcrest Country Club around 1941 (www.hillcrest.cc.com).

Community Parks

Owyhee Park consists of 5 acres of land located off Elder Street and Pasadena Streets on the east side of the Hillcrest Neighborhood. The land for Phillippi Park was acquired in 1971. This 8.5 acre park is located at the corner of Phillippi and Targee Streets on the west side of the Neighborhood.

References:

Ada County

1958 Ada County Book of Plats. 1958. Capitol Title Company. Boise, Idaho

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1971 Stages – Owyhee. Idaho State Historical Society Reference Series No. 145. Boise, Idaho

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Newspapers:

Bench Mirror, The

1957a Railroad First Missed Boise the “Stub” line Made Link. September 12, 1957. p. 2

1957b Early Families Exchange Memories at Picnic. August 8, 1957. p12.

Maps:

GLO Original Survey Cadastral Plat Map. 1868. On File BLM State Office. Boise, Idaho.

Historical Map of Boise. 1907. On file Idaho Historical Archives. Boise, Idaho.

Metzger's Atlas of Ada County. 1938. On file Idaho Historical Archives. Boise, Idaho.

Websites:

www.adacountyassessor.org -New York Canal Plans 1915

www.adacountyassessor.org –Subdivisions 1958

www.hillcrest.cc.com

HNA Survey and Analysis

In the spring and summer of 2007, the committee appointed to research and draft a neighborhood plan met and developed a vision statement and a questionnaire to gather information relevant to the vision statement in order to know what the attitudes, priorities, and aspirations of the area’s residents are. The questionnaire and the results are listed below.

The questionnaire was mailed out in mid-August to 1661 households within the association’s boundaries asking them to respond no later than September 1 to allow enough time for the survey’s results to be presented at the association’s yearly kick-off meeting in September. The results were compiled and presented to the assembled members and further comments upon the results were solicited. We received 148 responses to the questionnaire, a response rate of 8.6%. The results of the survey are as follows:

Survey Analysis

The following is an analysis of the survey results by showing the results of each question and the conclusions drawn from the results.

1. **How long have you lived in our neighborhood?** One hundred forty seven people responded. Breakdown by number of years is in the table below:

# Years	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	50+
Owners	22	21	18	21	15	16	6	14	4	3	4

2. **Do you own or rent your home?** Of 147 responses to the question 144 owned their homes and 3 rented their homes. This is to be expected. Home owners have ties to an area, financial and emotional. They have put down roots, have children in schools, and established relationships within their immediate area.
3. **Do you think things in our neighborhood are generally going in the right direction, or do you think things are generally heading in the wrong direction?** Of 134 responses, 86 agreed, 29 disagreed, and 19 had no opinion.
4. **What, in your opinion, is the most important problem facing the neighborhood?** One hundred twenty people responded with written opinions. The general thrust of the opinions was home owners properly maintaining their property and code enforcement.
5. **What do you like MOST about living in our neighborhood?** This question had 130 responses, the general thrust of which was friendly neighbors, easy access to the cities amenities such as shopping, downtown Boise, the interstate, and the airport.

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The following 14 questions asked the respondent to rank from 1 to 5 the importance of the subject to them (One being not important to 5 being very important). N/A is do not know or refuse to answer. The results are tabulated below as favorable, neutral, unfavorable, and N/A. Favorable is respondent ranking the question as a four or a five, neutral is a respondent ranking a question as a 3, unfavorable is respondent ranking the question as a one or a two and N/A is a no response or do not know.

#	Statement	#	Favorable	Neutral	Unfavorable	N/A
1	Protect the environment, e.g. noise reduction, planting trees, weed control.	147	89%	7%	2%	2%
2	Improve neighborhood sense of community	146	62%	23%	10%	5%
3	Achieve dense urbanization	143	10%	13%	59%	17%
4	Develop recreational opportunities by providing more open space	144	48%	28%	17%	7%
5	Provide an efficient transportation system	147	61%	18%	18%	3%
6	Prevent crime, more community policing and development of a neighborhood watch program	147	80%	9%	8%	2%
7	Minimize loss of life and property with a neighborhood emergency plan	147	62%	16%	16%	6%
8	Provide safe buildings and infrastructure e.g., sidewalks, roads, sewers, storm drains	146	80%	12%	5%	3%
9	Promote a sense of community with other neighborhoods	145	46%	29%	21%	5%
10	Provide good value for tax dollars spent in the neighborhood	146	84%	8%	7%	2%
11	Support youth/child development with programs at neighborhood schools	147	69%	16%	9%	5%
12	Encourage a vital neighborhood by code enforcement and cleanup	146	82%	8%	8%	2%
13	Traffic cameras to observe crime, speeding, graffiti, vandalism	146	62%	14%	17%	5%
14	Support development of a community garden	147	33%	25%	33%	9%

The following 21 questions relate to land use planning and concern infill, housing types, landscaping, density, and zoning requirements.

