

(CP-2-91)

**SOUTHWEST COMMUNITY
COMPREHENSIVE PLAN**

INTRODUCTION

Ada County Resolution #309 which adopted the Southwest Community Comprehensive Plan on August 1, 1980, states that the Plan should be re-evaluated every five (5) years to determine what changes have taken place which might warrant an amendment of the Plan. Section 7.0, Transportation, was amended on February 3, 1982.

As of 1987, the population of the Southwest Community was 20,867, which is well above previous projections of 17,900 by the year 2000. During the 1980 Census, it was determined that average number of persons per household was much higher than originally estimated. Instead of 3.0 persons per household, on the average there were as many as 3.6 persons per household. New houses continue to be built in previously approved subdivisions. Development pressure will continue to grow due to the development of the regional shopping center and the construction of the Maple Grove Road overpass on Interstate 84.

The Boise City limits are now south of Interstate 84, and municipal services continue to extend toward and adjacent to the Southwest Community. Municipal sewer trunk lines are on the north side of Interstate 84 on Maple Grove Road, on Overland Road west of Co' e Road and to Franklin Road on Five Mile Road.

Current projections show municipal sewer lines extending into the Southwest Community in the very near future. Boise Water Corporation now services the area south of Amity Road between South Cole and South Maple Grove and the area west of Cole Road south of Overland Road.

Residential development in the Southwest Community adjacent to the Boise City limits should develop at urban standards so that annexation can be served at city standards. Elected officials feel that provision of urban services is not feasible without urban densities to fund the extension of services.

In 1986 a significant high groundwater problem resulted in a health hazard in areas of the Southwest Community. The high groundwater saturated individual wastewater treatment systems causing sewage

effluent to contaminate shallow ground and surface water. The high groundwater also caused some failure of drainfields of individual wastewater treatment systems. It has been determined that the major cause of the high groundwater is flood irrigation of agricultural and domestic lands.

New residential growth can be safeguarded from these health hazards by restricting development in high groundwater areas and requiring other urban development to connect to municipal services. New residential growth will not contribute to the high groundwater problem but may reduce the amount of application of surface water by converting agricultural land to residential use. New residential development will be required to use sprinkler irrigation methods.

Idaho Code 67-6526(a) requires that Ada County and Boise City determine which mutually agreed upon plans and ordinances adopted shall apply within the Boise City Area of Impact. As a result thereof, for the benefit of existing residents and future development, the following goals are agreed upon by Boise City and Ada County to apply to this area.

1. DEFINITIONS

Airport Influence Area: The area surrounding the Boise Air Terminal that is affected by aircraft noise impacts of 65 Ldn (annual day/night sound level) and safety hazards in the inner approach zones, all as appears more fully by reference to the Ada County Comprehensive Plan, Section 20.0, as it may be amended from time to time. The Aircraft Influence Policy Areas B and C are designated for limited industrial development.

Agriculture Land: For purposes of protecting agriculture land in this plan, agricultural land shall be defined as any contiguous tract of land under single ownership, and actively used for crops or livestock. Land zoned for residential, commercial or industrial purposes should not be treated as agricultural land.

Appropriate Public Agency: A public agency that currently has the ability to provide some sanitary sewer service to the Southwest Community. There are three public agencies (de: Boise City, West Boise Sewer District and Owyhee Sewer District) which currently are providing sanitary sewer service. The preliminary engineering currently underway will determine which of these agencies is the appropriate agency to service different parts of the community. Once the preliminary engineering is complete and the areas to be served by each agency are determined the designated agency for each service area will be considered the appropriate agency to serve the area.

Cluster Development: Within a planned development (PD), the transfer to one portion of the PD the number of residences or uses that would otherwise have been permitted on the entire PD.

Community Shopping Centers: In addition to providing convenience goods and personal services, a Community Shopping Center should provide a wide range of retail goods, including but not limited to clothing, hardware and appliances. A Community Shopping Center shall be defined as being in excess of 100,000 square feet of gross floor area and occupy a site area in excess of 8 acres.

There should be one Community Shopping Center to serve 40,000 people.

Community Water System: An approved central water supply system which serves more than two (2) premises and which provides a domestic water supply meeting local, State and Federal standards and fire flow requirements.

Convenience Shopping Centers: Shopping centers that are designed to be part of planned development residential neighborhood. A convenience shopping center shall be defined as having less than thirty thousand (30,000) square feet of gross floor area and a site area of one (1) to three (3) acres.

Drainage: The removal of excess waters from land by means of surface or subsurface conduits.

Drainage System: Streams, waterways or other instrumentalities by which a site is drained.

Existing Development: Parcels zoned commercial prior to June 1, 1987; subdivisions or planned developments (residential or industrial) on which an application was filed prior to June 1, 1987; school development which existed as of June 1, 1987; all developable residential parcels not included in the definition of new residential development. Existing development does not include any subdivision, planned development, or conditional use on which approval has lapsed or expired.

Gross Density: Within a planned development, a subdivision or any other development application, gross density is the ratio of total land area contained within the application to the total number of dwelling units proposed in the application.

Individual Wastewater Treatment System (Individual Sewer): An installation which collects and treats domestic wastewater from one premises and utilizes, at a minimum, subsurface disposal of effluent and which conforms to the Idaho Department of Health and

Welfare "Rules and Regulations for Individual and Subsurface Sewage Disposal Systems" and the Central District Health Department "Sewage Regulations."

Individual Water System: A domestic water system which serves one (1) or two (2) separate premises.

Interim Wastewater Treatment System (Interim newer): An installation which collects and treats domestic wastewater from a subdivision or planned development and utilizes, at a minimum, subsurface disposal of effluent and which conforms to all applicable local, State, and Federal regulations pertaining to interim sewer systems and is designed with the capability to connect to municipal sewer when reasonably available as determined by Ordinance and complies with area-wide wastewater management plans.