Infill Questions	# Responses	% Agree	% Disagree
Infill is acceptable anywhere in our neighborhood	133	4%	95%
Infill is acceptable in undeveloped open space	130	42%	58%
Infill is acceptable in replacing dilapidated housing and apartments	137	84%	16%
Infill should be only allowed in specific areas in our neighborhood	135	80%	20%
Infill should not be a part of our neighborhood	126	33%	67%
<i>Infill is acceptable when the development consists of:</i>			
Single family, owner occupied houses	139	89%	11%
Owner occupied condominiums or town houses	132	63%	37%
Single family rental units	131	24%	76%
Rental Apartments	133	13%	87%

Infill Questions	# Responses	% Agree	% Disagree
<i>Infill developments should be required to:</i>	# Responses	% Agree	% Disagree
Keep all existing mature landscaping	132	63%	37%
Preserve mature trees whenever possible	143	97%	3%
Replace all mature trees with the same number and type	133	50%	50%
Remove mature trees with no requirements to replace	134	26%	74%

Density Questions	# Responses	2 Units	4 Units	5 Units	6 Units	8 Units	10 Units
The allowable density of units per acre should be	106	21%	50%	9%	16%	3%	1%
		Agree	Disagree				
The density of units should be the same everywhere in the neighborhood	119	51%	49%				
There should be a limit on the number of "row" houses in any one block	130	90%	10%				
Row houses should not be allowed in our neighborhood	128	73%	27%				

Infill Zoning Questions	# Responses	1 Story	2 Story	3 Story	4 Story	5 Story
The maximum acceptable number of stories for large infill development is	137	16	107	11	1	2
Lot Widths		25 Ft	35 Ft	50 Ft	75 Ft	
Infill houses are acceptable on lot widths of (check all you agree with)	114	2	6	20	70	
Setbacks		5 Ft	10 Ft	15 Ft	20 Ft	
The minimum setback from a neighbor's side property line should be	126	14	41	31	38	
The minimum setback from a neighbor's rear property line should be	124	11	13	26	73	
Development Input		Agree	Disagree			
There should be a neighborhood-based input on all new development	133	124	9			

Hillcrest Neighborhood Association Mission Statement

The Hillcrest Neighborhood Association strives to maintain the appearance of the community and meet the needs of the neighborhood through improvements and the covenants of the area it serves.

The Hillcrest Neighborhood Association (HNA) represents one of Boise's mature and stable neighborhoods in both geography and population. We are a friendly, family-oriented, secluded, safe community where people feel connected to others, many of whom have been neighbors for decades. The area includes Philippi and Owyhee neighborhood parks, gathering places for children and families with basketball and tennis courts. Also in our neighborhood are two great elementary schools - Owyhee Harbor School and Hillcrest Elementary School.

Shifting elevations to the "second bench" provide an array of ever changing views and beautiful vistas; there are a variety of architectures available in the Hillcrest Neighborhood. We are primarily a low-density neighborhood where houses are owner-occupied and detached single-family residences. There are apartments, condominiums and townhouses near arterial streets. Our homes are diverse in size, style and price, with nearly a century of architectural styles, and homeowners show pride in their property by keeping it well maintained. We live close to scenic areas and protected natural area and open spaces.

Hillcrest Neighborhood Association members treasure the multigenerational range of their neighbors and its excellent schools with exemplary parent participation. We have a private golf course, public parks, three historic sites and several churches within our bounds. HNA neighbors enjoy the ease of access to amenities such as public parks, natural areas, a proposed branch public library, shopping and the Valley Ride transportation system.

Hillcrest Neighborhood Vision

The Hillcrest Neighborhood Association residents believe our neighborhood is an outstanding and a valuable entity as a part of the City of Boise. The residents wish is for the area to remain so and preserve our unique character. A recent survey confirms the feeling of friendly neighborhood and the desire to preserve and enhance those friendly neighborhoods.

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

Vision for the Future

Our goal is to preserve the character of this area by creating a unified vision to guide us

through change in the next 20 years. Our primary goal is safeguarding the quality of life we have in the Hillcrest Neighborhood. *Hillcrest Neighborhood Association* residents want future development to respect, conform to, and preserve the existing neighborhood character exemplified by single-family detached homes, surrounded by scenic parks, natural areas and open space. Thus, we intend to protect the scale, the character and the integrity of our established natural and constructed environment by striving for the following goals in neighborhood identity, land use and public safety:

1. We advocate for managed growth that maintains our low-density character and scale, and require a two-story cap on residential structures.
2. We will encourage owner occupancy whenever possible.
3. We will keep a reasonable percentage ratio of multi-family to single family homes.
4. We advocate for new residential development to have a minimum lot size width of 75 feet and discourage lot line divisions.
5. We encourage awareness of environmental issues such as storm water management and the protection of open areas and critical natural habitat.
6. Where practicable, sidewalks and bike lanes should be built over time. We desire effective and enforced traffic and parking controls to preserve the safety and accessibility of our streets for pedestrians, bicyclists, drivers and passengers in motor vehicles.
7. We advocate for alternative transportation choices and for maintaining mobility for all age groups and including the disabled.

We seek to be a friendly place where neighbors know each other and show pride in their property and neighborhood. Our neighborhood is a quiet place where everyone can enjoy tranquility in their home. We strive to preserve this pride and tranquility by working toward the following:

1. Recognize that Orchard Street is a gateway to the city and to our neighborhood, and take steps to highlight this by providing landscaping, lighting and signage that are aesthetically pleasing.
2. A new traffic light be installed at the intersection of Orchard and Targee streets and a center turn lane on Orchard Street from I-84 to Overland Road.
3. Priority should be given to noise reduction structures along Interstate 84.
4. We will maintain the relationship between commercial and residential development, and recognize those businesses within our boundaries that display pride of ownership in maintaining compatibility with the neighborhood.
5. There is an established and diverse urban forest that has a substantial variety of species of trees and shrubs. New trees need to replace those that are lost or removed.
6. We advocate more sidewalks and pathways to help people walk safely to school and other nearby amenities, and more lanes that provide a safe route for bicycles.
7. We promote safe and legal activities for our children to participate in and the utilization of the two schools in our neighborhood. We will work to support the missions and goals of Owyhee Harbor and Hillcrest Elementary Schools.

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8. A third park or community garden, in the area near Pond Street and the freeway in the airport impact zone, should be developed to “center” the existing two parks.
9. Add new features and uses over time to enhance Philippi and Owyhee Parks

Pathway to Success

Community involvement within our own boundaries and within the city as a whole will be our means to these ends. By informing our citizens, encouraging committee participation and moving for effective representation within our city, the **Hillcrest Neighborhood Association** will build a strong community while working toward these goals that will benefit all Hillcrest citizens. The **Hillcrest Neighborhood Association** expects Boise City, Ada County, the Ada County Highway District, agencies of the State of Idaho, and agencies of the United States government, as well as private developers to consider our neighborhood's inherent character and our citizens' concerns when planning alterations or development within our community and its adjacent areas. The **Hillcrest Neighborhood Association** will work to ensure that any changes are consistent with the nature, scale and character of **our** Hillcrest Neighborhood.

We will advocate for issues beyond the boundaries of the neighborhood that are of interest to us and we will speak and request to be part of the decision-making process.

Identity Vision:

Hillcrest area residents are very aware of how fortunate they are to live in an area of the city with a strong sense of neighborhood, beautiful homes, fine schools and very functional parks. A summer 2007 neighborhood survey indicates a strong desire to maintain the high standard of living, to preserve the neighborhood and view it as an exceptionally good quality of life and to maintain the neighborhood attributes including:

1. An emphasis on owner occupied homes.
2. Manage growth that maintains our low density character and scale of homes.
3. Keeping a reasonable percentage ratio of multi family to single family homes.
4. Residences (single or multi family) that do not exceed 2 stories in height.
5. Development that is compatible with existing neighborhoods that do not adversely impact the privacy, property values and quality of life of the surrounding residents.
6. An area where residents actively work to maintain existing residential areas and limit the expansion of commercial zoning into residential areas.
7. Residences to provide a minimum of two off street parking spaces located to the side or rear of the structure, covered parking in a scale with surrounding structures.
8. Maintain a healthy and stable tree canopy.
9. Encourage property maintenance within each neighborhood area.

Identity Goals 1.0:

1. Support new development that preserves the neighborhoods current quality of life and is in harmony and compatible with our neighborhood characteristics.
2. Recognize Orchard Street as a gateway to the City of Boise and to our neighborhood and take steps to highlight and enhance the streets.
3. Support and encourage noise reduction structures along I-84.
4. Preserve and encourage expansion of the neighborhood's trees and shrubbery canopies.

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. (Is 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 Hillcrest neighborhood's 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. (Supported by BCCP Goal 7.2, Objective 3, Policy 1a & Policy 1b).

Identity Goal 1.2

Recognize Orchard Street as a gateway to the City of Boise and the Hillcrest Neighborhood and take steps to enhance and highlight those streets.

Policies:

1. Include Orchard Street as a gateway street of highest priority in terms of resource commitment. (Amend BCCP Goal 7.2, Objective 7, Policy 2)
2. Discourage any expansion of commercial zoning into residential areas adjacent to Orchard Street.

Identity Goal 1.3

Support and encourage noise reduction structures along the north side of Interstate 84.

Policies:

1. The Department of Transportation recognizes this need and has held public hearings on the construction currently scheduled to begin in the spring of 2008.

Identity Goal 1.4

Preserve and encourage expansion of the neighborhoods mature tree and shrubbery canopies.

Policies:

1. Encourage keeping all mature trees and/or replace any removed with a similar desirable type and number. (Supported by survey results, 97% of respondents supported this position.)
2. Maintain shrubbery and lawns in an esthetically pleasing form by trimming and watering. (Supported by survey results, 89% of respondents supported protection of environment through weed control and in written opinions: the general thrust was dissatisfaction of owners not maintaining their property.)