Minor Arterials: Interconnect with and augment the urban principal arterial system and provide services to trips of moderate length at a somewhat lower level of travel mobility than major arterials. Place more emphasis on land access than the higher, principal and arterial system.

Municipal Wastewater Treatment System (Municipal Sewer): Facility for the central collection and treatment of wastewater, either within a legally-created special purpose taxing district or provided by an incorporated municipality which provides for the transportation of sewage and the removal of polluting constituents from wastewater, is designed to meet local, State and Federal standards and complies with area-wide wastewater management plans.

Neighborhood Park: A five (5) to ten (10) acre landscaped site which provides outdoor recreation opportunities with facility expenditures. Typically, playground apparatus, paved areas for court games, field game areas and restrooms are part of a neighborhood park. Often located adjoining an elementary school and sharing school/park facilities, a neighborhood park should be located away from collector and arterial streets. One-half (1/2) mile is considered a safe walking distance from a home to a neighborhood park.

Neighborhood Shopping Centers: Provide for day-to-day living needs of area residents with convenience goods and personal services. The leading tenants are a supermarket and drugstore. A neighborhood shopping center shall be defined as having between thirty thousand (30,000) and one hundred thousand (100,000) square feet of gross floor area and a site of four (4) to eight (8) acres. Each center should serve a minimum of five thousand (5,000) people.

Net Density: Within a platted density, a subdivision or any other

development application net density is the ratio of land area, including only residential building sites, to the total number of dwelling units proposed in the application.

New Commercial Development: A commercial subdivision or planned development located in a non-commercial zoned area as of June 1, 1987.

New Industrial Development: An industrial subdivision or planned development on which an application is initiated after June 1, 1987 .

New Residential Development: A residential subdivision plat or planned development on which an application is initiated after June 1, 1987.

Principal Arterials: Should carry the major portion of trips entering and leaving the area, as well as the majority of the through trips desiring to bypass the central city. In addition, significant inter-area travel such as between central business districts and outlying residential areas, between major inner city communities, or between major suburban centers should be served by this class of facility.

Urban Collector Streets: Provide both land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. Collectors also collect traffic from local streets in residential neighborhoods and channel it into the arterial system.

Urban Density: This term shall include all commercial and industrial development and residential development with a gross density of one (1) dwelling unit per two and one-half (2.5) acres or greater.

Urban Local Streets: Comprise all facilities not on one of the higher systems. Local streets serve primarily to provide direct access to abutting land and access to the higher order systems.

2. GOALS OF THE SOUTHWEST COMMUNITY COMPREHENSIVE PLAN

1. Protect water resources from deterioration, provide for clean and safe domestic water supplies and support water quality planning.
2. Protect area-wide air quality and support air quality planing.

3. Protect land resources and environmentally sensitive areas from deterioration.
4. Provide for the orderly, functional and compatible arrangement of land uses and buildings.
5. Provide for orderly and well-planned commercial developments adequate to meet the service needs of the Southeast Community.
6. Provide for the development of a balanced multi-modal transportation system that enhances the area's land use, air quality, environmental, public service, social, economic and energy objectives.
7. Provide for adequate school sites and facilities.
8. Provide for adequate park and recreation opportunities, sites and facilities.
9. Provide for adequate fire protection and for fire protection sites, facilities and equipment.
10. Provide for adequate police protection.
11. Provide for the completion of previously approved developments.
12. Provide for a transition from rural residential to urban lifestyle in the Southwest Community accommodating a variety of economic groups.
13. Promote the coordination of development plans and capital improvement programs in the Southwest Community with other regional, local and special district plans so that conflicting policies can be eliminated.
14. For the benefit of those who continue agricultural pursuits, consideration shall be given for agricultural land and irrigation facilities during the transition from an agricultural to urban area.
15. Promote adequate levels of public services to serve new residents by requiring that all new developments provide for expansion of public services.
16. Conserve all sources of energy and encourage their wise use.

17. Provide for safe, orderly, well-planned industrial development in the airport area.
18. Prohibit incompatible land uses in identified high ground water areas.

3. EXISTING DEVELOPMENT

1. Objectives

1. The integrity of existing neighborhoods should be protected from incompatible land uses and enhanced through the improvement of public services and community facilities.
2. Existing development should be consistent with all area-wide plans and programs, including but not limited to transportation plans, air quality plans, water quality plans and other waste management plans.

2. Policies

1. Existing development will be allowed to develop as previously approved, provided they are consistent with area facility plans.
2. All existing development shall conform to the Southwest Wastewater Management Plan.
3. Existing industrial and commercial developments and existing residential developments at urban densities or greater which are dependent on individual water systems for domestic water supplies should be encouraged to connect to a community water system.
4. Open space and recreational opportunities which service existing residential development will be encouraged.
5. No new individual or interim sewer shall be allowed in identified high groundwater areas.

4. NEW RESIDENTIAL/HOUSING

1. Objectives

1. Encourage the use of planned development techniques which provide for economical, visually attractive

and safe neighborhoods.

2. An open housing market for all persons shall be encouraged regardless of race, creed, age, marital status, economic status or sex.
- 3~ New residential development should be designed to facilitate public transportation and other alternate transportation modes to the single occupancy automobile.
4. New residential development should be consistent with all applicable plans and programs.
5. New residential development should be compatible with surrounding land uses, including agricultural uses and identified high groundwater areas.
6. Availability of public services should be a major consideration in the approval or denial of new residential developments (see Section 5 Commercial; Section 7 Transportation; Section 8 Parks, Recreation and Open Space; Section 9 Schools; Section 10 Area-wide Wastewater Facilities and Water Quality; Section 11 Area-wide Water Supply Facilities; Section 12 Fire Protection and Section 13 Public Safety).
7. Provide for the safety of residents in natural and/or man-made hazard areas.
8. New residential development shall use sprinkler irrigation and flood irrigation shall be prohibited.