Figure 4 Example of Mature Trees and Canopy

Land Use Vision:

The Hillcrest Neighborhood envisions future land use as follows.

1. Maintain the high owner occupancy rate that is indicative of a stable and healthy neighborhood. (See Boise City Disinvestment Statement, page 37)
2. Residential development has a minimum lot width of 75 feet to provide for diverse housing styles, to provide adequate space for off street parking, to allow room for setback compliance and to provide privacy and to keep in character with the existing neighborhood. (Supported by BCCP Goal 7.2, Objective 1, Policies 1, 5, and 9, Objective 2, Policy 4 and Objective 3, Policies 1-3).
3. New development is of a scale and design that is compatible with adjacent residential development. (Supported by BCCP Goal 7.2, Objective 1, Policies 1, 5, and 9, Objective 2, Policy 4 and Objective 3, Policies 1-3).
4. New development is designed to maintain and respect the privacy of the surrounding residences. (Supported by BCCP Goal 7.2, Objective 3, Policy 1a & Policy 1b).
5. Restrict commercial and medium density residential uses to business districts of the neighborhood on the arterial streets, Overland Road and Orchard Street, with single family residences located within the neighborhoods.
6. Commercial zones shall not expand into residential zones.
7. Maintain current zoning codes and requirements within the Hillcrest Neighborhood boundaries.

Land Use Goals 2.0.

1. Support infill residential development that encourages owner occupied residences, 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.
2. Improve the appearance of existing property and encourage development that preserves the character of the neighborhood and transitions seamlessly with the surrounding area.
3. Encourage commercial uses of a scale, design, and location compatible with residential uses that do not encroach on existing residential zoning.
4. Construct additional sidewalks and pathways so that pedestrians may go to and from nearby schools and parks safely.
5. Support residential development that promotes the full use of neighborhood schools, Hillcrest Elementary and Owyhee Harbor schools and Phillippi and Owyhee Parks.
6. Promote a land use density of 4DU/Acre throughout the Hillcrest Neighborhood.

Land Use Goal 2.1

Support infill residential development that encourages owner occupied residences, 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.

Policies:

1. Encourage residential development that is compatible with the architectural styles of the existing homes.
2. Plans for new and significantly remodeled structures be submitted to the city for design review. This will insure compatibility with existing surrounding residences.
3. 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).
4. Support existing city codes that limit the height of residential structures to ordinance heights. (In a recent survey, 89.8% of neighbors said that infill structures should be limited to 2 stories or less, see survey results.)
5. 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 will include a rationale for not adhering to city code, detail potential negative or positive impacts to surrounding property uses, and list mitigation measures.
6. Support city application requirements regarding compatibility with the existing neighborhood, proper transition, and impact on the neighborhood.
7. The Hillcrest Neighborhood Association and all impacted parties be provided a minimum of three perspective renderings of proposed projects 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 will be from the most visible corners and at least one shall depict how the building will look from the street level.
8. 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.
9. 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.
10. Institute regular neighborhood input on new development by appointing an individual or committee to be present at all planning and zoning meetings pertaining to the Hillcrest area



Figure 5 Examples of Diverse Yet Compatible Architecture

Land Use Goal 2.2

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

Polices:

1. Work with the City to promote home ownership, housing rehabilitation and maintenance programs.
2. Encourage additional low- 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.
3. Under the sponsorship of the Hillcrest Neighborhood Association (HNA):
 - 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 ordinances regarding outdoor storage, abandoned vehicles, etc., and encourage the use of Boise City Code Enforcement to these ordinances.
 - c. Inform residents of existing home improvement programs (low interest loans, etc.) that could be used to upgrade their property.

Land Use Goal 2.3

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



Figure 6 Compatible Business Building

Policies:

1. Support the city code requiring new office and institutional (churches, schools) land uses on Overland Road and Orchard Street 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 buildings design accommodates pedestrians as well as vehicles.
 - c. Adequate on-site parking is provided without burdening the adjacent residences.
 - d. The height of structures is limited to heights under existing ordinances.
 - e. Business uses are compatible with residential uses and neighborhood schools.
 - f. Landscaping is compatible with the neighborhood.
2. Prohibit encroachment on surrounding residential zoning by commercial zoning.

Land Use Goal 2.4

Construct additional sidewalks and pathways so that pedestrians may go to and from nearby schools and parks safely.

Policies:

1. Consult with and identify for ACHD those areas requiring improvement.
2. Request grants for sidewalks through the City Reinvestment allocations.
3. Request grants from the ACHD impact fees program.
4. Promote sidewalks with all infill construction.

Land Use Goal 2.5

Support residential development that promotes full use of neighborhood schools, Hillcrest Elementary and Owyhee Harbor School, and Phillippi and Owyhee parks.

Policies:

1. Work with developers to plan residences that take full advantage of the close proximity of neighborhood schools and parks.
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.

Land Use Goal 2.6

Promote a land use density of 4DU/Acre throughout the Hillcrest Neighborhood.

Polices:

1. Amend Land Use Planning Map (BCCP, Page 8-3) to Low Density 4DU/Acre throughout the Hillcrest Neighborhood Association area.
2. Change zoning code on properties within HNA that are zoned R1C to R1B so that property owner's wishes, real properties, zoning law, and Boise City Comprehensive Plan transition seamlessly.

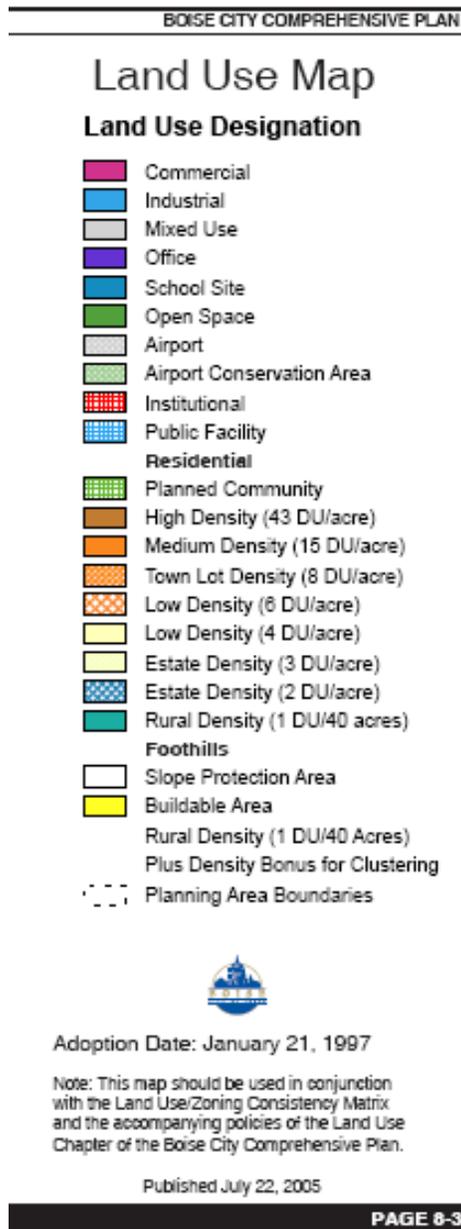


Figure 7 BCCP Land Use Map Legend

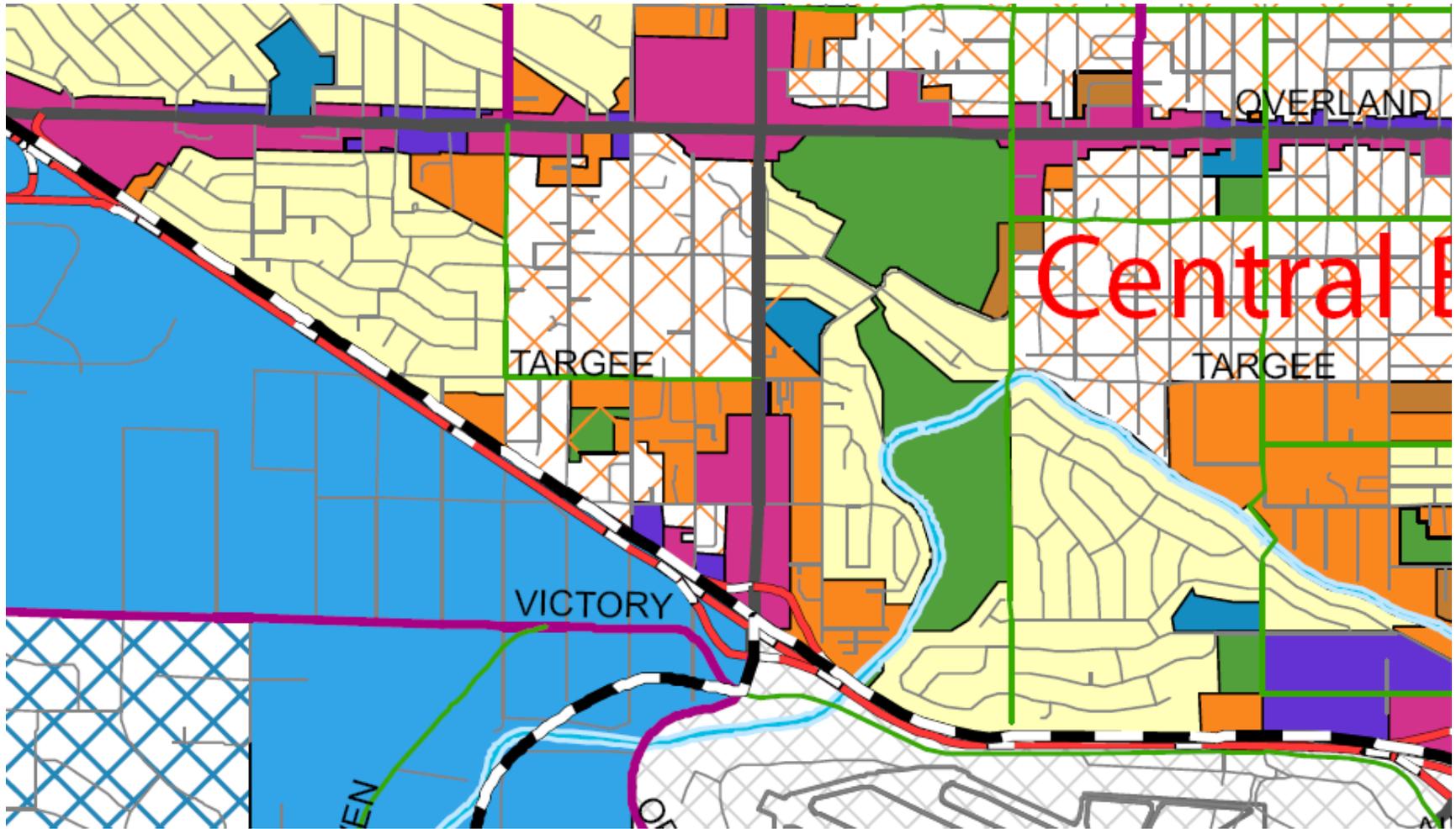


Figure 8 BCCP Land Use Planning Map

Article I. Public Safety Vision

The Hillcrest Neighborhood vision for Public Safety includes:

1. Police, fire, ambulance and other public services departments that respond quickly and adequately to neighborhood problems and concerns.
2. Develop a neighborhood emergency plan with the assistance of city, county, state and federal agencies.
3. Installation of a new traffic control light at the intersection of Orchard Street and Targee Street
4. Keep the New York canal safe with continuing support for fencing and public awareness.
5. Encourage the continuing police enforcement of speeding and stop sign violations.
6. Involve the Hillcrest Neighborhood in the Neighborhood Watch Program.

Public Safety Goals 3.0:

1. Support the continuation of adequate law enforcement, fire and ambulance protection in the Hillcrest Neighborhood.
2. Seek assistance from local, state and federal authorities to develop emergency planning and awareness.
3. Support adequate and safe public infrastructure to enhance neighborhood land uses and upgrade existing systems as needed.
4. Install sidewalks on the south side of Overland Road between Orchard and Roosevelt Streets.
5. Involve the Hillcrest Neighborhood in the Neighborhood Watch Program.

Public Safety Goal 3.1:

Support the continuation of adequate law enforcement and fire protection levels in the Hillcrest Neighborhood.

Policies:

1. Support the city's efforts to enhance community policing.
2. Support the maintenance and expansion of the Neighborhood Watch Program.
3. Support local law enforcement in their efforts to control gang activity and associated unlawful behavior such as drug activity and graffiti.

Public Safety Goal 3.2

Seek assistance of local, state and federal authorities to develop emergency planning and awareness.

Policies:

1. Encourage public awareness of the potential emergency hazards in the Hillcrest Neighborhood due to:
 - a. Proximity of the Boise Airport and its many aircraft takeoffs and landings