2. Policies

1. Residential development shall be denied, density limited, or density clustered away from, those areas where physical constraints or hazards exist. Such constraints include but are not limited to the following: flood hazards, unstable geologic conditions, soil conditions, topography, identified high ground water areas and other characteristics that could endanger the residents.

New residential development in identified high groundwater areas may be allowed if designed and constructed so as not to be adversely impacted by

or adversely impact identified high groundwater areas. New residential development in identified high groundwater areas shall be connected to municipal sewer.

2. Developers of new residential subdivisions or planned developments at less than urban densities should subdivide in a manner that will allow for resubdividing, if and when higher densities become warranted. Each resubdivision should be treated as new residential development.
3. New residential development should not cause adverse visual, noise or traffic impacts on existing residential subdivisions or any other existing development.
4. The irrigation water on lands that are developed as residential subdivisions shall only be applied by sprinkling methods and water rights should be preserved and irrigation water furnished to each parcel by the developer.
5. All residential development within Airport Influence Area "A" shall comply with the policies listed in Section 20.0 of the Ada County Comprehensive Plan, as it may be amended from time to time. These policies provide for the dedication of aviation easements and for the sound-proofing of new buildings to aircraft noise.
6. When land is subdivided for residential purposes, both the new development and the existing uses on the original parcel of land being subdivided should provide for street right-of-way dedication and improvements.
7. Areas designated as "rural residential" on the Southwest Sketch Plan Map may have new residential development which is developed at less than urban densities. New residential development at less than urban densities may utilize individual wastewater treatment systems and shall comply with the adopted policies and requirements of the Southwest Wastewater Management Plan.
8. Areas designated as "rural residential" on the Southwest Sketch Plan may *have* urban densities for a residential development which utilizes either a

community water system and an interim wastewater treatment system or a community water system and a municipal wastewater treatment system. All such wastewater treatment systems shall be constructed in accordance with all applicable Federal, State and local regulations.

9. In order for a development to qualify for the density standards in policy 4.2-7 and 4.2-8, it must have a zoning district classification which permits the requested density of development.
10. New residential development with urban densities may be permitted to cluster the allowed units.

5. COMMERCIAL

1. Objective

1. Encourage shopping centers at intersections of designated arterial/collector streets as a method of minimizing traffic congestion along the remainder of the roadway.
2. Discourage strip commercial development by encouraging modern pedestrian oriented shopping facilities which provide adequate vehicular circulation and traffic controls, parking and loading facilities, landscaping amenities and nonhazardous customer walkways.
3. Encourage safe, well designed commercial sites which provide landscaping to enhance the appearances of structures and parking areas and to integrate with the surrounding neighborhood.
4. Access to a commercial site and internal traffic circulation on the site should be adequate and provided through a variety of transportation modes such as: pedestrian walkways, bicycle pathways, public transit, the automobile, etc.
5. Develop regulations which acknowledge the differing characteristics and requirements of convenience commercial, neighborhood commercial, community commercial and highway service commercial activities.
6. New commercial development should be compatible

with adjacent land uses, environmentally sensitive areas, and identified high groundwater areas.

7. All commercial developments shall have adequate fire protection meeting access requirements in the site design and minimum fire flow requirements (including water supply and water pressure).
8. Commercial development should be coordinated with all area-wide plans and programs.

2. Policies

1. A community shopping center shall be the largest sized shopping center permitted in the Southwest Community.
2. Neighborhood shopping centers shall consist of facilities to meet neighborhood service needs only. Intensive and heavy commercial uses and large outdoor space uses are generally not considered compatible with a neighborhood. It shall be the developer's responsibility to demonstrate that a proposed neighborhood shopping center will meet neighborhood service needs only. Development of a neighborhood shopping center shall not occupy more than one quadrant of a street intersection where a designated collector street intersects another designated arterial or collector street. The remaining three (3) quadrants of the intersection should be developed with residential uses.
3. One community shopping center is adequate to serve the Southwest Community to the year 2000 and shall be located at the intersection of Overland and Five Mile Roads.

The community shopping center may occupy abutting quadrants of a street intersection where a designated arterial street intersects another designated arterial or collector street. The total commercial development allowed in the two abutting quadrants, which are mentioned above' shall be treated as one community shopping center.

4. All neighborhood and community shopping centers should be developed as planned development, multi business shopping centers rather than in a pieces meal, strip-commercial manner.

5. Commercial areas shall not be located adjacent to existing or planned elementary and junior high school sites.
6. Applications for commercial zoning or development shall be reviewed, evaluated, approved or denied based upon the following:
 - a. The nature of the proposed development.
 - b. A traffic engineering study (provided by the developer).
 - c. Visual impact of buildings.
 - d. Landscaping and site-planning features.
 - e. Screening and buffering of on-site structures in order to protect adjacent land uses.
 - f. Impact on public services and facilities.
 - g. Impact on adjacent neighborhoods.
 - h. Provisions for van pools, park-and-ride lots, bicycle pathways, pedestrian walkways and other modes of transportation.
 - i. Compatibility with adjacent commercial areas and the need for additional commercial development.
 - j. Environmental impacts.
 - k. Location of the commercial site in relation to the proposed market area.
 - l. Local and area-wide air quality impacts.
7. Congestion shall be minimized and traffic safety assured by providing proper entrances and exits and by including provisions for directing internal traffic circulation to parking areas. Commercial development shall occur only after sufficient right-of-way improvements and special control of access points have been dedicated to accommodate the added traffic which is generated, or written agreements are established which guarantee that such improvements will be completed.