 - b. The volume of commercial carriers transporting hazardous materials on I-84.
 - c. Petroleum pipelines traversing through the Hillcrest Neighborhood.
 - d. The New York Canal.

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 Water 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 safely illuminated.

Public Safety Goal 3.4

Install sidewalks on the south side of Overland Road between Orchard and Roosevelt Streets.

Policies:

1. Work with Ada County Highway District and the Hillcrest Country Club to install sidewalks on the south side of Overland Road between Orchard and Roosevelt Streets to insure the safety of pedestrians and enhance the aesthetics of the country club's property while recognizing Hillcrest Country Club's property rights and security requirements.
2. Seek neighborhood enhancement funds from the city for design studies.
3. Seek impact fees/grants from ACHD for installation and beautification of area.

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Public Safety Goal 3.5

Promote the Neighborhood Watch Program in the hillcrest Neighborhood area.

Policies:

Continue the informational presentation with the program administrators.

Article II. Transportation Vision

The Hillcrest Neighborhood's vision for transportation in the area includes:

1. The Hillcrest Neighborhood Association 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.
2. Bus service and bicycle lanes are available throughout all areas of Hillcrest.
3. Homes are not removed to accommodate parking or other vehicular uses.
4. 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.
5. Pedestrian-oriented commercial development is encouraged and supported in existing commercial zones.
6. Traffic controls to keep cut-through traffic to a minimum.

Transportation Goals 4.0

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.*"
2. Improve Orchard Street between Overland Road and the I84 Interchange with a traffic light at the Orchard Street and Targee Street intersection.
3. Add a center turn lane for full length of segment of Orchard Street from Overland Road to I84.
4. Construct sidewalks on east side of Orchard Street.
5. Install appropriate landscaping on the cut-bank on both sides Orchard Street just south of Overland Road.
6. Work with the City and ACHD to fund needed traffic improvements for development where safety is impacted by the increased traffic.
7. Work with the local bus service provider to maintain and expand current service levels as needed.

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.” (Goal is supported by BCCP Goal 6.1, objective 2, policy 7).

Policies:

1. As more development occurs, require planning departments to study and address the impact that additional traffic will have on the quality of life and property values of surrounding property owners.
2. Actively participate in street improvement planning for streets within the Hillcrest Neighborhood.
3. Minimize cut-through traffic in residential areas with appropriate mitigation methods (Supported by the BCCP Goal 6.1, Objective 5).
4. Work with governing entities to route “through” traffic away from residential streets. (Supported by BCCP Goal 6.1, Objective 2, and policy 6).
5. Hillcrest Neighborhood Association works with the city and ACHD to maintain the quiet character of neighborhood streets by disallowing 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:
 - a. Existing local streets: 2,000 average daily trips.
 - b. New local streets: 1,000 average daily trips.
 - c. The neighborhood recognizes that residential streets with traffic above this volume are undesirable and significantly impact quality of life.
6. Encourage ACHD to add curb cuts on all existing sidewalks for wheelchair access.
7. Work with Boise City Public Works Department to install street lights at crosswalks in areas of the neighborhood with high pedestrian activity but with no traffic signal.

Transportation Goal 4.2

Improve Orchard Street between Overland Road and the I84 interchange, add sidewalks and traffic signal at Orchard Street and Targee Street intersection

Policies:

1. Seek funding for these improvements through ACHD impact fees and city neighborhood reinvestment grants.



Figure 9 Orchard Street at Targee Street



Figure 10 Targee Street at Orchard Street

Transportation Goal 4.3

Add a center turn lane on Orchard Street for full length of segment of Orchard Street from Overland Road to I84.

Policies:

1. Improve traffic flow and enhance safety along Orchard Street.

Transportation Goal 4.4

Construct sidewalks on east side of Orchard Street.

Policies:

1. Improve traffic flow and enhance safety along Orchard Street

Transportation Goal 4.5

Install appropriate landscaping on the cut-bank on both sides Orchard Street just south of Overland Road.



Figure 11 Orchard Street Cut Bank

Policies:

1. Work with ACHD to enhance the appearance of Orchard St. as a gateway for citizens and visitors utilizing Orchard St. for access to the Boise Bench area.

Transportation Goal 4.6

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

Policies:

1. Consult with and identify for ACHD and Boise City those areas requiring improvement.

Transportation Goal 4.7

Work with the local bus service provider to maintain and expand current service levels as needed. (Supported by BCCP, goal 6.2, objective 1, and policy 1)

Schools Vision

The Hillcrest Neighborhood vision for area schools, Hillcrest Elementary and Owyhee Harbor, is to continue the existing levels of excellence.

Students continue to be able to walk safely to and from the schools.

Class sizes will remain at normal levels.

School Goals 5.0

1. Seek to preserve the academic qualities and facilities at Hillcrest Elementary School and Owyhee Harbor School.
2. Improve access to these schools with upgraded sidewalks and lighting.



Figure 12 Hillcrest Elementary School



Figure 13 Owyhee Harbor School

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Schools Goal 5.1

Seek to preserve the academic quality and facilities at Hillcrest Elementary school and Owyhee Harbor School (Supported by BCCP Goal 2.14, 2, Objective 2).

Policies:

1. Remain strongly supportive of neighborhood schools within walking distance of the students.

Schools Goal 5.2

Improve access to these schools with upgraded sidewalks and lighting (Supported by BCCP, goal 2.14, objective 2, and policies 3 and 4).

Policies:

1. Work with ACHD to add sidewalks near the schools to provide safe passage for walking and bicycling to and from the schools.
2. Identify areas near these schools needing improved illumination and apply for Neighborhood Enhancement Grants for the lights.

Parks and Recreation Vision

The Hillcrest Neighborhood includes two parks, Phillippi Neighborhood Park and Owyhee Neighborhood Park. It is the vision of HNA that the parks include:

1. Continued maintenance and improvement to the facilities.
2. Possible addition of a Community Garden area on Pond Street.