8. Traffic-bearing capacity of major arterial/collector streets shall be protected. Methods used may include but are not limited to:
 - a. Intersection improvements and traffic signal phasing.
 - b. Clustering of activities.
 - c. Limiting access to one per quarter (1/4) mile of street frontage.
 - d. Sharing access.
 - e. Sufficient setbacks from existing rights-of way.
 - f. Acceleration lanes, deceleration lanes and left-turn lanes.
 - g. Exclusive bus/carpool lanes.
 - h. Medians.
9. Community and neighborhood shopping centers should be designed so that shoppers have adequate access to all shops in the center and will not be encouraged to make two (2) or more automobile trips from one portion of the parking lot to another.
10. Convenience shopping centers shall only be permitted in conjunction with a planned residential development integrated with a residential neighborhood.
11. New commercial development shall be prohibited in identified high groundwater areas unless the development is designed and constructed so as not to be adversely impacted by or adversely impact identified high groundwater areas. New commercial development in identified high groundwater areas shall be connected to a municipal sewer.

6. INDUSTRIAL

1. **Objectives**

1. Encourage well designed industrial parks.

2. Encourage industrial development in those areas impacted by significant aircraft noise and safety hazards as identified in the Ada County Comprehensive Plan as Airport Influence Area B and Airport Influence Area C as it may be amended from time to time (see Section 20.0, Airport Influence Area).
3. Industrial development should be consistent with area-wide plans and programs, including those related to: air quality, water quality, land use, transportation plans, environmental hazards and identified high groundwater areas.
4. All industrial developments shall have adequate fire protection meeting access requirements in the site design and minimum fire flow requirements (including water supply and water pressure).

2. Policies

1. All of the policies for Airport Influence Areas "B" and "C" of the Ada County Comprehensive Plan as it may be amended from time to time (see Section 20.0, Airport Influence Area) shall be followed as part of the Southwest Community Comprehensive Plan.
2. Applications for industrial development shall be reviewed, evaluated, approved or denied as to the following:
 - a. Local and area-wide air quality impacts.
 - b. Drainage system.
 - c. Effect on neighboring properties
 - d. Employment characteristics.
 - e. Fire and safety.
 - f. Nature and volume of industrial activity.
 - g. Odor emissions.
 - h. Wastewater collection and treatment.
 - i. Solid , liquid and/or hazardous wastes.
 - j. A traffic engineering study (provided by the

developer upon request by the Zoning Administrator).

k. Visual impacts.

1. Water service capabilities.

m. Utility service capabilities.

3. Allow for and encourage the planning of industrial parks or other land use or development arrangements where several industries can benefit by being located together.
4. Areas designated as rural residential on the Southwest Sketch Plan Map shall not develop with industrial uses.
5. Areas designated as "Airport Industrial" on the Southwest Sketch Plan Map which are outside the Airport Influence Area "B" of the Ada County Comprehensive Plan as it may be amended from time to time (Section 20.0) may be allowed to develop with industrial uses.
6. New industrial development shall be prohibited in identified high groundwater areas unless the development is designed and constructed so as to be adversely impacted by or adversely impact identified high groundwater areas. New industrial development in identified high groundwater areas shall be connected to a municipal sewer.

7. TRANSPORTATION

1. Objectives

1. Increase the efficiency and safety of the existing transportation system.
2. Existing and proposed transportation corridors shall be preserved so that future growth can be accommodated.
3. Place a greater reliance on ride-sharing for future transportation needs.
4. Develop a transportation system in the year 2000 that achieves the attainment of the public health

standard for air quality.

5. Protect areas sensitive to traffic impacts.
6. Transportation planning; and project implementation shall be consistent with local and area-wide comprehensive plans.
7. The mobility needs of the transportation dependent should be considered in the development review process.
8. Promote the development of energy efficient transportation.
9. Support the development of a transportation system that is reasonably related to the financial ability of local and state governments.
10. Improve and expand the non-vehicular transportation systems.

2. Policies

1. The proper management of transportation systems should be used as a primary means in meeting transportation demands.
2. Public safety transportation improvements should be given high priority, with particular attention to hazardous facilities in areas with railroad crossings, major street intersections, major pedestrian crossings, geologic constraints, hydrologic constraints, etc.
3. Transportation hazards in the vicinity of schools and other areas where children frequent should be identified and minimized or avoided if possible.
4. Alternate solutions should be evaluated fully before major new transportation construction projects are required.
5. Where appropriate, provide for safe bicycle/pedestrian transportation.

The Year 2000 Urban Functional Street Classification Map from the Transportation Plan for Northern Ada County, Idaho (October, 1982) is adopted as

part of this comprehensive plan and incorporated herein by reference.

7. Rights-of-way for proposed transportation facilities shall be reserved for transportation use as a condition of approving development applications.
8. Access onto arterial streets should be limited to one per quarter (1/4) mile of frontage provided this requirement does not restrict adequate access by emergency vehicles.
9. Access onto minor arterial streets should be limited to one per eighth (1/8) mile of frontage provided this requirement does not restrict access by emergency vehicles.
10. Encourage ride-sharing in outlying developments not served by transit.
11. Require developments to demonstrate how the ride-sharing goals of the transportation plan can be achieved. The following methods may be used: priority parking for ride-sharing vehicles, designation of a transportation coordinator, etc.
12. The Transportation Control Plan for the Carbon-Monoxide Nonattainment Area of Ada County, Idaho (December, 1982) is adopted as a guide.
13. An air quality impact analysis is required on commercial development applications which, if approved, would create more than three hundred thousand (300,000) square feet of contiguous commercially developed land.
14. Mitigation of adverse impacts on traffic sensitive areas identified in the development review process shall be required as a condition of development approval.
15. Streets shall be designed for a minimum impact on existing neighborhoods.
16. In the design of residential subdivisions, indirect access from individual lots should not be permitted onto arterial or collector streets.
17. Residential collector streets should connect to

contiguous residential subdivisions.