Figure 14 Phillippi Park

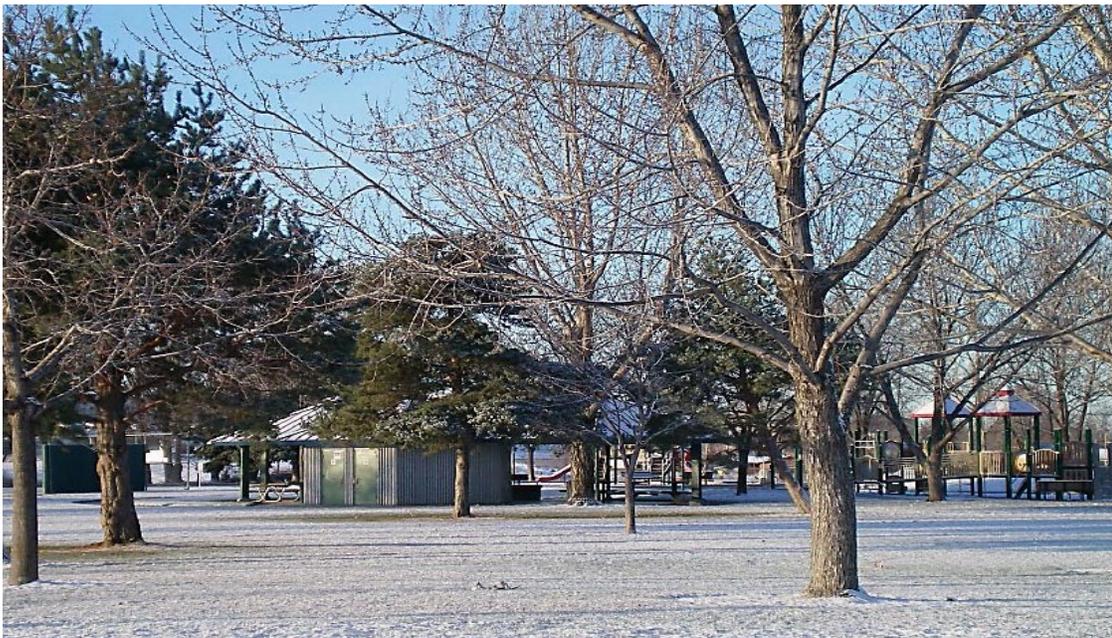


Figure 15 Owyhee Park

Parks and Recreation Goals 6.0

1. Maintain and improve facilities at Owyhee and Phillippi Parks.
2. Create a community Garden on South Pond Street for continuing education for the schools and for the neighborhood.

Parks and Recreation Goal 6.1

Maintain and improve facilities at Owyhee and Phillippi Parks

Policies:

1. Seek Boise Parks and Recreation Department recommendations for park enhancements.
2. Seek appropriate funding for these enhancements through Boise City Neighborhood enhancement Grants.



Figure 16 Proposed Community Garden Site

Parks and Recreation Goal 6.2

Create a community garden on south Pond Street for continuing education at the schools and the use by neighborhood residents.

Policies:

1. Work with the Airport Administration, owner of the property, for their concurrence in developing a community garden
2. Work with and encourage the community garden organizations in development of the property
3. Seek development and maintenance funds from the appropriate authorities.



Figure 17 Area of Proposed Communit Garden

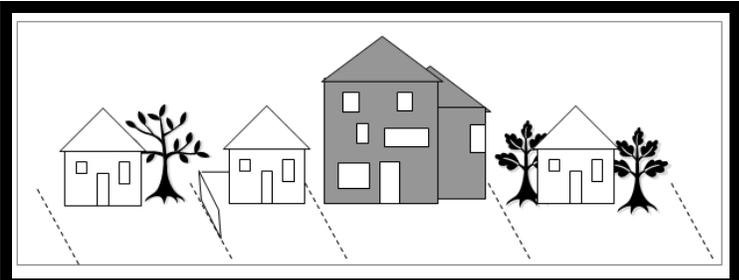
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Appendix

Glossary:

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 trees, shrubs, and bushes.
Vision	An imagined optimal future. For Hillcrest 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.

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
11-04-03.02	It is the purpose of the R-1A, R-1B and R-1C District Classifications to provide various regulations and districts for predominantly single-family residential uses within the urban community. Land may be classified to these respective classifications in conformity with the goals and objectives of the Comprehensive General Plan, for location, topographic or other reasonable purposes to guide the physical growth and stability of the City.
11-06-04.13 (A through D)	<p>Criteria and Findings:</p> <ul style="list-style-type: none"> ● That the location of the proposed use is compatible to other uses in the general neighborhood. ● That the proposed use will not place undue burden on transportation and other public facilities in the vicinity (fire/police/emergency) ● 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. ● That the proposed use, if it complies with all conditions imposed, will not adversely affect other property of the vicinity. ● That the proposed use is in compliance with and supports the goals and objectives of the Comprehensive Plan. ● 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.

CODE	DESCRIPTION
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 ensure 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)
11-07-03.01 (A through C)	<p>A. Finding: That the site plan minimized impact of traffic on adjacent streets and that the pedestrian and bicyclist has been provided for by requiring sidewalks, paths, micro-pathways, landscaping and safe parking lot design as appropriate.</p> <ul style="list-style-type: none"> A. Functional relationship of the structures and the site is in relation to its surroundings. B. 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 reasonably concealed or screened.</p> <ul 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> <ul style="list-style-type: none"> 1. Building Mass 2. Proportions of Building Facades 3. Relationship of Openings in the facades 4. Relationship of Exterior Materials 5. Multiple Family building (any building containing more than 2 residential units) must be designed to include features which add to the visual and aesthetic appearance of the structure and help present a sterile, box-like appearance. 6. Commercial/industrial building adjacent to residential uses.

4/26/2013

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