18. The Transportation Plan for Northern Ada County (October, 1982, the Transportation Plan) is adopted as a guide and shall be used to implement this comprehensive plan.
19. The goals and policies for access to the transportation system contained in the 1983 Elderly and Handicapped Transportation Plan for Ada County, Idaho, should be used as a guide in review of new developments.
20. Energy conservation should be encouraged in the design, construction and management of transportation systems.
21. New developments which generate the need for transportation improvements shall provide or fund such improvements as a condition of development approval.
22. A separate bicycle/pedestrian trail system should be incorporated into any major transportation improvement and into new developments.
23. Concentrate motor vehicle transportation improvements on arterial streets and bicycle/pedestrian transportation improvements on parallel collector or local streets where appropriate.
24. In future planning and development, conversion of some streets, bridges, abandoned ditches, canals and streams and overpasses to exclusively bicycle/pedestrian orientation should be considered.
25. The Urban Bicycle Route System Master Plan and the Bicycle/Pedestrian Design Manual shall be used to guide decisions relating to improvement or expansion of the existing bicycle/pedestrian system.

8. PARKS, RECREATION ~ OPEN SPACE

1. Object ~ vas

1. There presently does not exist a governmental agency which can maintain and coordinate the development of a recreation open space system. The formation of some kind of taxing district (e.~.

local improvement district) with ability to operate a recreational program should be evaluated.

2. Neighborhood park sites should be reserved before development has preempted the acquisition of suitable recreational sites.
3. All new developments should provide for public park, recreation and open space capital improvements and site acquisition costs.
4. Parks and open space should be used to provide compatible land use relationships.
5. The development of any bicycle pathway system should be coordinated with transportation programs, agricultural/irrigation projects (property owners) and other applicable plans or programs.
6. Parks, recreation and open space land uses should be treated as compatible uses in environmentally or historically sensitive areas.
7. School and park development should be coordinated and should complement each other.

2. Policies

1. All new residential, commercial and industrial developments should provide for neighborhood parks, community parks, and linear parks.
2. The formation of a recreation taxing district or local improvement district which serves the Southwest Community should be encouraged.
3. Joint park/school sites and facilities should be encouraged.
4. Sites and structures of historical or cultural importance should be identified by the developer and preserved. Such sites and structures might be incorporated into the design of the project for educational purposes or adaptive reuse.
5. All new developments should be designed for compatibility with the natural environment taking into consideration the topography, drainage and other natural systems.

6. The open space system in the Southwest Community should be coordinated with other open space programs in Ada County, including Boise City, the Western Ada County Recreation District, and other agencies which are involved in open space programs.
7. A developer who preserves historically or culturally significant sites or buildings or who leaves natural hazard areas undeveloped, such as identified high groundwater should be allowed to cluster the residential density lost on the preserved site on the unpreserved portion of the development.
8. Creek and streambeds should be left in a natural state rather than being channelized. Creek and streambeds shall be cleared of debris or obstructions if that debris or obstruction substantially impedes the flow of waters.
9. At least one (1) acre of neighborhood parking land should be provided for each 500 people.

9. SCHOOLS

1. Objectives

1. Promote the concept of neighborhood elementary schools within walking distance of residential areas.
2. Provide for adequate school sites and facilities to accommodate the expanding student population.
3. Provide for the safe transportation of students to and from school.
4. Protect school sites from incompatible uses and environmental hazards, including but not limited to identified high groundwater areas.
5. Provide guidelines for the selection of school sites which encourage coordination with area-wide plans and programs.
6. All new developments should provide for school expansion, capital improvement and site acquisition costs.
7. School and park development should be coordinated

and should complement each other.

2. Policies

1. All new residential, commercial and industrial developments should provide
2. Where existing schools or existing school sites are already situated, the introduction of land use changes which will cause additional traffic, noise or hazards to the school environment or which will remove the students from the school attendance area shall be avoided.
3. Existing elementary schools and elementary school sites should be considered a limiting factor to the upgrading of streets to arterial or collector status.
4. New school sites should be approved as they conform to this plan and the following principles:
 - a. Elementary schools (primary or intermediate) should be located within residential neighborhoods and should avoid locating on arterial or collector streets.
 - b. Secondary schools (junior or senior high) should have direct access onto a collector or minor arterial street.
 - c. School sites should be acquired that are large enough to accommodate possible facility expansion and/or recreational needs.
 - d. Schools shall not be located within the Boise Airport (Noise) Influence Area, as defined in the Ada County Comprehensive Plan, Section 20.0, as it may be amended from time to time.
 - e. School sites should be selected to avoid site-limiting features and other hazards and nuisances detrimental to the safety of children and to the general operation of the school.
 - f. Schools should share common sites and common facilities with neighborhood parks whenever possible.

5. New development, adjacent to schools or school sites, shall provide for adequate pedestrian and bicycle access to the school. The pedestrian and bicycle access should be away from designated arterial or collector streets.
6. School sites should be reserved for future acquisition in advance of development, based upon planned densities and development patterns. Approval of rezone applications, subdivision plats, planned developments and conditional use permits shall be withheld, if adequate school sites and facilities have not been provided for through land/facility dedication or through some other comparable means.
7. New schools shall be prohibited in identified high groundwater areas unless the school is designed and constructed so as not to be adversely impacted by or adversely impact identified high groundwater areas. New school development in identified high groundwater areas shall be connected to a municipal wastewater collection and treatment system.

10. AREA-WIDE WASTEWATER FACILITIES, DRAINAGE & WATER QUALITY

1. Objectives

1. Residents of the Southwest Community should be served by the most economical and the most efficient wastewater (sewage) treatment system(s) compatible with other objectives.
2. Disposal of wastewater (sewage) shall be done in a manner which does not endanger the general public health and safety, and which meets all applicable Federal, State and local regulations.
3. Limiting physical and natural characteristics of the land shall be considered in the development and approval of wastewater (sewage) treatment systems, along with other limitations to the development.
4. The Southwest Wastewater Management Plan should be consistent with the Southwest Community Comprehensive Plan, all area-wide transportation plans, the air quality plan and other applicable plans or programs.
5. New and existing development in the Southwest

Community should be encouraged to use safer and more efficient municipal sewer.

2. Policies

Wastewater Management Plans

1. The 1978 Ada/Canyon Waste Treatment Management Plan (208 Plan), the 1981 Ada County Domestic Wastewater Management Plan, and the Southwest Community Wastewater Management Plan are adopted to guide development decisions. A study on flow requirements and an update of these studies shall be conducted periodically.

Individual Wastewater Treatment Compliance

2. All individual sewers shall comply with the 1981 Ada County Domestic Wastewater Management Plan as updated from time to time.

Existing Residential Development At Less Than Urban Densities

3. Existing residential development at less than urban densities on individual sewer shall be required to connect to a municipal sewer upon failure of the individual sewer if municipal sewer is reasonably available as determined by ordinance.
4. If an appropriate health authority determines that use of individual sewer systems poses a health risk to the residents in a particular area, the owners of property in that area shall be required to connect to a municipal sewer.

Existing Residential Development With Urban Densities

5. Existing residential development' with urban densities on individual sewer shall connect to a municipal sewer upon failure of the individual sewer if a municipal sewer is reasonably available as determined by ordinance.

If an appropriate health authority determines that use of individual sewer systems poses a health risk to the residents in a particular area, the owners of property in that area shall be **required to** connect to a municipal sewer.

Owners of property located in an existing residential development served by an interim sewer shall be encouraged to connect to a municipal sewer as soon as reasonably available as determined by ordinance.

Owners of property served by an interim sewer shall be required to connect to a municipal sewer upon failure of the interim sewer system.

Existing Commercial. Industrial. and School Development

6. Existing commercial, industrial and school development on individual sewer shall be required to connect to a municipal sewer upon failure of the individual sewer if a municipal sewer is reasonably available as determined by ordinance.

If an appropriate health authority determines that use of individual sewer systems poses a health risk to the residents in a particular area, the owners of property in that area shall be required to connect to a municipal sewer.

New Residential Development at Less Than Urban Densities

7. New residential development at less than urban densities may utilize either an individual or interim sewer unless municipal sewer is reasonably available as determined by ordinance.

New residential development which utilizes either an individual or interim sewer shall be required to install the system in a manner most likely to facilitate eventual connection to municipal sewer.

If an appropriate health authority determines that use of individual sewer systems poses a health risk to the residents in a particular area, the owners of property in that area shall be required to connect to a municipal sewer.

No individual or interim sewer shall be allowed in identified high groundwater areas.

New Residential Development at Urban Densities or Greater

8. New residential development at urban densities or greater shall connect to municipal sewer if reason

ably available as determined by ordinance. When a municipal sewer is not available, an interim sewer system may be installed and shall connect to municipal sewer as soon as reasonably available as determined by ordinance.

No interim sewer shall be allowed in identified high groundwater areas.

New Commercial. Industrial. and School Development

9. All new commercial, industrial and school development shall connect to municipal sewer where reasonably available as determined by ordinance. When a municipal sewer is not available, the development shall install an interim sewer system and shall connect to municipal sewer as soon as reasonably available as determined by ordinance.

No interim system shall be allowed in identified high groundwater areas.

Requirements Applying to Interim Systems

10. An interim system may be transferred to an appropriate public agency upon such terms and conditions as may be negotiated between the parties. Evidence of a contract between the appropriate public agency and the developer of the interim system shall be required.
11. If ownership of an interim system by the developer or his successor is not transferred to the appropriate public agency, the owner of the system shall be required to obtain appropriate bonding, irrevocable letters of credit, and insurance to insure adequate operation, maintenance and payment of municipal sewer connection fees for property served by the system.
12. Prior to county approval, plans for new interim systems shall be submitted to the appropriate public agency for approval for the purpose of facilitating eventual hook-up to a municipal sewer. Approval by an appropriate public agency shall include a review for the most economic and efficient connection possible.
13. All interim systems shall be maintained in accor

dance with all applicable Federal, State and local standards.

14. All new sewer lines located in public rights-of-way shall be dedicated to the appropriate public agency upon acceptance of said lines by the appropriate public agency.

Drainage

15. All existing drainage systems shall be maintained by the owner of the property on which they are located to ensure adequate drainage of the property, and to protect public health, safety and welfare.
16. All development, for which an application for development is submitted after June 1, 1987, shall provide for drainage and drainage improvements in accordance with the applicable policies of the Boise City Area of City Impact Agreement.

1~. AREA-WIDE WATER SUPPLY FACILITIES

1. **Objectives**

1. The Southwest Community residents should be provided with clean and safe drinking water.
2. Water supply should be adequate to meet both domestic supply needs and fire flow requirements.
3. The quality and supply of existing domestic water in the Southwest Community should not be enlarged by new development.

2. **Policies**

1. Existing industrial and commercial developments and e: existing residential developments at urban densities or greater, which are dependent upon individual cater systems for domestic water supplies, should be encouraged to connect to a community water system.
2. Each new development shall be required to connect to a community water system for domestic water supplies and for adequate fire flow, however, individual water systems may be permitted in develop

ments at less than urban densities.

3. Adequate fire flow, including water supply and water pressure, should be available for fire protection purposes within all existing industrial and commercial developments and within all existing residential developments with a gross density greater than one dwelling unit per 5 acres.
4. Adequate fire flow, as determined by an appropriate fire protection authority, including water supply and water pressure shall be available for all new commercial, industrial and all new residential development at urban densities or greater.

12. FIRE PROTECTION

1. Objectives

1. The Southwest Community should be served by suburban standard fire protection facilities.
2. All development plans, including transportation improvements, should be coordinated with fire protection programs.
3. All new developments should provide for fire protection capital improvement and site acquisition costs.

2. Policies

1. To insure adequate fire protection, the existing fire station located on Overland Road should be relocated to a more central site in the Southwest Community.
2. All local transportation improvements proposed as part of a development, including street naming and internal circulation site plans, should be reviewed by the responsible fire protection district.
3. All new residential, commercial and industrial developments should provide for the acquisition of an appropriate fire protection site, fire protection facilities and fire protection equipment.
4. At an average residential density of one dwelling unit per acre, a suburban standard fire station

should serve 7,500 to 25,000 people within a one-half to three mile radius driving distance.

3. PUBLIC SAFETY

1. Objectives

1. To maintain an adequate level of law enforcement and safety for the present and anticipated population in the Southwest Community.
2. All development plans, including transportation improvements should be coordinated with public safety programs.
3. All new developments should provide for public safety capital improvement costs.

2. policies

1. Police protection within the Southwest Community should progress toward attainment of the recommended service ratio of 1.53 sworn law enforcement officers per 1,000 population.
2. All local transportation improvements, including but not limited to street naming and internal circulation site plans, should be reviewed by the sheriff's office when appropriate.
3. All new residential, commercial and industrial developments should provide for the expansion of law enforcement facilities, acquisition of law enforcement equipment, acquisition of public safety equipment, such as traffic control signs, street signals, and other expenditures related to the public safety of persons using or occupying the developments.

14. AGRICULTURE/IRRIGATION FACILITIES & RURAL AREAS

1. Objectives

1. Protect agricultural land from conflicts or undue interference created by rural residential, commercial or industrial development.
2. Protect the public investment in the area's irrigation facilities by coordinating all development

with the appropriate irrigation district and water users.

3. Ensure that existing non-farm development is not adversely impacted by improper agriculture and drainage practices.

2. Policies

1. Rezone and development applications shall be approved only if it can be clearly demonstrated that development will occur without serious detrimental impacts on adjacent agricultural land.
2. All development occurring adjacent to agricultural land shall be required to install fences or other appropriate barriers to prevent intrusion of people an/or dogs onto agricultural land.
3. No development shall be allowed to disrupt an existing irrigation canal, lateral or ditch. Modifications of the irrigation system may be allowed provided written approval has been received from the appropriate irrigation district(s) board(s).
4. Dust, noise and odors normally associated with agricultural pursuits shall not be considered reasonable grounds for complaint from adjacent residential areas or other nonagricultural developments.
5. Land designated as rural area on the Southwest Sketch Plan Map shall comply with Section 6.0 Rural Areas, of the Ada County Comprehensive Plan.
6. Maintain existing irrigation delivery and drainage systems.

15. COMMUNITY DESIGN

1. Objectives

1. To preserve and improve the character and quality of residential areas.
2. To recognize that the visual environment is as important to the Southwest Community as its functional efficiency.

3. Encourage the use of planned development techniques to insure quality design within all developments.

2. Policies

1. Require developers to preserve existing trees wherever possible.
2. Encourage exemplary architectural and landscape design as part of all major public improvement projects and in commercial and industrial developments.
3. Establish land use performance standards which require adequate landscape buffers and screening devices between incompatible or dissimilar uses.
4. Establish specific site development design controls for commercial and industrial areas, which will insure an attractive environment.
5. Attractive design of and careful attention to roadway and pathway furnishings, landscaping, public information and safety signs, should be encouraged as methods of achieving order and visual identity within all commercial and industrial developments and within all residential developments with a gross density greater than one dwelling unit per 5 acres.
6. Residential neighborhoods should be attractively designed and safe from traffic hazards, incompatible land uses, blighting influence and other negative impacts.
7. Develop within all existing and future shopping areas a concern for the safety, convenience and attractiveness of each facility, in order to provide modern and desirable shopping areas throughout the Southwest Community.
8. New developments should be designed for compatibility with the environment by incorporating into their design natural and manmade features of the land (i.e., trees, streams, canals, wetlands, etc.).
9. All subdivisions should be designed to follow the natural topography of the land with a minimum of

cut and fill operations.

10. Encourage the preservation and enhancement of existing open space and natural features.

16. ENERGY

1. Objectives

1. Encourage and assist in the development of subdivision and land use patterns and regulations which contribute to the conservation of energy.
2. Encourage increased energy self-sufficiency of the Southwest Community.
3. Encourage the development, protection and use of solar and geothermal resources where feasible.
4. Encourage the use of open space and landscaping techniques including plant materials to conserve energy.
5. Encourage the development of a solar energy ordinance.

2. Policies

1. Subdivision lots should be oriented in such a manner as to allow houses to be built with a major portion of the roof and wall area exposed to the south.
- 2.. In the design and construction of a building, the developer should be encouraged to orient the building to the south. This should include the location of major window surfaces on the south wall (maximizing winter solar penetration) and use of shading devices on the south windows, such as appropriately-sized overhanging eaves (to provide protection from the summer sun).
3. In the placement of buildings, yard space should be provided on the south side whenever possible. (This allows for solar access to the south wall and provides the best position for recreation, gardens, swimming pools..., as well as reduces the likelihood that a neighbor's trees or building will shade the south wall.)

4. The use of solar energy systems should be encouraged as a permitted use in all zoning districts. Variances should be granted whenever existing height or setback restrictions prevent an adequate solar collection location, as long as the variance would not interfere with solar access or otherwise be injurious to adjacent property.
5. The planting of deciduous trees along paved surfaces (e.g., parking lots) should be required in all developments.

17. GENERAL

1. objectives

1. Community services should be provided in an efficient and economical manner and in coordination with area-wide plans and developments.
2. All new developments should provide for public service capital improvements and site acquisition costs.

2. Policy

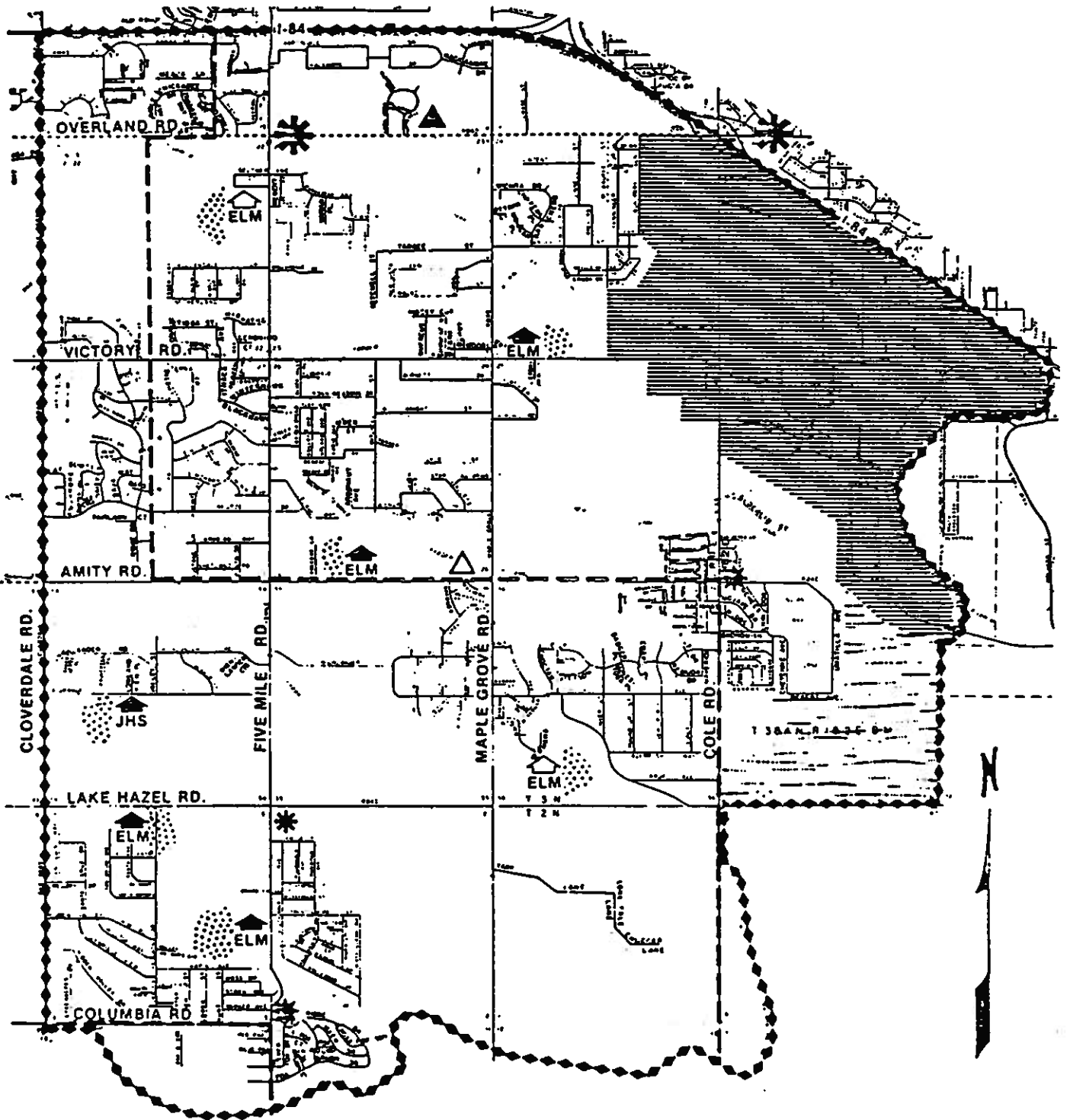
1. The formation of local improvement districts or taxing districts after the adoption of this plan shall be discouraged if the expansion of an existing local improvement district or taxing district boundary could provide the same desired service or function.












18. SOUTHWEST SKETCH PLAN MAP

The Southwest Sketch Plan Map is a generalized illustration of the policies expressed in the Southwest Community Comprehensive Plan. Although both existing and proposed public service facilities are shown on the map, the locations indicated for proposed schools, parks, shopping centers and fire protection stations do not refer to specific sites. The Sketch Plan Map serves to indicate in graphic form that new or expanded public service facilities will be needed by the year 2000 to serve general neighborhoods within the Southwest Community. It is important to note the boundaries of the areas designated as "rural residential" and "rangeland" because these designations are used to determine the density of development that may be permitted by written policies of this comprehensive plan. The

boundaries of the airport industrial area are also important to the interpretation of written policies in this plan.

18.0
SOUTHWEST SKETCH PLAN MAP



- | | | | |
|---|------------------------------|---|----------------------------|
|  | RURAL RESIDENTIAL |  | RURAL AREAS |
|  | COMMUNITY SHOPPING CENTER |  | AIRPORT INDUSTRIAL |
|  | NEIGHBORHOOD SHOPPING CENTER |  | FIRE STATION |
|  | CONVENIENCE CENTER |  | PROPOSED FIRE STATION |
|  | EXISTING SCHOOLS/PARKS |  | SCHOOL DISTRICT BOUNDARIES |
|  | PROPOSED SCHOOLS/PARKS | | |